



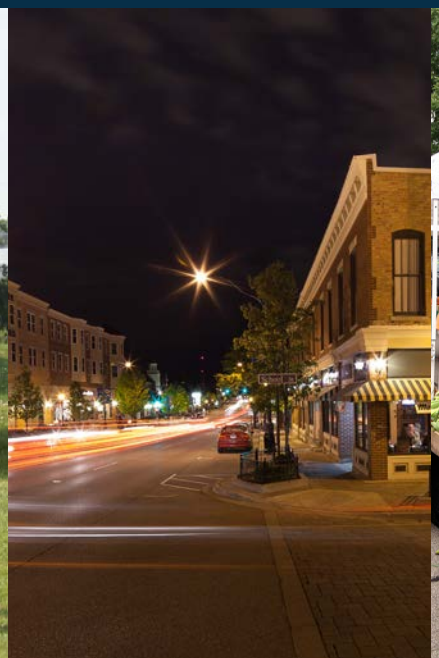



LIBERTYVILLE

2030 COMPREHENSIVE PLAN

PREPARED FOR THE VILLAGE OF LIBERTYVILLE, ILLINOIS

VILLAGE BOARD OF TRUSTEES REVIEW DRAFT | JANUARY 19TH, 2021






ACKNOWLEDGMENTS

Village of Libertyville, Illinois • 2030 Comprehensive Plan

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THE LAKOTA GROUP. ALLIES IN PLACE



PREVIOUS PLANNING DOCUMENTS

Village of Libertyville, Illinois

The following are current planning documents referenced in this 2030 Libertyville Comprehensive Plan:

Master Stormwater Management Plan
February 2019
https://www.libertyville.com/DocumentCenter/View/19812/Master-Plan-Report-May-2019-compiled

Capital Improvement Plan
August 13, 2019
http://www.libertyville.com/DocumentCenter/View/19964/Village-of-Libertyville---Capital-Plan-2021-2030?bidId=

2019-2020 Yearly Budget
May 1, 2018
www.libertyville.com/ArchiveCenter/ViewFile/Item/1627

Parks Master Plan
October 23, 2018
https://www.libertyville.com/DocumentCenter/View/19636/parks-master-plan-final

Downtown Transit Oriented Development Plan
November 14, 2017
http://www.rtams.org/reportLibrary/4691.pdf


IDEA Design/Build
Kitchens · Baths
TAILORS

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Please Walk Bicycles From Brainerd Ave To Milwaukee Ave
15 Minute Parking 6AM – 7PM Mon – Sat
NO Deliveries
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FLAVOR IT! PLACE

SECTION 1

INTRODUCTION AND BACKGROUND



1: Introduction and Background

In 2018, the Village of Libertyville embarked on the creation of a new Comprehensive Plan — a guiding document that describes a vision and blueprint for Libertyville's future physical, economic and social development over the next ten years. The Comprehensive Plan's vision is the result of considerable analysis and study of the community's existing conditions — its traditional downtown business district, neighborhoods, economic climate, commercial corridors, industrial areas, open space, streets and infrastructure, and urban design and visual appearances — as well as extensive collaboration, participation and input from Libertyville residents and stakeholders in the planning process.

Libertyville, located in central Lake County, Illinois, approximately 45 miles from Chicago's Loop, is home to more than 20,000 people, and comprised of a revitalized and bustling downtown district, desirable residential neighborhoods, high quality schools, accessible recreational amenities, and vital industrial and employment centers. Libertyville is known within Lake County for its small-town atmosphere and its close-knit community that supports a variety of civic, social, arts and culture, and community-building initiatives, most notably its highly successful Main Street revitalization program, resulting in the historic downtown's re-establishment as an important economic and social center.

In addition to Downtown Libertyville, commercial activities along Milwaukee Avenue and Illinois Route 137 also provide access to a variety of services to local residents. Industrial areas near the downtown, along Park Avenue and in Innovation Park, as well as significant employment centers throughout Libertyville, such as the Advocate Condell Medical Center and the Hollister Corporate campus, provide a diverse tax base and varied job opportunities for the community.

Libertyville is also noted for its appreciation for quality community design — ensuring that appropriately scaled new development provides a visual continuity and connection between old and new buildings, and between the downtown, neighborhoods, and other areas and districts within the village. Just as important, Libertyville is well-served in its transportation network by the Tri-State Tollway, Milwaukee Avenue (Illinois Route 21) Park Avenue (Illinois Route 176) and Peterson Road (Illinois Route 137, and by two Metra commuter lines, the North Central and Milwaukee District North, the latter with a station in Downtown Libertyville.

Apart from Libertyville's many strengths and assets, this 2030 Comprehensive Plan seeks to address specific planning issues as the community thinks long-term and works towards what is best for its future over the next ten years. Maintaining Downtown's vibrancy and the sustainability of Libertyville's commercial corridors in light of ever-changing retail and consumer trends is a high priority. Housing attainability and the availability of different housing products, especially for young professionals, "empty nesters," and early retirees is also a key concern. Promoting diverse housing opportunities confronts two challenges: the limited supply of land in Libertyville and the need to balance local desires in maintaining Libertyville's low-scale, small-town physical environment with the prospect of added development density.

Libertyville has also long been home to commerce and industry — maintaining industrial uses near established neighborhoods and expanding research and light manufacturing uses in and around Innovation Park are also important needs in strengthening the local economy and employment base. Enhancing venues for arts and culture activities, addressing stormwater management, conserving traditional neighborhoods, and improving parks and open space are other significant planning priorities considered in this 2030 Comprehensive Plan.

Comprehensive Plan Purpose

The Village of Libertyville understands that an updated Comprehensive Plan will serve as the road map for adopting new policies and initiatives that achieve land use and development goals and in coordinating the efforts and involvement of Village departments and other stakeholder partners in planning efforts, including the Cook Memorial Public Library District, Main Street Libertyville, Inc., Libertyville Township and Lake County, business and property owners, local industries, and other organizations and entities. An updated Comprehensive Plan also assists the Village Board of Trustees in making well-informed decisions regarding land use and capital improvements — decisions that can have long-lasting impacts on how Libertyville grows and develops in the future. Just as important, the Comprehensive Plan can help communicate the community's aspirations and goals to private sector investors, local institutions, businesses, and residents.

From a practical standpoint, a Comprehensive Plan serves as the playbook for local planners and government officials in understanding the appropriate types of development and land uses the Village, realizing that each new development creates a lasting impact on the Village's design, urban form and economic well-being. The Plan also influences other planning policy areas, including:

- Downtown and Commercial Corridors
- Residential Neighborhoods and Housing
- Transportation
- Infrastructure, Stormwater Management and Utilities
- Historic Preservation, Urban Design and Placemaking
- Communities Facilities
- Open Space and Recreation
- Arts and Culture

In summary, the Comprehensive Plan serves several key purposes:

- ***Future Vision.*** The Comprehensive Plan represents community consensus on Libertyville's desired long-term future and serves as the key guiding planning document for the Village Board of Trustees, Village departments, and other partner agencies and organizations.
- ***Land Use Framework.*** The Comprehensive Plan provides a land use strategy that promotes the highest and best uses of land while reducing land use conflicts and increasing the benefits land can provide in terms of residential and employment opportunities, transportation options, and recreational and open space. Benefits must also be sustainable so that current and future generations of Libertyville residents and stakeholders can enjoy its amenities, quality of life and employment opportunities.
- ***Public Investment Guide.*** The Libertyville Village Board should use the Comprehensive Plan to guide decision-making regarding capital improvements and investments in community facilities and other infrastructure. Other investments may involve downtown management and enhancement efforts, urban design and placemaking initiatives, neighborhood conservation, arts and culture activities and historic preservation. The Village may also use the Comprehensive Plan in seeking grant opportunities and other sources of funding at the regional, state, and federal levels.
- ***Private Investment Guide.*** Developers, industries, entrepreneurs, and others interested in investing in Libertyville may use the Comprehensive Plan to gain insight on land use policies and development opportunities. Such investors also view sound comprehensive planning as critical to ensuring the viability, stability and long-term success of their development projects and investments in Libertyville.
- ***Implementation Program.*** The Libertyville Comprehensive Plan prioritizes specific planning actions and outlines the roles and responsibilities of the Village of Libertyville, and other partners in implementation activities. the Comprehensive Plan also identifies other stakeholders that could play substantive implementation roles in the future.

- ***Community Engagement Tool.*** The process for creating this Comprehensive Plan provided an opportunity for local leaders and residents to understand and evaluate community strengths and weaknesses, and to craft policies and strategies for addressing critical planning issues. Future Comprehensive Plan implementation will provide additional opportunities to engage and inform local stakeholders on Libertyville planning efforts.

To facilitate the Comprehensive Plan's creation, the Village of Libertyville engaged a multi-disciplinary planning consulting team that included the following firms:

- The Lakota Group *(Land Use, Downtown, Neighborhoods, Commercial Corridors, Open Space, Historic Preservation and Urban Design)*
- S.B. Friedman Development Advisors *(Market Assessment and Economic Development)*
- Sam Schwartz Engineering *(Transportation Planning)*
- Christopher B. Burke Engineering *(Civil Engineering)*
- Duncan Associations *(Zoning and Land Use Regulations)*







Planning Process and Organization

Preparing the Libertyville 2030 Comprehensive Plan involved a 28-month, two-phase planning process starting in April 2018 and ending in August 2020. Phase 1, the State of the Village assessment, completed May to August 2018, included a review of previous planning documents and policies, land use conditions, demographic and economic trends, and local development opportunities and constraints. The assessment also incorporated a series of stakeholder interviews and listening sessions, community tours and field work, and a community open house held at the Libertyville Civic Center. Section 2, The Community Speaks, summarizes community engagement activities conducted during Phase 1 — activities designed to ensure the planning vision is reflective of all community voices.

Phase 2, the Comprehensive Plan, established a strategic community planning goals, policies and strategies through continued issue analysis and community dialogue. A community visioning workshop presented initial planning strategies for downtown development and expansion, corridor redevelopment, housing, historic preservation, and transportation and urban design enhancements. The planning team delivered a First Draft Comprehensive Plan in September 2019.

Comprehensive Plan Review Committee

The Village of Libertyville convened a Comprehensive Plan Review Committee consisting of a cross-section of the community, including property and business owners, elected and appointed officials, non-profit organizational leaders. The Committee assisted in developing and reviewing goals and policy statements, draft documents, and in conducting community outreach and engagement efforts.

Plan Organization

Four chapters comprise the 2030 Libertyville Comprehensive Plan:

- ***Section 1: Introduction and Background***
- ***Section 2: The Community Speaks***
- ***Section 3: The Comprehensive Plan***
- ***Section 4: Implementation***



Community History

Prior to Libertyville's first settlement in the 1830s, Potawatomi Indians occupied the land surrounding Libertyville, later to cede much of their Illinois and Wisconsin lands as part of the 1833 Treaty of Chicago. The Potawatomi and other regional tribes relocated west of the Mississippi River. First established in 1835 as Vardin's Grove, Libertyville would later be known as Independence Grove and Burlington briefly from 1839 to 1841. Over the succeeding years, the fledgling village grew around a newly established stage coach line along present-day Milwaukee Avenue, connecting Milwaukee, Wisconsin, to Chicago. In 1841, Burlington was renamed Libertyville and the village was chosen as the seat of the newly formed Lake County — only to be given away to Waukegan, located ten miles to the northwest, two years later.

During the mid to late 1800s, small rural farming communities still comprised Lake County's settlement pattern. Libertyville, with a population of 221, would not experience significant population growth until the 1880s when the Chicago, Milwaukee & St. Paul Railway constructed a spur between Libertyville and Roundout, near present-day Green Oaks. The coming of the railroad sparked a boom in Libertyville as farmers and merchants now had access to larger markets in Chicago and elsewhere. Following the boom, the citizens of Libertyville decided to incorporate as a village in 1882 with John Locke as its first mayor.

The late 1880s and 1890s would see increased growth and development in Libertyville. The rail spur facilitated new commercial and industrial activity along its route, running east of the present-day downtown district, establishing Libertyville as Lake County's commercial and industrial center. Village government would also invest in its civic infrastructure during this period, constructing its first town hall and municipal park, as well as the installation of wooden sidewalks and street lamps in the downtown. In 1895, Downtown Libertyville would suffer from a catastrophic fire, destroying 27 buildings between Cook Avenue and School Street. Libertyville had no fire department at the time. Following the fire, the Village mandated masonry construction downtown and rebuilding quickly commenced.

By the early 20th century Libertyville began to evolve into a suburban enclave for some of Chicago's affluent citizens. This was due to the construction of a new Chicago, Milwaukee, St. Paul and Pacific Railway spur in 1880, partially financed by Libertyville merchants, allowing for regular commuter transportation between Chicago and Libertyville. Three years later in 1903, the Chicago & Milwaukee Electric Line built an electric rail between Libertyville and Lake Bluff and, by 1904, the village would establish its first water and sewer system, laying the ground work for future development and expansion. Between 1900 and 1920, Libertyville would grow from 864 citizens to 2,125, spurred by rapid industrial development. Among some of the more prominent industrial manufacturers were the American Wire Fence Company, W.C. Hold Manufacturing Company, and Foulds Macaroni Company, established on Libertyville's east side in 1906. In the 1920s, the first automotive garages and dealerships would also begin arriving in Libertyville. With the advent of the automobile age and new options for quick commuting times to Chicago's Loop, many of Chicago's wealthy businessmen purchased farms around Libertyville for use as country estates and vacation homes. Prominent among these include the David Adler and Samuel Insull estates. Between 1920 and 1930, the village would continue to grow with many new subdivisions, paved streets, and new rail lines to the community. This period would also see a significant expansion of Libertyville's downtown commercial district.

During the 1930s and 1940s, as in most communities, growth slowed dramatically during the years of the Great Depression. However, despite the national economic climate, Libertyville would see the construction of many of its more prominent and still extant downtown buildings, including the original Liberty Theatre (1937), Post Office Building (1935), and the Libertyville Masonic Temple (circa 1930s). This period would also see the appearance of big retail in Downtown Libertyville, including chains such as F.W. Woolworth's.

Following World-War II, Libertyville, as of much of the United States, would see unprecedented residential growth and subdivision development driven by increased availability of low-cost home ownership financing. Libertyville's population would increase from 3,930 in 1940 to 5,426 in 1950, and 8,560 by 1960. Libertyville would also see renewed industrial and commercial growth, albeit on the village's periphery. The decades after World War II, Downtown Libertyville would see new retail competition due from strip commercial centers and shopping malls, constructed in nearby communities such as Hawthorn Mall in Vernon and New Century Town Center, both located in Vernon Hills. To make Downtown Libertyville more attractive and convenient to shoppers, the



Village facilitated the widening of Milwaukee Avenue to four-lanes in 1960; it also and purchased land for new surface parking lots. Many downtown buildings and storefronts sported new modern slip covers. Despite these changes, the downtown still declined as an economic center. In 1989, the Village of Libertyville, along with a dedicated group of downtown advocates, established Main Street Libertyville, a non-profit historic preservation-based economic development organization to spur new investment and revitalization activity in Libertyville's historic core. By the 2000s, downtown's renewed vibrancy as a retail, dining, and entertainment center added to the community's well-established quality of life, complementing its schools, parks, businesses, and institutions as compelling reasons to live and work in the community.

Community Context

The Village of Libertyville is located in southeast central Lake County, approximately 37 miles northwest of Chicago, seven miles west of Lake Michigan, and 55 miles south of Milwaukee, Wisconsin. Libertyville is adjacent to the Des Plaines River on the east with unincorporated Lake County to the north, and the municipalities of Green Oaks and Mettawa to the east, Vernon Hills to the south, and Mundelein and Grayslake to the west. The Village incorporates the Townships of Libertyville and Fremont, as well as Elementary School Districts 70 and 73, and High School Districts 128, 127, and 120.

Libertyville is served by a significant transportation network, including Milwaukee Avenue (Illinois Route 21), Park Avenue (Illinois Route 176), and Peterson Road (Illinois Route 137). In addition, interstate 90-294 (Tri-State Tollway) is located one mile to the east of Libertyville. The Village is also served by two Metra community lines, the Milwaukee District North, with stations in downtown and at Prairie Crossing, and the North Central, its sole station located at Prairie Crossing.

According to the 2014 U.S. Census, the population of the Village was 20,512. Rapid population growth occurred in the Village between 1960 and 1990. The population since 1990 has remained stable with a nominal increases in succeeding decades. The Village of Libertyville is a vibrant community with a number of assets — its historic downtown, residential neighborhoods and housing stock; high-quality schools; and well-maintained parks — assets that define its overall quality of life. It is these assets that Libertyville residents seeks to maintain and enhance in order to attract new residents, businesses, and investments to the community.

Downtown Libertyville

Libertyville's principal shopping area is its traditional downtown core located along Milwaukee Avenue between Maple Avenue to the south and the Metra Milwaukee North Line to the north. The downtown district generates nearly 20 percent of total community retail sales for the Village and is a regional destination for dining and entertainment. The downtown has capitalized on the demand for experienced-focused events, including the Car Fun on 21, the Libertyville Farmers Market, Lunch in the Park, Dickens of a Holiday/Victorian Tea, Let's Wine about Winter, First Fridays, Sidewalk Sales, MainSweet Dessert Walk, Trick or Treat on Main Street, and Small Business Saturday the Saturday after Thanksgiving. With involvement of the Village and key stakeholders, Libertyville's highly successful Main Street organization has helped leverage more than 204 building rehabilitation projects, created 1,179 new jobs, and generated approximately $107 million in public and private investments. The downtown was recently designated a Local Historic District by the Village for its rich and varying commercial architecture with many buildings constructed prior to 1900.

Other Shopping Districts

In addition to its Downtown, Libertyville has four commercial corridors. South of downtown, Milwaukee Avenue is home to several retail shopping centers and office complexes. The segment of Milwaukee between Park Avenue and Townline Road includes the "Mile of Cars' — Libertyville's complex of auto dealerships. North of downtown along Milwaukee Avenue includes a mix of commercial and residential uses along with the Lake County Government Center at Milwaukee Avenue and Winchester Road . The Peterson Road (Illinois Route 137) corridor includes a number of strip commercial centers and "big box," large single-store retail developments. Illinois Route 137 also serves as Libertyville's major east-west commercial street with a mix of older strip centers and newer big-box developments.

Parks and Open-Space

Libertyville has a significant amount of land devoted to parks, recreational facilities, and open space and conservation, managed by three entities, the Libertyville's Parks Maintenance Division and Recreation and Sports Complex Department, Libertyville Township, and the Lake County Forest Preserve. The Village operates 18 parks, two community pools, one natural area, and an indoor sports complex, located within

the Libertyville Sports Complex at Peterson Road and U.S. Route 45. These parks and facilities provide a variety of athletic and recreational opportunities ranging from baseball diamonds, soccer and football fields, basketball courts, playgrounds, trails, fishing and picnic areas, an inline hockey rink, and a sledding hill.

In addition to Village-owned parks and recreational facilities, Libertyville Township manages a 110-acre soccer playing field complex north of Winchester Road and east of U.S. Route 45. The Lake County Forest Preserve operates the 1,151-acre Independence Grove Forest Preserve north of Adler Park and east of Peterson Road, offering Libertyville residents outdoor recreation and nature education opportunities. Other Forest Preserve facilities adjacent and near Libertyville include MacArthur Woods, the Old School Forest Preserve, Wilmot Woods Forest Preserve, and the Almond Marsh Forest Preserve. The Des Plaines River runs adjacent and through Libertyville's eastern boundary, providing opportunities for fishing, canoeing, and kayaking. Running and cycling trails include the Des Plaines River Trail, Casey Trail, Prairie Crossing Trail, and North Shore Path.

Schools

Three elementary and one high school district currently serve Libertyville residents: Elementary School Districts 68, 70 and 73, and Community High School District 128, although High School Districts 127 (Grayslake) and 120 (Mundelein) overlap small portions of Libertyville's municipal boundary. Elementary School District 70 includes one junior high school and four public elementary schools within Libertyville proper. Libertyville High School enrolls nearly 2,000 students from the municipalities of Green Oaks, Mettawa, and Mundelein, along with other Lake County unincorporated areas. High School District 128 also administers a community education program with in-class and online courses offered to anyone 16 years or older. In addition to the public school system, there are also three privately-operated schools.

Community Services

Several institutional and governmental entities serve the Libertyville community, including Lake County, Libertyville Township, the Cook Memorial Library District, and the Village of Libertyville. The Village of Libertyville maintains several downtown facilities, including Village Hall, and the offices for Public Works, Community Development, and Police Department. In addition to these, there are two (2) fully equipped fire stations operated and managed by the Village of Libertyville. The Libertyville Fire Protection District operates a third station in the District. Libertyville Public Works manages an engineering, streets and utilities, and fleet services divisions, along with a wastewater treatment plant located along the Des Plaines River east of South Milwaukee Avenue at Artaius Parkway. Since 1992 Libertyville has purchased water from the Central Lake County Joint Action Water Agency. In addition to governmental services, Libertyville is home to Advocate Condell Medical Center at South Milwaukee Avenue and Condell Drive, Lake County's only Level 1 trauma center. A number of smaller facilities and professional offices also provide medical and health services. Libertyville is also home to numerous religious institutions.





Apart from Libertyville municipal services, Lake County maintains its Sheriff's Substation; the Division of Transportation; and, the Planning, Building, and Development Department at its Winchester Road facility complex. Libertyville Township also maintains its administrative offices in Libertyville, including the offices of the Highway Commissioner, the Township Assessor, Township Clerk, the Township Open Space District, and the Libertyville Township Supervisor. The Township is responsible for maintaining roads and bridges within the Township's jurisdiction, records archiving, and providing various services for seniors and the needy. The Lake County Forest Preserves maintains their general offices and the Bess Bower Dunn Museum of Lake County along Winchester Road. The Cook Memorial Library District provides services to 60,000 residents through its Cook Park Memorial Library in downtown Libertyville and its Aspen Drive Library branch in Vernon Hills. The United States Post Office is located on the corner of Artaius Parkway and Florsheim Drive, east of South Milwaukee Avenue.

Regional Context

Libertyville is one of 284 municipalities that comprise the Chicago metropolitan area, a region that extends geographically over seven counties and includes a population of over 8 million people. Libertyville is located in Lake County, an area noted for its abundant environmental resources and ecological diversity consisting of prairies, woodlands, wetlands, and more than 350 lakes and ponds. Both Lake County and Libertyville experienced significant increases in private sector employment and population growth during the 1990s and 2000s. The County is the wealthiest in Illinois, but also contains some of the highest rates of wealth disparity between communities and among different races and ethnic groups. These disparities have been increasing over the last decade. Lake County is also becoming increasingly more diverse and has seen significant increases in African-American and Hispanic populations since the 1970s.

Form of Governance

The Village of Libertyville is governed under a Council-Manager form of government, with a Village President and six Village Board Trustees elected to four-year terms, and an appointed Village Administrator serving at will as Chief Executive Officer in charge of daily operations and services. The Village President, with advice and consent from the Board of Trustees, also appoints the Treasurer, Director of Finance, and Budget Officer for the Village. In addition, a Village Clerk is elected at large for a four-year term. Libertyville is currently an Illinois non-Home Rule municipality. Other Village departments include Community Development, Finance, Fire, Recreation and Sports Complex, Police, and Public Works. There are also several standing committees of the Village Board, including Fire and Police, Finance, License and Permits, Parks and Recreation, Special Projects, Water and Sewer, and Streets. The Village President, subject to the approval of the Board of Trustees, appoints the members of the standing committees.

Apart from elected officials, principal staff positions, and municipal departments, there are several appointed commissions, including the Sustain Libertyville Commission, Economic Development; Board of Fire and Police Commissioners, Board of Local Improvements, Appearance Review Commission, Electrical Commission, Human Relations, Park and Recreation Advisory Commission, Plan Commission, Police Pension Board, Zoning Board of Appeals, Parking Commission, Historic Preservation, and the Libertyville Fine Arts Commission. The Village's economic development activities are managed through the Economic Development Division of the Community Development Department.



Previous Plans

The following is a summary of recent planning initiatives undertaken by the Village of Libertyville and other agencies and partners, including Lake County and the Lake County Forest Preserves.

Lake County Regional Framework Plan (2001)

In January of 2001, the Lake County Regional Planning Commission undertook a three-year process to prepare a *Regional Framework Plan for Lake County* and its 52 municipalities and 18 townships. The Plan identifies two key planning goals: creating a ***"strong local economy that provides well-paying jobs and tax support for good schools and other government services"*** and promoting a ***"regional environment that is healthy for residents, offers scenic and recreational open-space and provides habitat for wildlife."*** The Framework Plan identified demographic and economic trends that projected an increase of 71,000 new jobs and 142,000 residents for Lake County by 2020. In turn, to address these trends, the Framework Plan outlined planning strategies to facilitate new housing construction and the preservation and expansion of parks, greenways, and open space. Growth management, enhanced collaboration between local governments and non-profit organizations, and achieving a proper employment-housing balance are other key planning strategies.

Libertyville Comprehensive Plan (2005)

The ***2005 Village of Libertyville Comprehensive Plan*** updates the 1985 Comprehensive Plan with a particular focus on growth management and development of Libertyville's remaining land parcels. Other Comprehensive Plan strategies include maintaining the community's quality housing stock, encouraging compatible development, revitalizing downtown, improving infrastructure, conserving natural areas, and managing an efficient transportation system. Identified development opportunities included several subareas: Downtown Libertyville, Milwaukee Avenue, the Woolridge and Wright Quarter — one of Libertyville's original subdivisions east of downtown and west of the Des Plaines River — the McKinley-Stewart neighborhood and the Illinois Route 137 corridor. Beyond the subarea development concepts, the Comprehensive Plan also provides polices and recommendations for annexations of unincorporated areas.

Village of Libertyville Downtown Transit Oriented Development Plan (2017)

The Village of Libertyville, with funding from the Regional Transportation Authority (RTA), prepared a ***Transit Oriented Development Plan*** for Downtown Libertyville, incorporating the Metra Station area at Brainerd Avenue. Focused redevelopment activity in this area is intended to strengthen downtown's vibrancy and character by utilizing existing infrastructure and encouraging residential and mixed use development, as well as new restaurants, entertainment, and the creation of additional public spaces. Key development sites include land surrounding the Metra station and parcels northwest northeast, and southeast of the railroad tracks on Milwaukee Avenue. The Development Plan also aligns with the ***2004 Lake County Regional Framework Plan,*** which recommends increasing housing units in the region through added density in already established community centers and downtown districts. In addition to the development sites, the Development Plan recommends walkability, mobility, wayfinding, urban design, and connectivity enhancements, especially between the traditional downtown core, the Metra Station, and areas north along Milwaukee Avenue to the north.

Lake County Forest Preserves Strategic Plan (2017)

In 2013, the Lake County Forest Preserves created a Strategic Plan for its preserve holdings, intended to provide a framework for a ***"healthy and resilient landscape with restored and preserved natural lands, waters and cultural assets."*** The Strategic Plan identifies five strategic goals for leadership, organizational sustainability, conservation, communication, education and outreach, and public access and connections. Of importance to Libertyville, the Strategic Plan seeks to expand the Forest Preserves' role in providing passive recreation opportunities for all residents, supplementing Libertyville's existing parks and open-space amenities. Additionally, the Plan expands a regional network of multi-use recreational trail connections, which could be connected to existing park and trail infrastructure in Libertyville and enhancing local resident access to nature. Such goals and initiatives align with the *2018 Village of Libertyville Parks Master Plan*.

Master Stormwater Management Plan (2018)

The Village has experienced three intense storm events in the last ten years, overwhelming the Des Plaines River, storm sewer and drainage systems, and retention/detention ponds, causing significant flooding. In 2018, the Village commissioned a ***Master Stormwater Management Plan*** to study and prioritize new stormwater management initiatives. The Management Plan identified 12 separate priority stormwater management project areas along with conceptual plans and cost estimates for potential stormwater mitigation measures for both 50 and 100-year storm events.

Libertyville Parks Master Plan (2018)

In 2018, the Village of Libertyville completed a new ***Parks Master Plan*** that assessed existing park conditions and park services and facility needs. The Plan provides a detailed inventory of all park land, open-space, Village facilities, schools, trail, and a 15-year action plan. Overall, the Master Plan identified the need for improved maintenance and amenity upgrades to align with community needs. Additionally, although Libertyville does not have a separate parks district with a dedicated tax levy, the Master Plan identified a need for more diversified funding, including pursuing new grant opportunities, the creation of a "friends of the parks" group, and a parks foundation. Updating design requirements and practices for parks, including implementing green and environmental design treatments is recommended to retain and enhance open spaces and the Village's natural character. Last, the Master Plan also identifies expanding and improving trail systems, as well as implementing complete streets as a means for enhanced access to parks, as key community needs.

Capital Improvement Plan (2019)

The Capital Improvement Plan provides project detail by fund and department for fiscal years 2020-2021 through 2024-2025 and outlines long term capital needs by project type for fiscal years 2025-2026 through 2029-2030. The Capital Improvement Plan is a living document that will be updated each year in advance of the annual budget process.




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Community Profile

Demographics

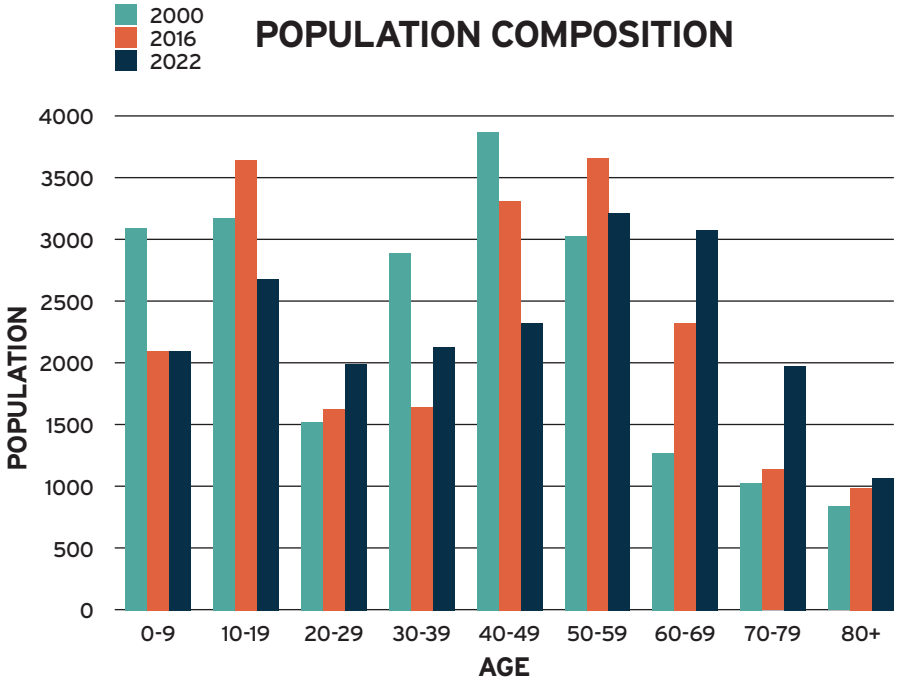
The population of Libertyville has remained relatively constant from 2000 to 2016, actually declining slightly. During the same period, Lake County population increased by over 60,000 residents. Lake County is projected to continue to grow, adding an additional 133,626 people through 2040, according to Woods and Poole estimates or 150,000 residents through 2050 based on Chicago Metropolitan Agency for Planning (CMAP) forecasts. Based on ESRI five-year projections, Libertyville population is expected to remain stable over the next five years.

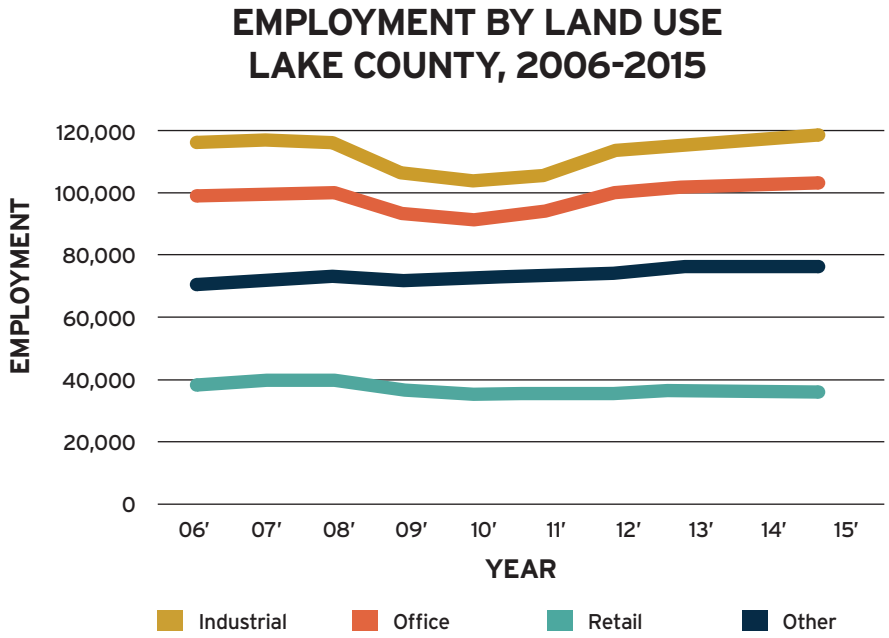
The Libertyville median household income of about $119,000 is above the median household income for both Lake County ($80,000) and the Chicago region ($63,000). Libertyville's median income is in the middle of the range of incomes of nearby municipalities.

Labor and Employment

Libertyville has a diverse employment base, with a total of approximately 18,500 workers. As a percentage of total employment, Libertyville has a lower proportion of industrial and retail workers than Lake County as a whole and a similar proportion of office. While total employment in Lake County has recovered from the recession, Libertyville's employment has not rebounded to pre-2008 recession levels, driven by the decline in office employment following the Motorola relocation after 2013.

Libertyville has a diverse employment base, with a total of approximately 18,500 workers. As a percentage of total employment, Libertyville has a lower proportion of industrial and retail workers than Lake County as a whole and a similar proportion of office.





Building Type and Tenure

Nearly 80 percent of the housing stock in Libertyville is single-family, a majority of which is detached. The residential building typology is generally reflective of Lake County, which tends to have a lower percentage multifamily residential than the region and state. A high percentage of housing units (85 percent) in Libertyville are owner-occupied, a higher share than in Lake County and Illinois.

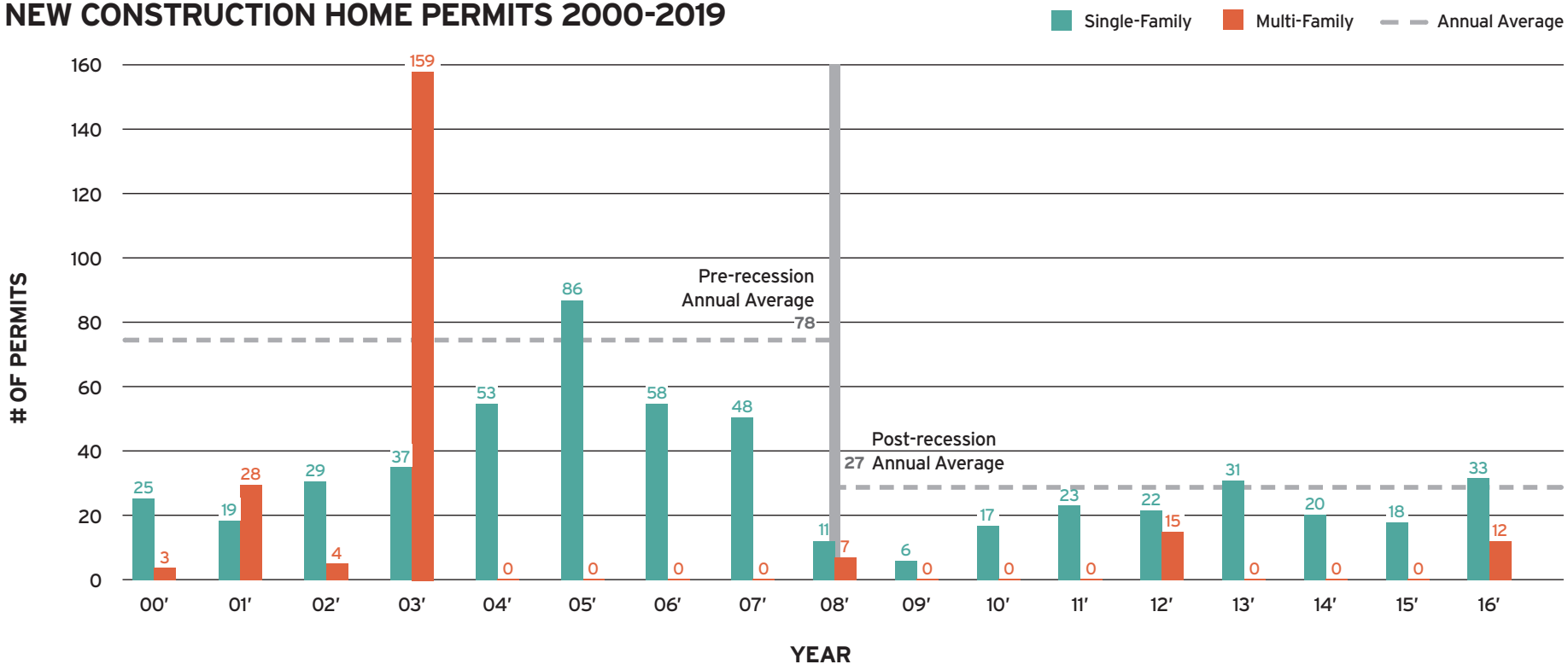
New Construction Home Permits

Following substantial multi-family housing construction in 2003, Libertyville has seen very few multifamily housing developments. Following the recession, an average of 27 new construction home permits have been issued annually, down from 78 per year from 2000 to 2007. The low level of recent permits reflects that Libertyville is primarily a built-out community with few tracts of undeveloped residential land remaining. Some of the permit activity in recent years likely relates to tear downs of existing homes and rebuilding on the same lots.

RESIDENTIAL BUILDING TYPE & TENURE, 2016

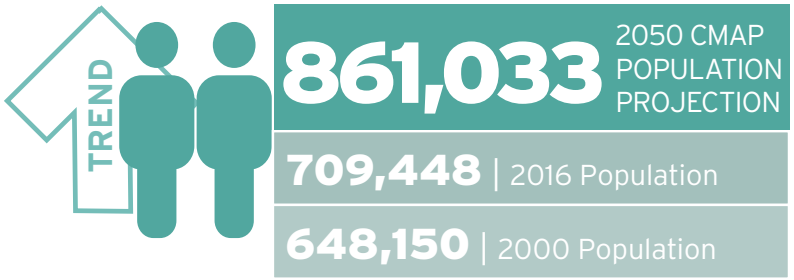


NEW CONSTRUCTION HOME PERMITS 2000-2019

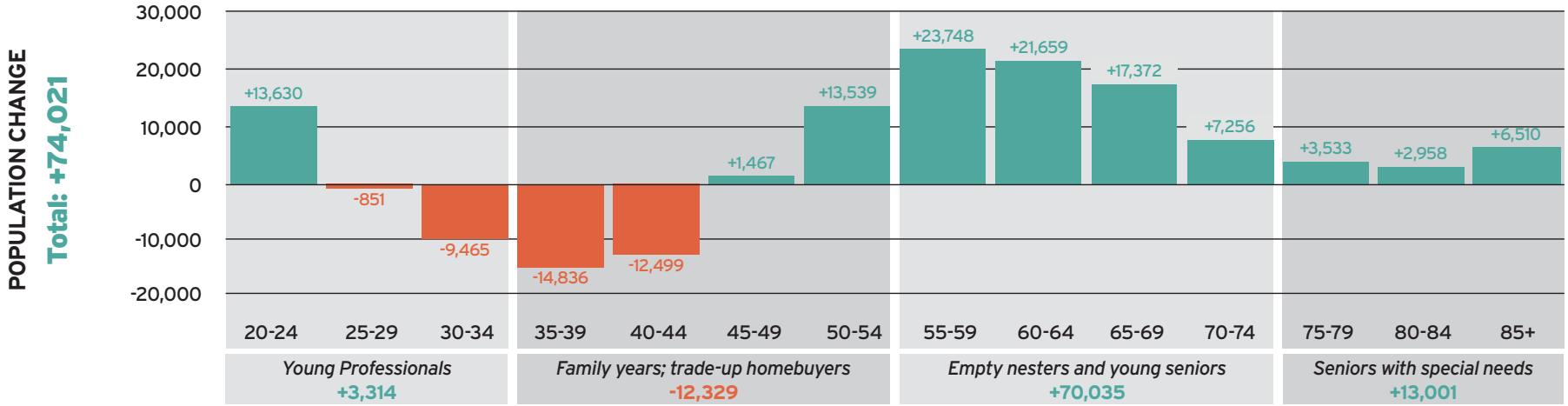


Lake County Population Trends

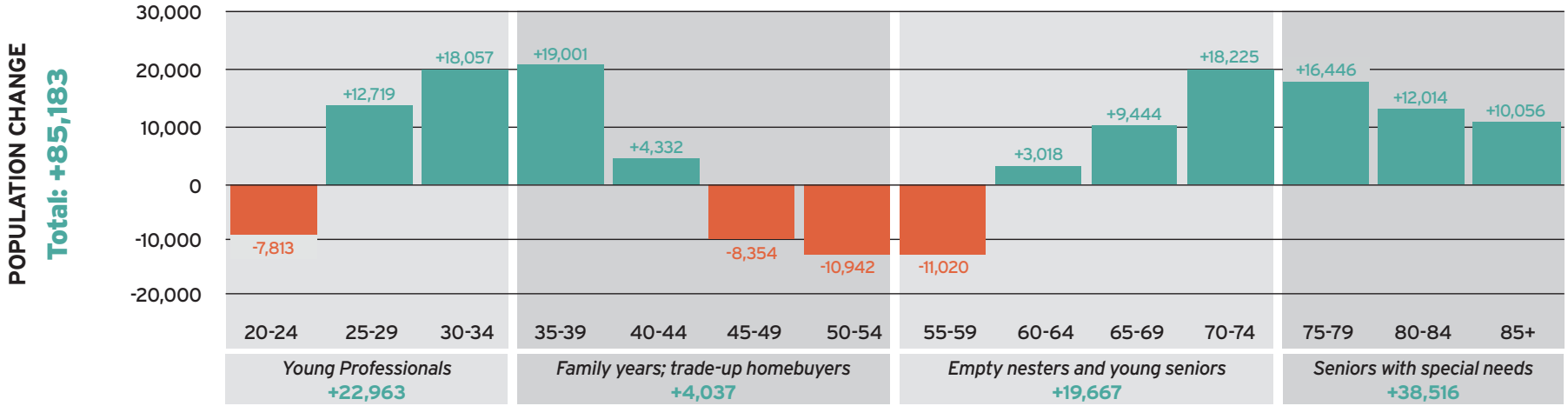
While Lake County experienced substantial growth in empty nesters & young seniors from 2000-2016, the most significant growth through 2032 is projected for seniors with special needs, reflecting the aging of Baby Boomers, as well as young professionals. Both groups will require appropriate housing typologies to ensure they can remain in the County.



ESTIMATED POPULATION CHANGE: 2000-2016



ESTIMATED POPULATION CHANGE: 2016-2032



Residential Market

Single Family Detached Housing

Sale prices for detached homes have remained relatively stable since 2007, though they have not fully recovered from the pre-2008 recession levels. In the past 5 years, Libertyville has averaged approximately 290 detached home resales annually, with average sale prices in the $500,000 range. New detached product (less than 10 years old) in Libertyville has resold for just under $900,000, on average, over the past five years. Over that time, there were approximately 15-20 such resales annually. The prices of newer product have increased by roughly 25 percent since 2007, indicating a substantial ongoing premium for new construction detached homes in Libertyville.

Single Family Attached Housing

Attached units in Libertyville have been reselling for an average of approximately $240,000 since 2012, when more resales started to come online. Since 2012, there have been approximately 80 resales of attached single-family housing units annually, with average prices exceeding pre-2008 recession prices in recent years. There has been a wide variation of average resale prices for newer, attached single-family homes since 2007, likely due in part to the low number of average sales (less than 10 annually). Following the recovery from the low point in 2011, prices have continued to be volatile, reaching $540,000 in 2016 before declining to the average current pricing for the product of roughly $400,000.

Multi-Family Housing

There are limited new construction or substantial rehabilitation rental multi-family products within the Village of Libertyville, with the exception of several projects near Downtown. One project, Northline, was developed by Fides CP and is located just north of the Metra train station. Parking was limited on-site so the developer worked with the Village to create shared site access with an adjacent apartment property, also owned by the developer. The Manchester, also located downtown, was developed in 2008 as a condominium project and renovated in 2016. With the onset of the 2008 recession, this project converted to rental apartments. While there has been limited new construction rental apartment product in Libertyville, neighboring communities, including Vernon Hills, have seen significant development, including multiple luxury apartment projects.

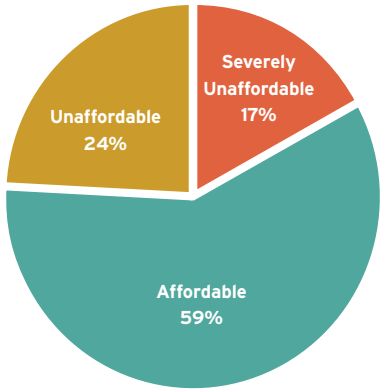
Housing Affordability

The Illinois Housing Development Authority (IHDA) assesses the supply of affordable housing in each community throughout the state based on the total number of units that are affordable to households earning 80 percent area median income (AMI) for owner occupied and 60 percent AMI for renter occupied units. The 2018 Report estimates there are approximately 1,147 affordable units in Libertyville. Affordable units account for 15.4 percent is the housing share in the Village, exceeding the 10 percent state requirement. According to IHDA, Libertyville has only two income-restricted affordable apartment buildings – Liberty Towers and Brainerd Apartments, both located downtown. Liberty Towers is a 121-unit affordable senior apartment building. Brainerd Apartments is a small-scale, income-restricted building offering 2-bedroom duplexes.

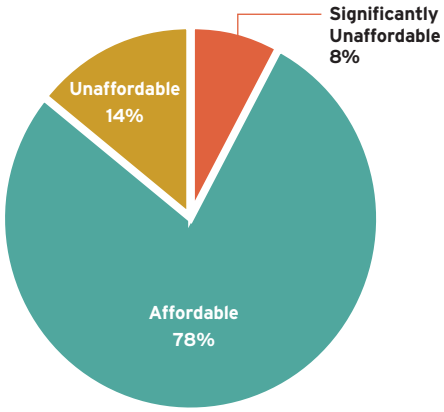
Cost burden by tenure was reviewed to determine what proportion of owner-occupied and renter-occupied housing is considered affordable, unaffordable or significantly unaffordable based on either mortgage costs or gross rent as a percentage of household income. A unit is considered affordable to the households if less than 30 percent of income is spent on housing costs, unaffordable if 30-50 percent of income is spent on housing costs and severely unaffordable if over 50 percent of income is spent on housing costs. A household paying more than 30% of income on housing costs is considered to be cost burdened.

- Owner-occupied units are generally affordable to owners, though 22 percent of units are unaffordable or severely unaffordable.
- Rental housing is unaffordable to approximately 40 percent of renters, with 17 percent of renters spending more than 50 percent of their income on housing costs.

RENTAL HOUSING AFFORDABILITY



OWNER HOUSING AFFORDABILITY



Regional Senior Housing Supply

New senior housing built over the past five years in Lake County comprises a mix of care segments, though a majority are assisted living beds. Unit counts average approximately 100 for buildings that provide majority assisted living beds and 190 for buildings that provide majority independent living beds. Based on density ranges seen within the market, new senior housing developments in Lake County range between 10-20 units per acre.

Housing Market Implications

The relatively low number of new residential construction permits the last several largely reflects Libertyville's built out development pattern. There is also limited population growth projected in the future, though the population age composition is shifting towards young professionals, younger seniors and empty nesters. There may be a greater need for housing product that accommodates the changing population, including a greater diversity of housing at various price points to accommodate aging seniors, young professionals/families and working households. Given senior demand for aging in place and existing gaps in senior housing supply in Lake County, it appears market-rate senior housing development could be well-suited for Libertyville. In addition, multifamily development in Downtown Libertyville and transit-oriented development (TOD) locations would support downtown vibrancy. Overall, while a majority of the housing stock in Libertyville appears to be affordable for a majority of the population, residents outside the upper income levels may struggle to find appropriate housing that does not overly burden their finances. Ensuring a variety of price points could help ensure that Libertyville can attract young families and other cohorts that have recently declined.




School St
ONE WAY
Mother's Day
OPEN SUNDAY
FOR RENT

Retail Market

Aside from an outlier year in 2009, retail rents in Libertyville have been fairly constant at around $16 per square foot. Vacancies have declined from a highpoint in 2010 and are currently only 3.7 percent. Of the retail inventory in Libertyville, approximately 3 percent has been built since 2007. The most significant retail cluster in Libertyville is the auto dealer row ("Mile of Cars") along Milwaukee Avenue. The largest retail clusters near Libertyville are Vernon Hills to the south and Gurnee Mills to the north. Due to its proximity to Vernon Hills – which is still seeing substantial new retail development such as its Mellody Farms shopping complex) – Libertyville does not have major big box retail since this typology is typically reliant on the retail gravity of other big box stores. The retail supply in Libertyville is mainly its downtown grocery-anchored shops, convenience retail strip centers and its auto dealerships.

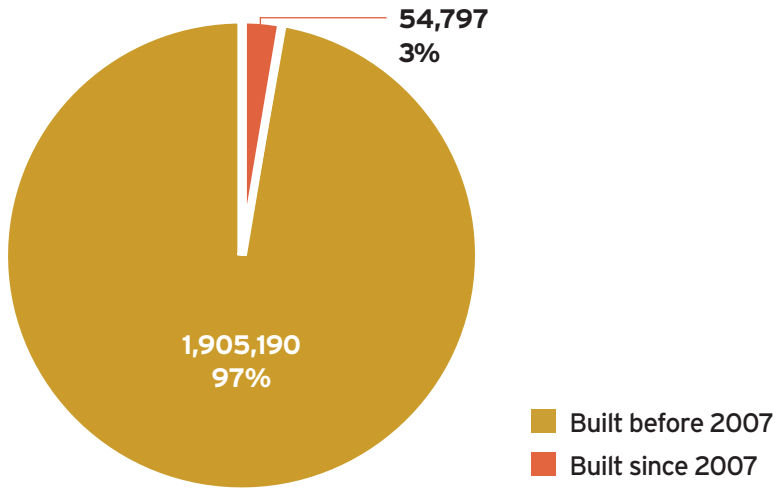
Downtown Libertyville

Downtown is a key part of Libertyville and the heart of the community. Main Street is a vibrant pedestrian-oriented shopping corridor comprising 360,000 square feet with relatively few vacancies (5 percent). Much of Downtown is located within the Village's Transit Oriented Developed (TOD) Plan, adopted in November 2017 and comprises the area within a quarter-mile of the Metra station. Downtown's retail core is centered south of the Metra tracks with a mixture of less intense retail uses located north of the tracks. According to stakeholders, there is a waiting list of businesses interested in locating or expanding in Downtown. Over the past several years there has been a shift from retail and boutique shops to more restaurants. This has led Downtown to become a primary dining destination in Lake County but creates challenges as well. Most notably, this has resulted in less activity outside of typical dining times.

Main Street Libertyville is quite active and successful at bringing people Downtown for various events, including the Main Street Libertyville Farmers Market, First Fridays events, and Car Fun. The organization also hosts seasonal events and is responsible for local business promotion. Volunteers provide over 6,000 man hours annually to support the organization

There are two public parking garages to support activity Downtown. Stakeholder interviews have indicated that these garages are well-used, especially in the evenings and weekends. Stakeholders have also indicated that parking can be challenging on the east side of Main Street due to the disconnected surface lots.

LIBERTYVILLE RETAIL INVENTORY (SF), 2017



Illinois Route 137 (Peterson Road)

Illinois Route 137, known as Route 137 or Peterson Road, is the primary neighborhood-serving convenience retail corridor in north Libertyville. There is approximately 195,000 square feet of retail along this corridor with 11 percent vacancy. This is an auto-oriented corridor with Average Daily Trips of 26,400 on Route 137 and 26,800 on U.S. Route 45. Local stakeholders have indicated that this corridor lacks identity, which reflects, somewhat, the corridor's two names. A significant portion of the corridor was developed in the 1980s.

South Milwaukee Avenue, (Illinois Route 21)

South of Park Avenue along Milwaukee Avenue includes a mix stand-alone commercial and strip commercial centers, as well as the "Mile of Cars" comprising twelve car dealerships, occupying approximately 70 acres. This corridor generates approximately 60 percent of all Village sales tax. The Village has established three business districts to provide support for the dealerships. Approximately seven have taken advantage of this incentive and have reinvested in their properties.
There is general concern regarding the future of auto dealerships associated with shifts in the auto landscape: ride-sharing, autonomous vehicles and growth in e-commerce leading more individuals to purchase cars online and in small format showrooms. The relatively large sites could offer substantial redevelopment

opportunities for a mix of uses in the future, should dealerships close or consolidate. Given its proximity to the large regional retail cluster in Vernon Hills and limited available development sites in that area, the south end of the cluster may be able to draw on existing retail gravity. Other land uses may also be appropriate, depending on the location and adjacencies of future vacant sites. Redevelopment potential will depend, in part, on the ability to coordinate with dealers and ensure a planned process.

Retail Market Implications

Libertyville's downtown is capitalizing on the demand for experienced-focused retail, including restaurants, farmer's markets and events. However, there is potential to expand Downtown north of the Metra tracks and leverage downtown's vibrancy by repositioning lower intensity retail with experience-focused retail. However, improving parking on the east side of downtown can be challenging due to disconnected surface lots. Supporting additional residential development in downtown TOD locations to sustain vibrancy of downtown retail will also help balance restaurant and service uses to ensure there is downtown activity throughout the entire day – not just during meal times. Ongoing support of Main Street Libertyville will also ensure organizational support for promotion, design and business development activities.

Along the commercial corridors, there may be infill and redevelopment potential for convenience retail along Route 137 — convenience retail centers that provide access to a range of basic goods and services, such as fast casual restaurants, without as much concern for the ambiance and experience. The success of these centers is often predicated upon visibility and high traffic counts, accessibility and ample parking, and merchandise provided in line with consumer behavior. Improving cohesion and visual appearances along Route 137, which was built up periodically over time and does not have consistent urban design environment may also be key to its overall success.

Libertyville's "Mile of Cars" will be sensitive to changes in auto purchasing and ownership and will likely require strategic planning for future changes to the auto sales landscape. Given the competitive supply and site availability in the Village, big box retail is likely to locate elsewhere in the near term.

Office Market

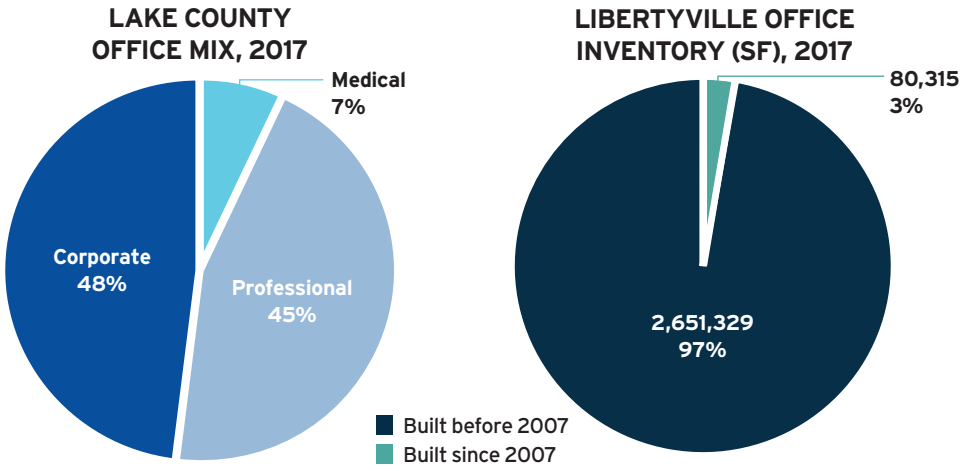
Regionally, Class A office is generally located in existing clusters including the Loop in downtown Chicago and along major transportation corridors including Interstates 94, 90/290, and 88 and Chicago O'Hare International Airport. There tends to be limited Class A multi-tenant or headquarter developments outside of these clusters. Corporate office typically consists of single-tenant headquarter buildings or larger multi-tenant Class A/B space, with visible locations that are also accessible to corporate executives.

Lake County Class A Competitive Supply

Libertyville has several larger medical office buildings, but corporate office is generally located outside of Libertyville along the I-94 corridor. Within Lake County, Libertyville's office space accounts for only 5 percent of overall square footage.

Libertyville Office Market

Aside from Downtown Libertyville, smaller professional offices, the largest office spaces in the Village are Innovation Park, the former home of Motorola, and Advocate Condell Medical Center, which is the largest local employer. Libertyville office rents have increased on the whole since 2006 to approximately $21 per square foot. However, vacancy has increased sharply since 2013, reflecting Motorola's move from their Libertyville headquarters. Current office vacancy is approximately 35 percent. Approximately 3 percent of all office inventory in Libertyville has been built since 2007. Innovation Park is a reuse of the former Motorola campus in northwest Libertyville into




INNOVATION PARK
LAKE COUNTY

a multi-tenant, technology-focused office space.. The 1.1 million square foot complex was bought by an office park developer in 2014 following the departure of Motorola and began leasing in 2016. The facility is marketed as an answer to the under-performing suburban office market through the supply of creative office space that caters to younger workforces and technology-focused companies. Current tenants of Innovation Park include Valent Biosciences, which leases 98,000 square feet and Brightstar, which leases 65,000 square feet. Newer tenants include Medline Industries, EVBox, and Intermatic.

Office Market Implications

Libertyville is located outside of the typical development pattern for Class A corporate office and has limited potential to attract new Class A corporate office. The largest potential in the Village for new office tenants is in the existing Innovation Park. Existing office should be supported to maintain supply and decrease vacancies. There is likely some market potential for additional medical office around or related to Advocate Condell Medical Center.

Industrial Market

Libertyville's industrial areas represent 6.5 percent of the community's total land area. Industrial uses are concentrated in two areas, along Park Avenue and just east of the downtown district, and the northwest portion of the community at the intersections of Winchester Road and Route 137 at U.S. Route 45. Industrial uses vary between small and large industrial spaces, including research, light manufacturing and warehousing activities. Park Avenue industrial uses are located adjacent to established neighborhoods with limited land available for expansion and redevelopment. Towards the northwest quadrant, industrial uses tend to be primarily a combination of warehouse, distribution, light industrial, and assembly given the nearby access to U.S. Route 45 and Illinois Route 137. Opportunities for additional industrial development are present in this sector.

Industrial Competitive Supply

Libertyville is not located within a major industrial corridor, but has a strong industrial presence. Industrial real estate location decisions are typically driven by accessibility to transportation and labor force, clusters of similar or supporting companies, location of major manufacturers, relatively inexpensive land, and low property taxes. Lake County itself has strong industrial presence in the Chicago region. Recent industrial development in Lake County has been mainly single-tenanted, mid-sized manufacturing, warehouse and distribution facilities. Other nearby industrial development is located in existing industrial or office parks typically less than 150,000 sf (average of 130,000 sf).

Libertyville itself has a strong industrial presence. Industrial rents have been mostly stable over the past 10 years and currently average approximately $5.60 per square foot. Vacancies have decreased since high points in 2010 and 2013 and are currently at a low of 3.9 percent. Approximately 10 percent of total industrial inventory in Libertyville has been built since 2007. Libertyville's main industrial clusters are along 176 east of downtown, and in the northwest corner of the Village. Development opportunity for Libertyville include approximately 217 acres of undeveloped land within industrial opportunity sites. Using typical gross floor area ratio of 0.3 to 0.4, Libertyville has capacity to add 2.8 to 3.8 million square feet of industrial space.

Industrial Market Implications

Lake County has had a strong industrial presence in the region historically, though other areas in the Chicago metropolitan region (Interstate 5 corridor, Interstate 94 in Wisconsin) have been growing recently. Typical industrial development in Lake County tends to be mid-size single-tenant manufacturing or warehouse and distribution facilities. Lake County is anticipated to add 750 million square feet of industrial space through 2050. Libertyville has strong industrial clusters east of downtown and in the northwest part of the Village, totaling approximately 7.9 million square feet. Space in these areas is highly occupied (96.1 percent occupied) with stable rents of approximately $5.60 per square foot. There are industrial sites available for future growth in the northwest quadrant, which is poised for growth, especially if the proposed Illinois 53/120 project moves forward at some point in the future. There is approximately 217 acres of undeveloped industrially-zoned land within Libertyville. Full industrial build-out in Libertyville represents less than 0.5 percent of Lake County industrial demand through 2050.



Community Land Use

Land use is the pattern of physical development and the arrangement of residents, commercial, industrial and open space uses found within a given community. This section describes the existing land use pattern within the Village of Libertyville and provides a specific focus on the types of uses that exist in particular areas and the overall quality of the built environment and surroundings. The information and data provided in this section has been obtained through field work and visual assessment, and analysis of existing land use maps and other data. This analysis not only identifies what and where particular uses have occurred but highlights where future development might occur and where land use changes to meet changes in market conditions might be desirable.

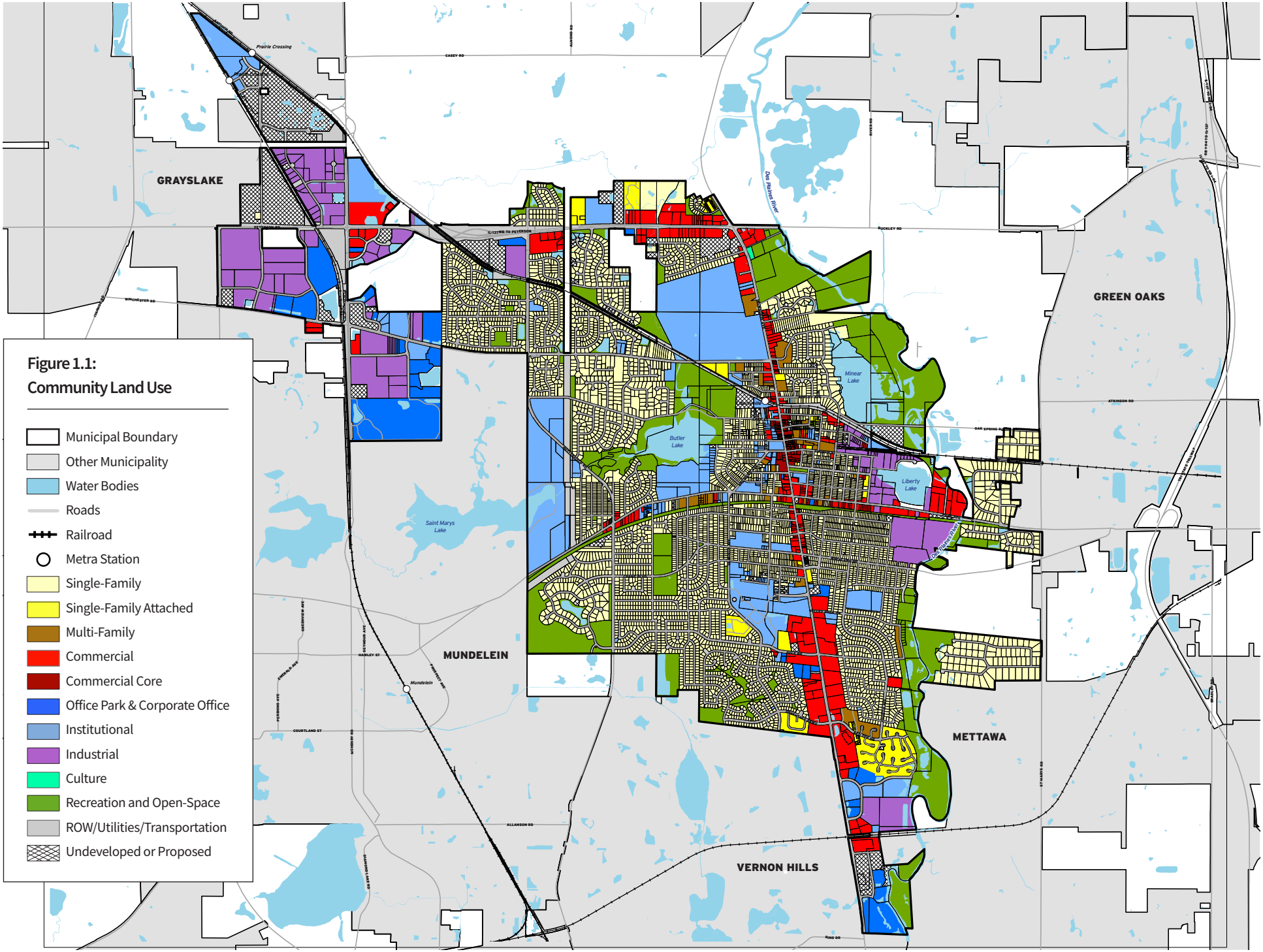
Figure 1.1 on the following page depicts Libertyville's existing land use conditions. Land use categories have been divided into eleven land use classifications:

- **Single-Family Residential:** Classifies all single-family residential properties and developments.
- **Single-Family Attached Residential:** Classifies all single-family attached residential properties and developments.
- **Multi-Family Residential:** Classifies all multi-family residential properties and developments.
- **Commercial:** Identifies all existing commercial areas primarily along Libertyville's corridor commercial areas.
- **Commercial Core:** Classifies all existing commercial within the core downtown area.
- **Institutional:** Classifies all existing governmental buildings and institutions, including the Lake County government complexes, Village of Libertyville facilities, the Public Library, and local schools and churches.
- **Office Park and Corporate Office:** Identifies all existing office properties and developments.
- **Industrial:** Identifies all existing industrial areas.

The distribution of the various land uses within Libertyville are summarized in Table 2.1:

TABLE 1.2 — EXISTING LAND USE

Description	Acres	Square Feet	Percentage
Single-Family Residential	1,796.5	78,252,649	32%
Single-Family Attached Residential	108.5	4,725,824	2%
Multi-Family Residential	56.7	2,469,573	1%
Commercial	346.5	15,093,522	6%
Commercial Core	16	702,926	0.3%
Office Park and Corporate Office	614	26,745,607	11%
Institutional	223.5	9,735,982	4%
Industrial	362	15,768,574	6.5%
Culture	2	85,000	0.004%
Recreation and Open Space	876	38,150,332	16%
Other	1,245	54,223,410	21.2%
Total	**5646.7**	**245,953,399**	**100%**


GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Prairie Crossing
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Mundelein
CASEY RD
BUCKLEY RD
ATKINSON RD
HAWLEY ST
COURTLAND ST
ALLANSON RD
WINCHESTER RD
Figure 1.1:
Community Land Use
Municipal Boundary
Other Municipality
Water Bodies
Roads
Railroad
Metra Station
Single-Family
Single-Family Attached
Multi-Family
Commercial
Commercial Core
Office Park & Corporate Office
Institutional
Industrial
Culture
Recreation and Open-Space
ROW/Utilities/Transportation
Undeveloped or Proposed


COMPREHENSIVE PLANNING
LIBERTYVILLE COMMUNITY PROFILE
EXISTING ZONING
EXISTING COMPOSITE LAND USE
COMMERCIAL LAND USE

SECTION 2

THE COMMUNITY SPEAKS



2: The Community Speaks

Libertyville is known for its high levels of volunteerism and civic participation. To facilitate citizen interest and participation in the planning process from a broad range of stakeholders, including residents, business and property owners, elected and appointed officials, Village staff, institutions and cultural organizations, Main Street Libertyville, and community service providers, the Village implemented a comprehensive engagement program incorporating several outreach activities. Among these activities included efforts to gather community feedback regarding existing conditions, constraints and opportunities for growth and redevelopment, planning strategies, and the aspirations of Village residents.

Outreach activities included:

- Project Website
- Project Initiation Meeting and Workshop
- Comprehensive Plan Steering Committee Meetings
- Stakeholder Listening Sessions
- Field Offices
- Community Workshops
- Online Surveys

The following is a summary of the community outreach efforts completed during the first two phases of the planning process: the State of the Village and Community Visioning.

Comprehensive Plan Review Committee

The Village Board established a Comprehensive Plan Review Committee to help guide Comprehensive Plan development and solicit stakeholder ideas and feedback regarding the Comprehensive Plan's goals, policies, and strategies. Comprehensive Plan Review Committee membership comprised at-large stakeholders and Libertyville residents appointed by the Mayor.

Project Website

The Village created a project website to provide a single source of information related to the planning process. The website contained project information and updates, meeting notices, and PDF versions of draft documents for the duration of the process. The project website will remain active after the planning process.

Stakeholder Listening Sessions

Key stakeholder groups, local businesses and industries, community leaders, government officials, and citizens were interviewed over the course of two days, June 6th through June 8th 2018, to gain insights, perspectives, and feedback regarding local planning issues. Listening sessions were conducted over two and one-half days at Village Hall.

Community Speak-Out #1

On July 18, 2018, a community speak-out was held at the Libertyville Civic Center with more than 100 community residents and stakeholders in attendance. The speak-out introduced the planning process and provided an open forum for participants to express thoughts and opinions regarding the Village's future. The workshop was comprised of various stations with interactive exercises as summarized below:

Station 1: Project Orientation

Station #1 consisted of a project information board, a study area map, and a community profile exhibit that summarized Libertyville demographic trends, including, population, race, age-segment, median household income, and employment mix.

Station 2: Land Use and Zoning

Station 2 summarized existing land use and zoning districts through a series of exhibits. Additionally, each land use type, such as residential, open-space, commercial, industrial, and institutional uses, were displayed on separate exhibit boards with acreage. This station also provided residents information and data on Libertyville's built and natural environments

Station 3: Market Assessment

Station 3 displayed exhibits related to Libertyville's retail, office, and industrial markets with key takeaways on current market trends, existing supply, competition, and market opportunities.

Station 4: Corridors

Station 4 focused on Libertyville's primary road corridors: Illinois Routes 137, 176, and 21. Interactive exhibit maps of each corridor were prepared highlighting traffic counts, crash data and other transportation and pedestrian amenities. Workshop participants were also asked to prioritize corridor improvements, such as potential building, sustainable design and streetscape enhancements incorporating stormwater management and native planting treatments; placemaking, gateway, and pedestrian improvements; new bicycle amenities; and, facade rehabilitation and new signage installations. Speak-Out participants did identify sustainable design solutions and improvements to pedestrian and cyclist safety as priorities for future corridor redevelopment.

Station 5: Downtown Libertyville

Station 5 presented exhibits highlighting Downtown Libertyville public and private investment since the late 1980s. Participants identified Downtown Libertyville as the community's most significant asset and contributer to the Village's identity and sense of place. Station interactive exhibits garnered variety of feedback regarding downtown's future, including residents concerns on new development impacts on community design character.

Station 6: Libertyville Neighborhoods

Station 6 identified detailed residential market conditions in Libertyville, including single-family attached and detached home sales, building permit trends, residential building type and tenure, and future housing needs based on population projections. Additionally, participants were asked to provide feedback on their preference for future residential development types. Participants preferred single-family attached housing types and conservation development patterns with residences on large lots adjacent to abundant open-space.

Station 7: Arts, Culture, and Historic Preservation

Station 7 asked participants to review exhibits on Libertyville's historic buildings and cultural amenities. In general, historic preservation was seen as an important issue for local stakeholders given the number of recent residential tear-downs, the potential loss of the Liberty Theater, and the recent demolition of the Brainard Building. Many participants also expressed the desire to see existing arts and cultural amenities expanded, such as the Adler Cultural Center A visual preference survey for placemaking and public art was also conducted.

Station 8: Transportation

Station 8 included displays and exhibits on the Village's transportation network, including its roadways, Metra and freight lines, bus stops, paths and trails, and surface parking lots. Other exhibits documented ridership numbers for Metra and Pace services, as well as daily traffic counts and truck volumes for the Village's major roadways. A crash heat map was created to show roadways with high crash counts. Participants were asked to share their preference for transportation enhancement initiatives, including bicycle amenities and infrastructure, landscaped boulevards, updated bus shelters, parking lot screening, pedestrian safety, road diets, and improved railroad crossings. Speak-out participants in general preferred all suggested transportation improvements, including bike amenities and infrastructure as well as pedestrian safety, sustainable stormwater management solutions, and traffic calming techniques.

Station 9: Stormwater Management

Station 9 provided displays and maps of Libertyville's wetlands and floodways.

Station #10: Visioning

Station #10 asked speak-out participants to write their thoughts on comment cards about key issues and opportunities for Libertyville's future.

Online Survey #1

An online version of the community speak-out exhibits and interactive exercises was incorporated into the project website to gain feedback and insight from Libertyville residents who could not attend the speak-out session at the Libertyville Civic Center. The survey garnered 150 respondents, more than 95 percent of which were Libertyville residents ranging between 36 and 50 years old. The survey questions followed a series of fast facts about Libertyville's community, market, land use and acreage, major corridors, housing and neighborhoods, and transportation.



Community Visioning Session

The Libertyville Civic Center hosted a community visioning session on May 6th, 2019, featuring a series of stations and exhibits on planning concepts and strategies related to Downtown Libertyville and its Metra train station area, neighborhoods and housing, historic preservation and arts and culture, and corridor revitalization.

Key exhibit stations included:

- *Community Vision station* incorporating a visioning exercise asking participants to describe their future Libertyville in three words or less.
- *Community Land Use station* presenting a draft future land use map and strategy.
- *Vibrant Downtown station* exhibiting preservation and development concepts for key land areas in the downtown, including the "Station District" north of the traditional downtown core to the Metra station.
- *Livable Neighborhoods* incorporating housing strategies and concepts for new residential developments.
- *Renewed Corridors* presenting strategies and concepts for transportation and urban design enhancements.
- *Community Heritage, Placemaking, and Arts and Culture* station exhibiting concepts for the Foulds property adaptive and public art.



Open-House #1 Interactive Dot Mapping Exercise



Open-House #1 Visual Preference Exercise

Online Survey #2

On May 28th, 2019, a second online survey was launched featuring the exhibits and interactive exercises from the Visioning Workshop. Key findings of the survey includes general community support for a downtown Station District as long as downtown's design character and scale is considered, maintaining funding for the Main Street Libertyville program, improving corridor appearance and pedestrian environment, preserving key historic buildings and neighborhoods within the Village, and the instillation of public art where appropriate to compliment public spaces.



Participants at Open-House #1 discuss the future of transportation in Libertyville



Participants at Open-House #1 reviewing land use and market analysis



SECTION 3

COMPREHENSIVE PLAN


ANSEL B. COOK HOME

3: Comprehensive Plan

Plan Vision and Policies

Today, Libertyville is a mature suburban community with significant assets — a thriving historic downtown, livable and attractive neighborhoods, a diverse employment and business base, quality schools and parks, active organizations and institutions, and an engaged and energetic citizenry. Like other Chicago suburbs, however, Libertyville faces new challenges: ensuring its commercial districts and corridors remain vital considering changing consumer preferences and retail economics, promoting varied and attainable housing opportunities for people of all life stages, and in maintaining sense of place, scale, and authenticity while accommodating new growth and development necessary to making Libertyville a sustainable community into the future. The Libertyville 2030 Comprehensive Plan provides a new vision and planning framework for action, incorporating different and nuanced approaches to address emerging issues and challenges that are of key concern to Libertyville residents, business owners, and other stakeholders.

More than previous planning efforts, this Comprehensive Plan is based on substantial community engagement and involvement designed to ask stakeholders important questions about the community's future. What aspects of Libertyville's physical environment should be kept, enhanced or changed? What is the next level of investment in an already successful downtown district? Empty nesters and seniors desire to stay in Libertyville — what new housing products should be built to meet that demand and where should they be built? How do we best provide attainable housing for those who want to live in the community known for its high quality of life and ready access to local and nearby employment centers? How do we best allocate resources in maintaining Libertyville's character-rich environment and high quality of life?

A starting point for the 2030 Comprehensive Plan is the Community Vision Statement. During the planning process, Libertyville residents and stakeholders worked together to identify common aspirations, values, and strategic directions for Libertyville's future development and enhancement, as summarized and expressed in the following Vision Statement. The Vision Statement also provides the foundation and basis for specific goals, policies, and strategies needed to guide local decision-making and Comprehensive Plan implementation. All goals and strategies build on the community's existing assets, positioning Libertyville to take advantage of new opportunities that growth and change will bring.

A central element of the Comprehensive Plan is the land use strategy, providing a blueprint for where and how Libertyville will grow and develop over the next decade, ensuring a proper balance between maintaining community character and scale and creating a diverse land use mix that meets the economic, social, and environmental needs of the community. A balanced and appropriate mix of land uses, from residential, commercial, parks and open space, and industrial, can help promote and enhance Libertyville as an attractive place to invest in as well as live, work, shop, and play.

Planning Values and Principles

As the Community Vision Statement sets the strategic direction for short and long-term action, the following statements describe Libertyville's core planning values — values that govern how the Comprehensive Plan shapes the Village's physical environment, economic vitality and sustainability, social welfare, and livability. In turn, planning values also inform key planning principles — the rules and methods in which the Libertyville community will implement and carry out its vision.

A Vital, Flourishing Village

Libertyville's image and identity are inextricably linked to its historic Downtown commercial district, a place of character, authenticity, commerce, and social interaction. Over the years, Libertyville stakeholders have worked effectively and diligently to revitalize the Downtown that is now an exemplar of historic preservation-based economic development for the Chicago metropolitan area. However, Libertyville also defines its image with bustling and vital commercial corridors, destination shopping districts, and employment centers that are adaptable and resilient to economic change, that continue to meet the everyday needs of Libertyville residents, and that attract new employers and industries, spurring job creation, new infrastructure investments, and a strengthened tax base. Libertyville stakeholders value collaborative efforts to foster new initiatives, programs and actions that bring about a prosperous and sustainable local economy.

Key Principles:

- **Continue historic preservation-based revitalization and management efforts** that maintains and enhances Downtown's position as Libertyville's economic, governmental, and social center.
- **Support the on-going work of Main Street Libertyville** as an important non-profit partner in marketing and promoting Downtown and in its work in facilitating building improvements and business development.
- **Support entrepreneurial activity and business development efforts** that contributes to the business mix of Downtown and commercial corridors.
- **Ensure accessible and walkable public realm environments and streetscapes** in the Downtown, in commercial corridors, and in and around employment centers.
- **Facilitate corridor redevelopment and revitalization efforts** that promote efficient use of land and available infrastructure, pedestrian-oriented development patterns, and mixed-uses where appropriate and desired.
- **Encourage transit-oriented development that is well-integrated, scaled and designed** with Downtown and surrounding neighborhoods.
- **Pursue the full utilization and build-out of industrial spaces and employment centers** and reserve spaces for new business start-ups and creative activity.
- **Ensure planning and development regulations facilitate investment activity** in Downtown, industrial areas, and commercial corridors.

Quality, Livable Neighborhoods

In addition to its shopping districts and employment centers, Libertyville has established neighborhoods defined by their varied housing stock, cohesive design and appearance, and walkability and proximity to Downtown, employment centers, services, schools, parks, and other amenities. These attributes contribute to Libertyville's identity as a highly attractive and desirable place to live. Libertyville stakeholders believe that maintaining and enhancing its neighborhoods builds community cohesion and sense of place. Providing new housing choices also affords the opportunities for others in all stages of life to work and live in Libertyville and enjoy its shopping and cultural activities, schools, and recreational assets.

Key principles:

- **Promote the preservation and conservation of neighborhood housing stock** that contribute to neighborhood character and cohesiveness.
- **Encourage new forms of housing** that enable a diverse range of households to live and enjoy Libertyville's neighborhoods.
- Ensure quality design in new housing that **reinforces and strengthens neighborhood sense of place**.
- **Invest in parks, sidewalks, trails, public infrastructure, and quality of life amenities** that enhance neighborhood livability.

- Implement planning, regulatory and funding mechanisms that **advance and promote attainable housing opportunities**.

Enhanced Community Systems

The Village of Libertyville is committed to maintaining and improving the assets and systems that help the Village function and add to its quality of life — its parks and open spaces, roadways and transportation network, stormwater management program, and other community infrastructure necessary for ensuring a livable environment. Libertyville residents understand that such systems are complex and dynamic and that sustaining and coordinating investments in parks, streets, and infrastructure will always be challenging. However, Village stakeholders also recognize that opportunities exist to integrate such systems that builds green infrastructure and aids in stormwater management, protects watersheds and floodplains, provides accessible parks and recreational facilities, and encourages complete streets wherever possible.

Key principles:

- **Improve local parks through implementation of the Libertyville Parks Master Plan** and other activities that enhance the health and quality of open spaces and natural resources.
- **Strive to integrate green and sustainable design treatments** in Village streets, parkways, and facilities to support stormwater management and extend infrastructure lifecycles.
- **Inform residents regularly on Village programs, regulations and procedures** regarding stormwater management, flood mitigation, and other initiatives that promote environmental awareness.
- Encourage site design practices that **incorporate green design elements and reduce the carbon footprint of new development**.
- Upgrade roads and other infrastructure to **accommodate complete streets, sidewalks, trails, and paths that provide new mobility options for Libertyville residents**.
- **Support efforts to enhance public transportation options** that connect people to jobs, employment centers and cultural, recreational, educational, and institutional facilities.

Community Heritage, Placemaking, and Arts and Culture

Residents take pride in the community's heritage — its historic buildings provide tangible links and visual reminders of Libertyville's past. The Ansel B. Cook House, the first Libertyville Town Hall, the David Adler Estate, and the commercial buildings of downtown Libertyville, are just a few of the more iconic historic resources that contribute to understanding the Village's history and define its authentic character. Village residents also value and desire an enhanced presence of the arts as an indispensable element to the social and creative well-being of the community. Preserved places and the creative arts contribute to the vibrancy and dynamism of Libertyville's common culture.

Key principles:

- **Identify, conserve, and reuse historic resources** as essential elements to local sense of place and economic vibrancy.
- Support local initiatives and institutions that **provide diverse cultural programming and activities to Libertyville residents**.
- **Encourage quality public art and placemaking efforts** that facilitates local artistic expressions, animates public spaces, and reinforces social connectivity with others
- **Create and implement plans and funding and implementation mechanisms** that advance preservation, placemaking, and cultural arts planning goals and objectives.
- Use heritage preservation and the cultural arts to **promote Libertyville as the community of choice for prospective residents, businesses, and employers**.

Community Vision Statement

In the year 2030, the Village of Libertyville is the ideal American suburban community known for its vital historic downtown and shopping areas, quality neighborhoods, competitive employment centers, high-performing schools, diverse cultural offerings, well-maintained parks, and an enviable quality of life. Libertyville has honored and preserved its past, provided for varied housing opportunities that meets the needs of current and future generations of Libertyville residents, and supports and facilitates activities that support a diversified economy. Over the years, the Village of Libertyville and committed stakeholders have worked together to accomplish the following:

- Downtown Libertyville remains the community's historic heart and true mixed-use center with a strong presence of experience retailing, upper-story living spaces, restaurants, entertainment activities, and other civic and institutional functions —all showcased in an authentic, pedestrian-friendly downtown environment. Transit-oriented development in and around the Downtown and adjacent to the Downtown Metra Train Station bolsters space for new retail and other commercial activities, as well as living opportunities for young households, empty nesters, and others seeking proximity to Downtown amenities and transportation options.

- Libertyville committed to new transformation efforts in its commercial corridors and shopping districts, making them more competitive and responding to new land use needs that incorporate residential and mixed-use development opportunities.

- Libertyville added new living options to its single-family housing stock allowing current and new residents of Libertyville in all stages of life and all income levels to live, prosper, and retire in the community.

- Libertyville enhanced its parks, open spaces, and recreational amenities, and pursued urban design, public art and placemaking initiatives that enriched and animated the community's streetscapes and public spaces. Infrastructure and capital investments made Libertyville more walkable and pedestrian-friendly, connecting neighborhoods, Downtown and shopping districts, schools, parks, employment centers by sidewalks, pedestrian links, trails, and potential bicycle routes. Such investments also addressed stormwater management needs, impervious surfaces and landscape practices that help mitigate future storm events.

- Libertyville committed to implementing policies and practices that promote land uses resilient and adaptable to changing economic conditions and demographic shifts, and support equitable access to local employment, housing, green space, transportation, and community health and quality of life.

Libertyville in 2030 offers the quintessential suburban experience — a place rich in heritage and character offering amenities and quality of life that are unrivaled in Lake County and the Chicago metropolitan area.

Plan Policies

In this 2030 Comprehensive Plan update, the Village re-evaluated its land use and planning policies to ensure their alignment with a new community vision. The following are the key planning goals and policies designed to achieve the Community Vision consistent with Libertyville's values.


Please Walk Bicycles From Brainerd Ave To Milwaukee Ave
15 Minute Parking 6AM – 7PM Mon – Sat
NO Deliveries
LIBERTY CLEANERS
WE ACCEPT ALL COMPETITORS COUPONS
HOURS
ALTERATION & REWEAVING
RUG, DRAPERY & COMFORTER
LIBERTY CLEANERS
WE ACCEPT ALL COMPETITORS COUPONS
HOURS
WEDDING GOWN
LEATHER & SUEDE
FLAVOR IT!

Plan Policies

Plan Elements	Plan Goals	Plan Policies
A Vital Downtown Libertyville	Ensure Downtown's long-term vitality through the preservation of its authentic architecture and character, the promoting of a diversified land use mix and quality physical environment and supporting its position as the cultural and social center of the community.	1. Maintain Downtown Libertyville's commercial vibrancy with a mix of experience-focused retail, restaurants and entertainment, and office, service, cultural and government uses. 2. Support Main Street Libertyville as a key partner in downtown management, business development and marketing. 3. Ensure Downtown's authenticity and historic character. 4. Implement urban design and transportation improvements and alternatives that enhance the downtown pedestrian environment and mobility options.
Vital Commercial Corridors	Enhance the land use mix, appearance, and economic resiliency of Libertyville's commercial corridors.	1. Pursue investment activities in existing corridors that facilitate enhancements to existing commercial centers and the reuse and redevelopment of commercial properties where feasible and preferred. 2. Transition existing corridor land uses to accommodate residential and mixed-use development. Promote high quality and unified urban design conditions, including new development design, wayfinding, gateways, landscaping and other placemaking treatments. 3. Promote high quality and unified corridor urban design conditions, including new development design, wayfinding, gateways, landscaping and other placemaking treatments.
Quality Livable Neighborhoods	Facilitate the conservation, preservation and development of complete residential neighborhoods that accommodate a diverse range of housing types for all people in all income ranges.	1. Promote development of diverse housing types that meet anticipated future housing needs. 2. Encourage attainable for-sale housing that serve the needs of working professionals and families. 3. Preserve historic and character-rich neighborhoods and reinforce their unique identity and visual appeal.
Prosperous Employment Centers	Nurture Prosperous Employment Centers.	1. Achieve build-out of developable land and growth in the Village's industrial northwest quadrant. 2. Maintain industrial and employment uses in Libertyville's East Side and position the area to capture flex and other forms of manufacturing. 3. Support office and other related uses in Innovation Park and other employment centers.

Plan Elements	Plan Goals	Plan Policies
Historic Preservation	Promote the preservation and conservation of Libertyville's historic buildings and places.	1. Document, identify, and designate Libertyville's important architectural and historical resources. 2. Adopt new preservation tools and procedures that strengthen local preservation and conservation efforts. 3. Create and maintain new educational tools, publications, and programs that inform investors, business owners and residents on the benefits of rehabilitation and preservation-based community development efforts.
Arts and Culture Programming	Expand the presence of cultural arts in the everyday lives of Libertyville residents with added arts programming and facilities.	1. Enhance public spaces through public art and placemaking initiatives. 2. Coordinate and support arts and culture efforts through the Libertyville Fine Arts Commission and partnerships with other community arts entities.
Transportation	Create a well-connected and accessible community through a safe and efficient transportation system.	1. Prioritize and implement traffic-calming and pedestrian safety improvements in downtown, key locations, and complex intersections throughout the Village. 2. Explore means and methods to reduce truck traffic through Libertyville's residential neighborhoods. 3. Enhance connectivity to the regional trail network by addressing missing on-street connections and upgrading off-street trail segments. 4. Establish complete streets with a full network of sidewalks and bicycle routes to encourage active transportation. 5. Improve the transit experience and accessibility to increase ridership and support transit users. 6. Work with Metra and PACE to expand service schedules to meet commuter needs and complete bus service gaps between the Metra Stations and employment centers.
Community Systems	Implement a comprehensive stormwater management program and ensure Village infrastructure systems are updated and modernized to meet the needs of current and future residents.	1. Update the community stormwater management system through an interconnected system of constructed and green infrastructure to alleviate flood risk and improve environmental quality. 2. Improve water quality in the Village's rivers, creeks, channels, ponds, and wetlands to enhance the natural environment and overall community quality of life. 3. Provide reliable and cost-effective water and sewer services throughout the Village. 4. Adequately fund the water and sewer systems to keep up with evolving regulations and changes in demand. 5. Regularly assess, maintain, and improve Village roadways. 6. Ensure Village infrastructure systems are updated and modernized to meet the needs of current and future residents.

Future Land Use Strategy

Achieving Libertyville's planning goals requires a well-considered approach to community land use — one that finds an appropriate balance between all land uses considering changing market trends, development opportunities, and resident and stakeholder aspirations and preferences for Libertyville's future. Libertyville needs a balance between such land uses to ensure a stable and growing tax base that promotes economic diversity and resiliency to changes in local and regional economy.

The Future Land Use Strategy and Map (on following pages) depicts a strategic, recommended pattern of land uses in the Village and the development form, types and intensities of different land uses occurring in an area, district, or neighborhood. The central purpose of the Future Land Use Strategy is to assist the community — elected and appointed officials, Village staff, businesses, investors, and residents — make informed policy decisions regarding future development activity. Beyond pure land use considerations, the Land Use Strategy emphasizes the preservation, conservation and enhancement of Libertyville's historic downtown core and surrounding traditional neighborhood blocks, the repositioning of the Village's commercial corridors to take advantage of new redevelopment opportunities, and the diversification of the tax base through ongoing development efforts that expand existing employment centers. The Land Use Strategy is also described in more detail in succeeding sections on Downtown Libertyville, the commercial corridors, and neighborhoods.

The Future Land Use Strategy should guide future land use decision-making and adjusted and revised when circumstances or opportunities warrant a change in planning direction in any given area of the Village. However, any changes to the Future Land Use Map should also be consistent with the larger community vision presented in this 2030 Comprehensive Plan.

In total, there are ten distinct land use classifications, including five residential, four commercial, and three industrial, as well as classifications for institutional, parks and open space, and other special land use areas within the community:

- Traditional Residential (TR)
- Single Family Residential (SFR)
- Large Lot Residential (LLR)
- Single-Family Attached Residential (SFAR)
- Multi-Family Residential (MFR)
- Traditional Downtown Mixed-Use (TDMU)
- Downtown Station Area District (DSAD)
- Transitional Gateway Corridor (TGC)
- Destination Commercial Corridor (DCC)
- Prairie Crossing Station District (PCSD)
- Office Park/Corporate/Research and Development (OPCRD)
- Industrial/Reseach and Development (IRD)
- Limited Industrial (LI)
- Institutional (I)
- Parks and Open Space (POS)

Residential

Libertyville's existing residential areas comprises roughly 2,000 acres, representing 35 percent of the community's total land area. Single family neighborhoods are largely characterized as the traditional neighborhoods surrounding the downtown business district, and the post-World War II subdivision developments located beyond the traditional neighborhoods. Of the 2,000 acres, nearly 80 percent of the residential housing stock in Libertyville is detached single-family of which a significant portion was constructed between 1850 and World War II and found in the neighborhoods surrounding the downtown. Attached single family and multi-family development consists of only 128 acres or seven percent of total land area devoted to residential use in the Village. These developments, mainly built after World War II, are scattered in different locations and consist of duplexes, townhomes, and apartments. Upper-story apartments and small-lot single family residential uses are found in and near the downtown district.

Libertyville's residential neighborhoods are largely built-out with limited developable land, especially for detached single-family. Land for higher density multi-family development may be available in pockets around the downtown, along commercial corridors, and other locations near Libertyville's transit stations. The Future Land Use Strategy proposes five residential land use classifications. These classifications do not include housing opportunities in mixed-use environments such as Downtown Libertyville.

Traditional Residential (TR)

The Traditional Residential neighborhood classification — generally located within the residential areas bounded by Garfield Avenue to the west, Rockland Road to the south, Seventh Avenue to the east, and Winchester Road and U.S. Route 45 to the north — seeks to preserve and maintain the traditional single-family character of these neighborhoods areas by encouraging housing rehabilitation and compatible new development that compliments the scale of the existing housing stock, comprising primarily of older vernacular housing types and styles ranging from Gable-Fronts, Craftsman Bungalow, American Foursquare, and Queen Anne. In recent years, these neighborhoods have experienced tear-down activity, although replacement dwellings have been mostly consistent with the scale and height of existing development. Preservation and conservation measures to manage tear-downs and preserve the existing housing stock as a source of attainable housing may be pursued. In the blocks located near the downtown and where opportunity allows, the Village should encourage duplex and townhome development is encouraged to promote a diversity of housing products, especially for seniors and empty nesters looking to downsize and young households seeking an alternative before a detached single-family house purchase.

Single Family Residential (SFR)

Single Family Residential neighborhoods consist of detached residential homes in walkable neighborhoods and designed to conventional subdivision attributes featuring larger lots, longer blocks, gridded or curvilinear streets, and nearby access to parks and open spaces. Single-family residential neighborhoods are of recent construction, mostly since World War II, with Colonials, Cape Cods, Ranch and Split-Level housing types prevalent. These neighborhoods are the Village's predominate land use.

Large Lot Residential (LLR)

Large Lot Residential neighborhoods are in recently developed areas of the Village, comprising detached residential homes on large lots and incorporated in conventional subdivision developments of gridded or curvilinear streets with nearby access to parks and open spaces. These neighborhoods are mainly located on the periphery of the Village and somewhat removed from major arterials by adjacent neighborhoods, buffering, and other land uses.

Single-Family Attached Residential (SFAR)

Single-Family Attached Residential neighborhoods generally consist of two single-family housing units attached horizontally located in areas throughout the Village but in concentrations on Libertyville's southeast and northeast sides. Single-family attached homes can serve as logical transition areas between detached single-family homes, multi-family developments, and commercial districts and corridors. Such housing can also serve as appropriate housing products for empty nesters and others looking to downsize to a smaller home, as well as attainable housing for start-up households and other demographic groups. Pedestrian linkages to adjacent shopping areas and parks and open space are highly desirable.

Multi-Family Residential (MFR)

Multi-Family Residential neighborhoods contain housing units on multiple floors, including apartments, condominiums, and senior and congregate housing. Multi-family neighborhoods exist in varying locations throughout the Village but mostly along main arterials and collectors within proximity to commercial areas. Opportunity sites near shopping districts and service areas, and along important transportation networks, make ideal and suitable locations for new multi-family developments. Key target markets for multi-family development include young professionals, new households, empty nesters, and seniors.

Commercial Mixed-Use

Within Libertyville's municipal boundaries, commercial areas represent 6.3 percent of the community's total land area. Commercial land use in Libertyville can largely be divided between Downtown Libertyville and the commercial land area along Milwaukee Avenue, Park Avenue, and Peterson Roads.

Traditional Downtown Mixed-Use (TDMU)

The Traditional Downtown Mixed-Use comprises Downtown Libertyville, the major focal point of retail, dining, civic, and entertainment uses in the community. The Downtown Mixed-Use Core is largely bounded by Appley Avenue on the north, Broadway Avenue on the south, Brainerd Avenue on the west, and Wright Court and 1st Street on the east, featuring a mix of two-story Queen Anne commercial buildings constructed at the turn of the last century with others constructed before and after World War II. This land use classification encourages a mix of commercial and residential uses in both existing buildings and new construction, and to maintain Downtown as a mixed-use center of activity. Existing historic commercial buildings and storefronts are to be preserved, maintained, and rehabilitated for new retail and service uses, as well as upper-story office and residential uses.

Downtown is one of Libertyville's major assets. Residential neighborhoods and commercial uses north and south along Milwaukee Avenue surround downtown Libertyville. Northeast of the downtown core at Brainerd Street is the newly renovated downtown Metra Station. Demolition of existing historic buildings is discouraged or minimized in this area and new development must be compatible in scale and design to downtown's existing architectural character.

Downtown Station Area District (DSAD)

The intent of the Station Area District classification is to implement the Downtown TOD Plan development goals in a manner that both preserves and reuses existing buildings while introducing new commercial, housing, and mixed-use developments that capitalize on the Metra train station location and reinforces Downtown's pedestrian-oriented character. Commercial activities may include retail, entertainment, office, and hotel uses, while new housing developments may incorporate condominiums and apartments gearing toward young professionals and empty nester households. Village and governmental offices may also be considered in this district, as well as plazas and public improvements that may serve as secondary special event and gathering spaces to Cook Park. Parking may be accommodated through on and off-street parking spaces and lots and through parking garages financed by public-private partnerships.

Transitional Gateway Corridor (TGC)

The Transitional Gateway Corridor, primarily intended for Milwaukee Avenue both north and south of Downtown Libertyville, consists mainly of one-story strip shopping centers and stand-alone businesses, including general merchandise stores, groceries, specialty retailers, service, and food and beverage-establishments. Gateway corridors will remain important destinations for retail and convenience shopping, office uses, and other small to medium-scaled commercial activities. However, portions of such corridors present redevelopment opportunities for new commercial development types that make more efficient use of existing land for residential and mixed-use developments near Downtown Libertyville and other nearby industrial employment centers. New development will be consistent in scale and character with adjacent commercial and residential areas.

Destination Commercial Corridor (DCC)

Segments of Milwaukee Avenue, Park Avenue and Peterson Road have important concentrations of shopping centers and other commercial, office, and institutional uses. Milwaukee Avenue south of Valley Park Drive features several significant auto dealerships and shopping centers comprising a significant portion of Libertyville's sales tax base; Park Avenue also includes a number of commercial uses found in both converted homes and strip centers nestled adjacent to residential and industrial land uses. The primary intent of this land use classification is to maintain larger scaled "destination" commercial uses serving a more regional consumer market. Destination commercial uses must also be compatible with adjacent and nearby retail and commercial shopping, neighborhoods, and institutional areas.

Employment Centers

Employment center land uses facilitate a broad range of employment-generating enterprises — small light-assembly and fabrication businesses, research and development, technology centers, back-office operations, warehousing, and distribution, contracting, and other related industry types that must meet certain performance standards. Cohesive modern business park settings with ample landscaping treatments, gateways, and other amenities that also minimize the environment impact to adjacent land uses of lower intensities are typical design characteristics of employment centers in Libertyville. Such uses are located within Innovation Park and along commercial corridors and other defined industrial districts.

Office Park/Corporate/Research and Development (OPCRD)

The Office Park-Corporate-Research and Development land use classification accommodates high value office and research and development uses associated with corporate entities and technology firms, including executive and professional services offices, data processing and computer centers, design and engineering activities, electronic device manufacturing, and light assembly and manufacturing related to research and development. Encouragement should be given to development that is related to Advocate Condell to establish the Village as a center for the medical industry. Other uses may include extended stay hotels and corporate apartments; conference centers; medical offices and laboratories; government offices; and, limited commercial services within existing office developments, such as banks, restaurants, and health clubs. Innovation Park at Winchester Road and Technology Way, and the Hollister Incorporated campus on Libertyville's far southern edge at Milwaukee Avenue and Hollister Drive, are the only two land areas in Libertyville designated as under the Office Park-Corporate-Research and Development classification. Such office parks feature an internal roadway network and ample landscape and urban design treatments that may also serve as transitioning buffers to adjacent land uses.

Industrial/Research and Development (IRD)

Located primarily in area on Libertyville's northwest side at the intersection of Peterson Road and Lake Street (U.S. Route 45), and south of Park Avenue (Illinois Route 176) between 7th Avenue and the Des Plaines River, the Industrial/Research and Development zone promotes small to large-scale industrial and research uses, including manufacturing, warehousing, contractor services, public storage, and a variety of research and technology enterprises. Such industries may have minimal outdoor storage requirements and serviced by truck loading docks requiring wide driveway aprons and transportation access to nearby arterial roadways. Parkway landscaping and buffering treatments to adjacent land uses of lower intensities define the visual character of these areas.

Limited Industrial (LI)

The Limited Industrial land use classification promotes a broad range of smaller-scaled, high-quality manufacturing activities — uses that typically have little to no nuisance and outdoor storage requirements and may occur in stand-alone locations and well-defined areas, such as the East Downtown Transitional District. In the latter case, the Village should encourage the reuse and rehabilitation of such spaces for continued industrial use and perhaps as incubator spaces for new start-up enterprises. Landscaping, buffering, streetscaping, and urban design treatments can help enhance the visual appearance and integration of limited industrial areas as a transition to adjacent industrial districts of higher intensity, as well as nearby neighborhoods, retail areas, and commercial corridors.



Other Categories

Prairie Crossing Station District (PCSD)

The Prairie Crossing Station District, located on Libertyville's far northwest side at U.S. Route 147 and Midlothian Road, incorporates the two Metra stations for the Milwaukee North and North Central commuter service lines. In the future, the Station District may accommodate any needed expansion of train station facilities, along with office and residential, and limited mixed-use development when market demand for such uses develops over time and when the Countryside landfill to the west in neighboring Grayslake closes. The Station District may also incorporate hotels and conference facilities. A transit-oriented development overlay or a planned-unit development application may govern future Station District development.

Institutional (I)

Institutional land uses are facilities owned, operated, or managed by public or semi-public entities, including the Village of Libertyville, Libertyville School District 70 and Community High School District 128, Libertyville Township, Lake County Government, the U.S. Post Office, religious institutions, and others. These facilities are located throughout the community and provide essential services to Libertyville residents. Village offices located in or near Downtown Libertyville serve as key anchors to the commercial district. Schools and religious buildings are typically located in or near residential neighborhoods.

In 2010, Lake County prepared a master plan for its Libertyville Government Center campus located at the northwest corner of Milwaukee Avenue and Winchester Road. The master plan outlined potential redevelopment of portions of the campus in an "Optional Development Zone" along its Milwaukee Road frontage to a mix of commercial office and retail, senior housing, and mixed-use development. Given current retail trends and community desire to protect downtown's commercial vibrancy, as well as encourage residential and mixed-use development in the Downtown Station Area District, Lake County should work with the Village to reevaluate and use objectives for the Optional Development Zone and prepare an updated master plan that reflects current planning and market conditions. An updated master plan should consider hotels and multiple-family residential over commercial development, except at the corner of Milwaukee Avenue and Winchester Road. Consideration should also be given to a potential medical education campus, med-tech training programs, and nurse training programs in collaboration with the College of Lake County.

Parks and Open Space (POS)

Parks and Open Space encompasses all parks, open space, recreational lands, and other public and privately-owned natural areas and open spaces with the intent to preserve such areas, enhance their functions as active centers for recreational activity, and to achieve a well-connected system of open spaces, trails and "green" infrastructure within the Libertyville community. Such areas also have significant value and environmental qualities for stormwater management, wetlands, and watersheds.




First Church of Christ, Scientist
First Church
Christ, Scientist

Future Land Use Map

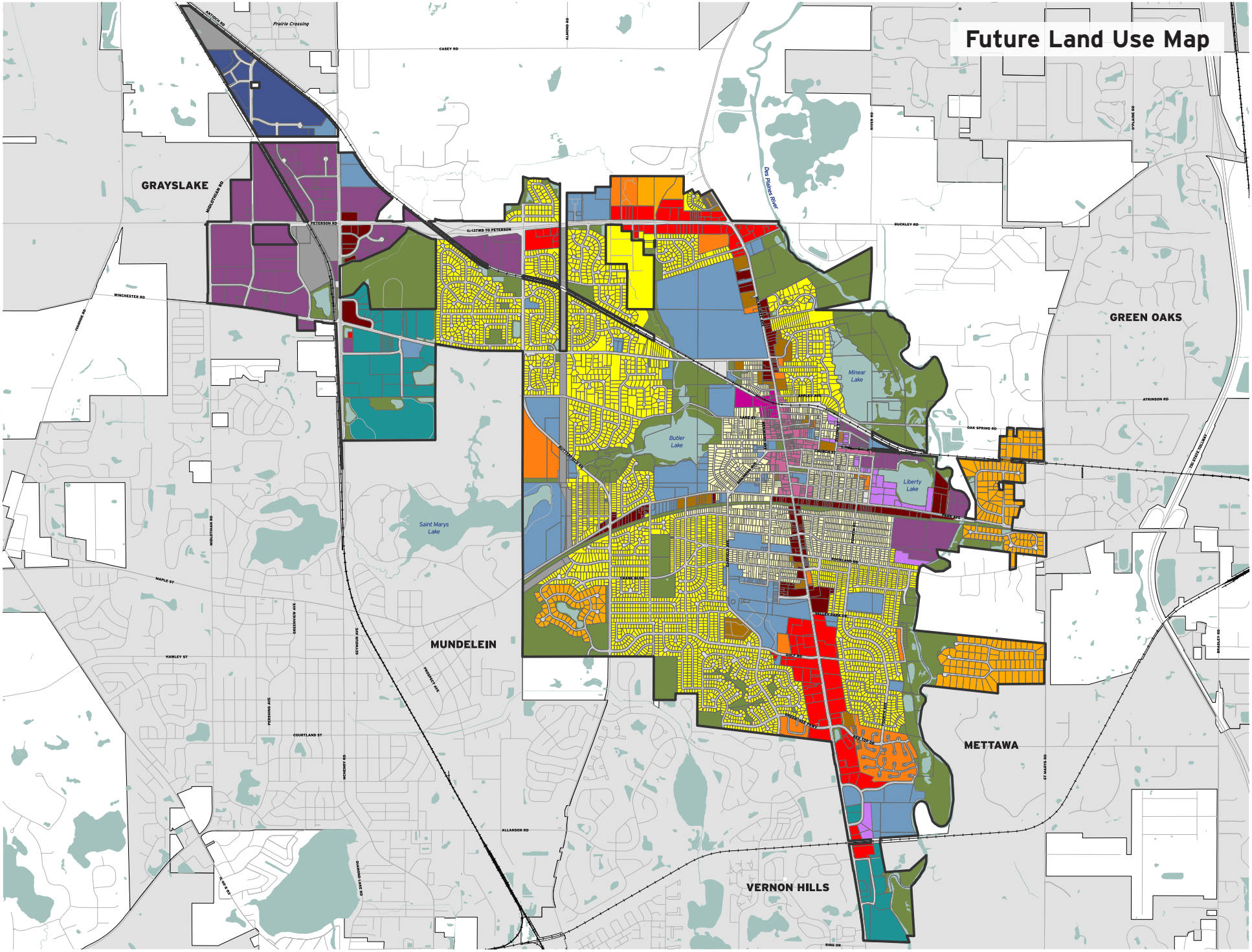


Figure 3.1:
Future Land Use

- Municipal Boundary
- Other Municipality
- Water Bodies
- Roads
- Railroad
- Traditional Residential (TR)
- Single-Family Residential (SFR)
- Large Lot Residential (LLR)
- Single-Family Attached Residential (SFAR)
- Multi-Family Residential (MFR)
- Traditional Downtown Mixed-Use (TDMU)
- Downtown Area Station District (DSAD)
- Transitional Gateway Corridor (TGC)
- Destination Commercial Corridor (DCC)
- Office Park/Corporate/ Research and Development (OPCRD)
- Industrial/Research and Development (IRD)
- Limited Industrial (LI)
- Prairie Crossing Station District (PCSD)
- Institutional (I)
- Parks and Open Space (OP)
- ROW/Utilities/Transportation



Future Land Use Map - 1.5 Mile Unincorporated Strategy

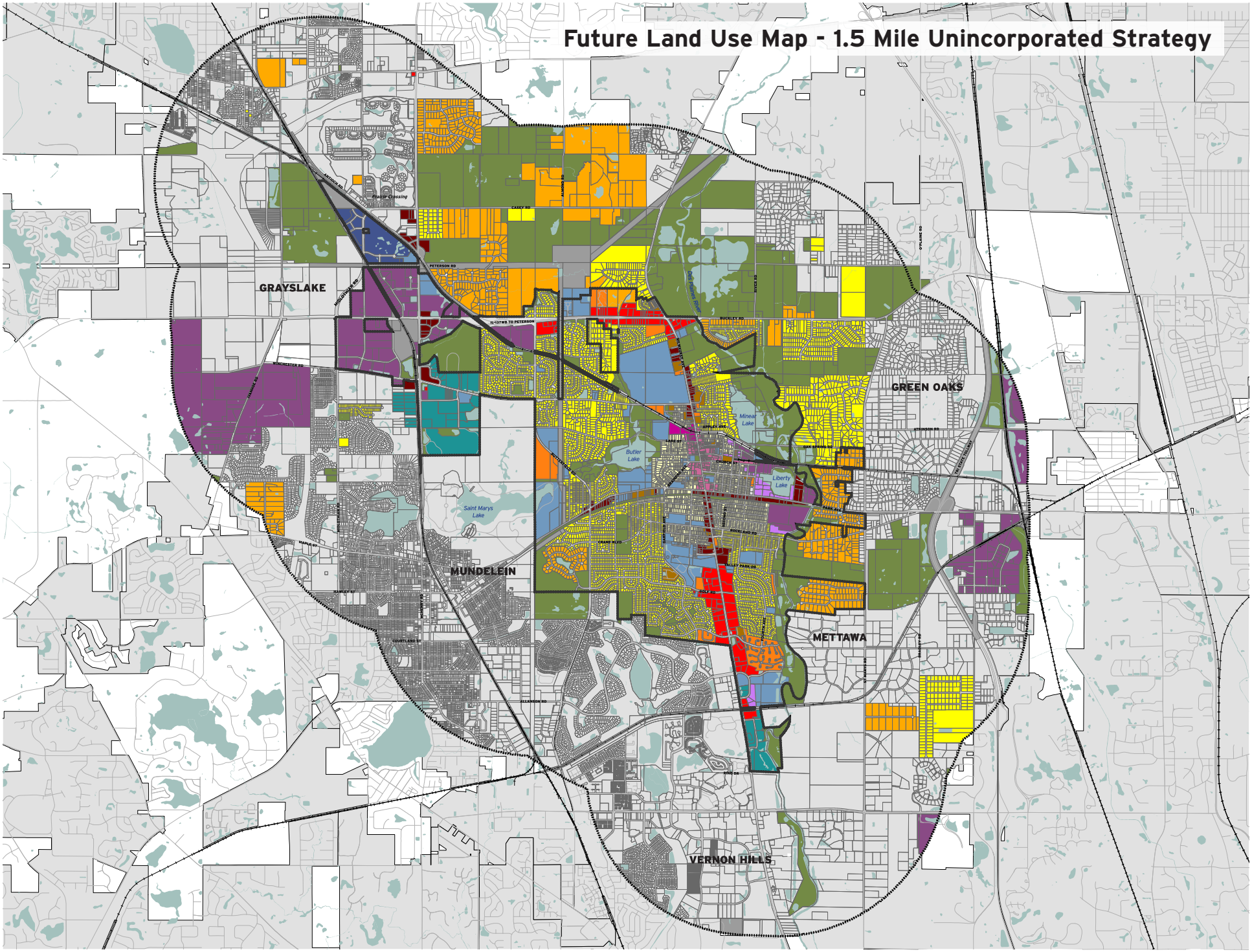
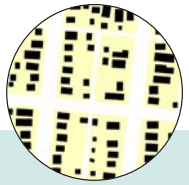
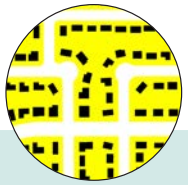
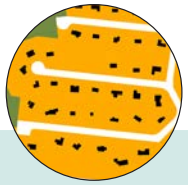


Figure 3.2: Future Land Use - 1.5 Mile Unincorporated Strategy

- Municipal Boundary
- Other Municipality
- 1.5 MI Unincorporated Buffer
- Water Bodies
- Roads
- Railroad
- Traditional Residential (TR)
- Single-Family Residential (SFR)
- Large Lot Residential (LLR)
- Single-Family Attached Residential (SFAR)
- Multi-Family Residential (MFR)
- Traditional Downtown Mixed-Use (TDMU)
- Downtown Area Station District (DSAD)
- Transitional Gateway Corridor (TGC)
- Destination Commercial Corridor (DCC)
- Office Park/Corporate/ Research and Development (OPCRD)
- Industrial/Research and Development (IRD)
- Limited Industrial (LI)
- Prairie Crossing Station District (PCSD)
- Institutional (I)
- Parks and Open Space (OP)
- ROW/Utilities/Transportation



Future Land Use Matrix



Residential Zones Mixed-Use

Land Use Category	Traditional Residential	Single-Family Residential	Large Lot Residential	Single-Family Attached Residential	Multi-Family Residential
Primary Use	Single-family detached homes and duplexes	Single-family detached homes	Single-family detached homes	Single-family attached homes, duplexes, and townhomes	Townhomes and multi-family housing
Mobility	Bike/hike trails, detached sidewalks, slow vehicular speeds	Bike/hike trails, detached sidewalks, slow vehicular speeds	Bike/hike trails, detached sidewalks, slow vehicular speeds	Bike/hike trails, detached sidewalks, slow vehicular speeds	Bike/hike trails, detached sidewalks, slow-medium vehicular speeds, and multiple transit options
Example	Copeland Manor	Ashbury Woods	Canterbury Circle	Parkside at Libertyville	LaVilla Apartments



Commercial Zones Mixed-Use

Traditional Downtown Mixed-Use	Downtown Area Station District	Transitional Gateway Corridor	Destination Commercial Corridor
Traditional and experience retail, multifamily housing, and civic uses	Diverse mix of historic and new uses downtown business area	Regional commercial, service, housing, and employment	Regional commercial, service, and employment
Pedestrian travel prioritized (streetscape design), slow-vehicular speeds, and multiple transit options	Pedestrian travel prioritized (streetscape design) and Transit-Oriented Development (TOD) creating connectivity	Vehicular access prioritized, Pedestrian safety prioritized (streetscape design), and multiple transit options	Vehicular access prioritized, Pedestrian safety prioritized (streetscape design), and multiple transit options
Milwaukee Avenue and Church Street	Libertyville Metra Station	Milwaukee Avenue and Winchester Road	Illinois Route 137 just west of Milwaukee Avenue



Employment Centers

Office Park/ Corporate/ Research and Development	Limited Industrial	Industrial/ Research and Development
Regional and local employment and commercial uses	Employment, manufacturing, and outdoor storage	Employment, light and heavy industrial
Detached sidewalks, bike lanes, enhanced traffic, and vehicular access from arterials	Increased freight movement, detached sidewalks, and limited bike facilities	Increased freight movement, detached sidewalks, and limited bike facilities
Innovation Park Lake County	Hough Street	Industrial Drive

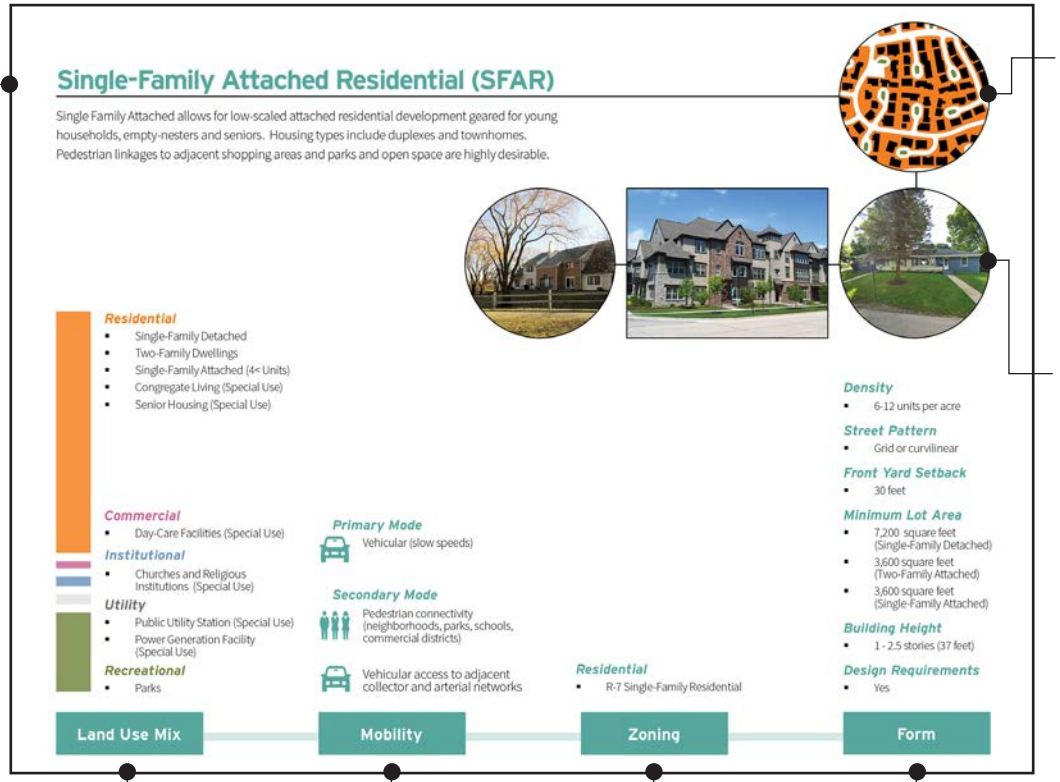


Other Categories

Prairie Crossing Station District	Institutional	Parks and Open Space
Transit, residential and commercial uses	Educational, civic, and governmental facilities	Parks, Village-owned natural areas, and conservation areas
Transit options, Park and Ride Facility, and bike facilities	Detached sidewalks, bike lanes and facilities, access from arterials, and transit options	Detached sidewalks, bike/hike trails, limited transit access, and limited vehicular access
Crossing Avenue and Fort Hill Street	Libertyville High School	Adler Memorial Park

Future Land Use Category Instructional Diagram

Future Land Use Category. The Future Land Use Category describes the overall land use strategy and preferred land uses within a particular geographic area or district of Libertyville.



Urban Form. The graphic illustration, which includes existing building footprints and street networks, provides an aerial perspective of each Future Land Use category development pattern.

Visual Examples. Visual examples of development types and physical design within each Future Land Use Category.

Land Use Mix. The mix of preferred land uses and their relative proportion over others allowed within the Future Land Use Category.

Mobility. The primary and secondary modes of travel and transportation within the Future Land Use Category.

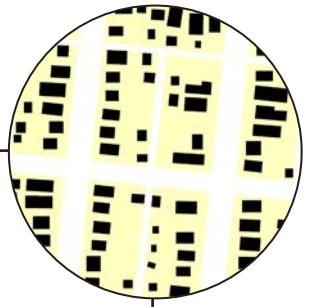
Zoning. The primary existing zoning classifications and other regulatory mechanisms to manage land uses within the Future Land Use Category.

Form. The basic form and permitted density of new development.



Traditional Residential (TR)

Traditional Residential comprises of walkable neighborhoods built primarily before World War II, located near the Downtown Traditional Core. This land use classification seeks to preserve and maintain the traditional single-family character of these neighborhoods by encouraging housing rehabilitation and compatible new development that compliments the scale of the existing housing stock, as well as new housing types that promote a diversity of housing products near the Downtown Core.









Land Use Mix

Residential
- Single-Family Detached
- Two-Family Dwellings
- Single-Family Attached (4< Units)
- Congregate Living (Special Use)
- Senior Housing (Special Use)

Commercial
- Day-Care Facilities (Special Use)
- Bed and Breakfasts (Special Use)

Institutional
- Churches and Religious Institutions (Special Use)

Utility
- Public Utility Station (Special Use)

Recreational
- Parks

Mobility

Primary Mode
Vehicular (slow speeds)

Secondary Mode
Pedestrian connectivity (neighborhoods, parks, schools, commercial districts)

Vehicular access to adjacent collector and arterial networks

Zoning

Residential
- R-6 Single-Family Residential
- R-7 Single-Family Attached

Form

Density
- 5-6 units per acre

Street Pattern
- Grid or curvilinear

Front Yard Setback
- 30 feet

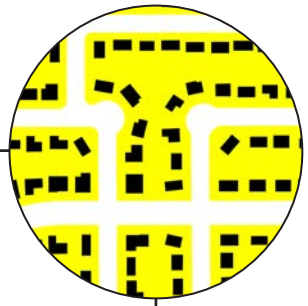
Minimum Lot Area
- 7,200 - 7,500 square feet

Building Height
- 1 - 2.5 stories (37 feet)

Design Requirements
- Yes

Single-Family Residential (SFR)

Single Family Residential are detached residential homes comprised of walkable neighborhoods and conventional subdivision development featuring larger lots, longer blocks, gridded or curvilinear streets, and nearby access to parks and open spaces. Single-family residential neighborhoods consist of recent construction since World War II to the present.







Land Use Mix

Residential
- Single-Family Detached

Commercial
- Day-Care Facilities (Special Use)

Institutional
- Churches and Religious Institutions (Special Use)

Utility
- Public Utility Station (Special Use)
- Power Generation Facility (Special Use)

Recreational
- Parks

Mobility

Primary Mode

Vehicular (slow speeds)

Secondary Mode

Pedestrian connectivity (neighborhoods, parks, schools, commercial districts)

Vehicular access to adjacent collector and arterial networks

Zoning

Residential
- R-3 Single-Family Residential
- R-4 Single-Family Residential
- R-5 Single-Family Residential

Form

Density
- 2-4 units per acre

Street Pattern
- Grid or curvilinear

Front Yard Setback
- 30-40 feet

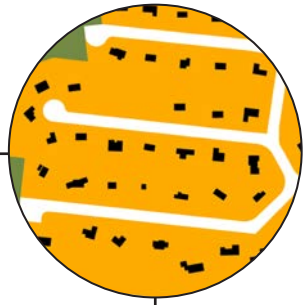
Minimum Lot Area
- 10,000 - 20,000 square feet

Building Height
- 1 - 2.5 stories (37 feet)

Design Requirements
- Yes

Large Lot Residential (LLR)

Large Lot Residential are detached residential homes comprised of walkable neighborhoods and conventional subdivision development featuring large lots, gridded or curvilinear streets, and nearby access to parks and open spaces. Large Lot Residential neighborhoods consists of recent construction.







Land Use Mix

Residential
- Single-Family Detached

Commercial
- Day-Care Facilities (Special Use)

Institutional
- Churches and Religious Institutions (Special Use)

Utility
- Public Utility Station (Special Use)

Recreational
- Parks

Mobility

Primary Mode

Vehicular (slow speeds)

Secondary Mode

Pedestrian connectivity (neighborhoods, parks, schools, commercial districts)

Vehicular access to adjacent collector and arterial networks

Zoning

Residential
- R-1 Single-Family Residential
- R-2 Single-Family Residential

Form

Density
- 1 or fewer units per acre

Street Pattern
- Grid or curvilinear

Front Yard Setback
- 50 feet

Minimum Lot Area
- 40,000 - 80,000 square feet

Building Height
- 1 - 2.5 stories (37 feet)

Design Requirements
- Yes

Single-Family Attached Residential (SFAR)

Single Family Attached allows for low-scaled attached residential development geared for young households, empty nesters and seniors. Housing types include duplexes and townhomes. Pedestrian linkages to adjacent shopping areas and parks and open space are highly desirable.









Land Use Mix

Residential
- Single-Family Detached
- Two-Family Dwellings
- Single-Family Attached (4< Units)
- Congregate Living (Special Use)
- Senior Housing (Special Use)

Commercial
- Day-Care Facilities (Special Use)

Institutional
- Churches and Religious Institutions (Special Use)

Utility
- Public Utility Station (Special Use)
- Power Generation Facility (Special Use)

Recreational
- Parks

Mobility

Primary Mode
Vehicular (slow speeds)

Secondary Mode
Pedestrian connectivity (neighborhoods, parks, schools, commercial districts)

Vehicular access to adjacent collector and arterial networks

Zoning

Residential
- R-7 Single-Family Residential

Form

Density
- 6-12 units per acre

Street Pattern
- Grid or curvilinear

Front Yard Setback
- 30 feet

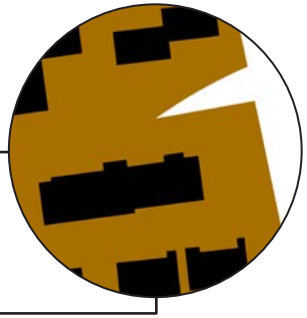
Minimum Lot Area
- 7,200 square feet (Single-Family Detached)
- 3,600 square feet (Two-Family Attached)
- 3,600 square feet (Single-Family Attached)

Building Height
- 1 - 2.5 stories (37 feet)

Design Requirements
- Yes

Multi-Family Residential (MFR)

The purpose of the Multi-Family Residential to provide for low-mid-rise apartments or townhome developments that promote attainable housing for single or newly formed households, professionals, and empty nesters and seniors.







Land Use Mix

Residential
- Single-Family Detached
- Single-Family Attached (4 Units)
- Two-Family Dwellings
- Multi-Family Dwellings
- Congregate Living (Special Use)
- Senior Housing (Special Use)

Commercial
- Day-Care Facilities (Special Use)

Institutional
- Churches and Religious Institutions (Special Use)

Utility
- Public Utility Station (Special Use)
- Power Generation Facility (Special Use)

Recreational
- Parks

Mobility

Primary Mode
Vehicular (slow speeds)

Secondary Mode
Pedestrian connectivity (neighborhoods, parks, schools, commercial districts)

Vehicular access to adjacent collector and arterial networks

Zoning

Residential
- R-8 Single-Family Residential

Institutional
- I-B Institutional Buildings District

Form

Density
- 6-24 units per acre

Street Pattern
- Grid or curvilinear

Front Yard Setback
- 30 feet

Minimum Lot Area
- 7,200 square feet (Single-Family Detached)
- 3,600 square feet (Two-Family Attached
- 3,600 square feet (Single-Family Attached
- 7,200 square feet (Multi-Family Dwelling)
  - 2,300 square feet (3 bedrooms plus)
  - 2,000 square feet (2 bedrooms)
  - 1,700 square feet (1 bedroom/efficiency)

Building Height
- 1 - 2.5 stories (37 feet)
- 4 stories (55 feet)

Design Requirements
- Yes

Traditional Downtown Mixed-Use (TDMU)

The Traditional Downtown Mixed-Use Core is intended to encourage a mix of commercial and residential uses in both existing buildings and new construction, and to maintain Downtown as a mixed-use center of activity. Existing historic commercial buildings and storefronts are preserved and rehabilitated for new retail and service uses.







Land Use Mix

Commercial

- Traditional/Experience Retail Trade
- Professional Services and Offices (Above First Floor)
- Personal and Health Care Services
- Hotels
- Restaurants

Institutional

- Cultural Arts, Museums, and Historic Sites
- Civic Organizations

Residential

- Multi-Family Dwellings (Above First Floor)
- Congregate Living (Special Use)
- Senior Housing (Special Use)

Recreational

- Plazas and Parks

Civic

- Village Offices and Facilities

Mobility

Primary Mode

Streetscape enhancements to slow traffic to safe speeds (sidewalks, benches, planters, and gathering spaces)

Access to Metra Train Station transit service

Secondary Mode

Bicycle facilities and parking

Zoning

Commercial

- C-1 Downtown Core Commercial District

Form

Guidelines

- Preservation of historic character and high-quality infill development
- Emphasis on the pedestrian environment
- Downtown Historic District Guidelines

Street Pattern

- Grid

Minimum Lot Area

- NA
- 1,500 square feet (Minimum per upper story unit of Mixed-Use residential)

Minimum Lot Coverage

- NA

Building Height

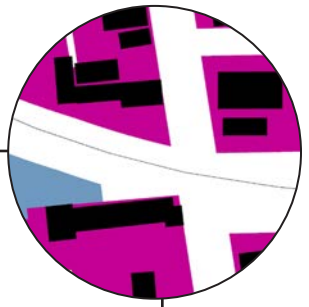
- 2 - 4 stories (45 feet)

Design Requirements

- Yes

Downtown Station Area District (DSAD)

Like the Traditional Downtown Mixed-use Core, the Downtown Station Area District is intended to facilitate commercial, residential and mixed-uses, and to implement the Downtown TOD Plan development goals. New transit-oriented development could take place near the Metra Train station in a way that reinforces Downtown's traditional pedestrian-oriented character.







Land Use Mix

Commercial
- Traditional/Experience Retail Trade
- Professional Services and Offices
- Personal and Health Care Services
- Hotels
- Restaurants

Institutional
- Cultural Arts

Residential
- Multi-Family Dwellings
- Mixed-Use Development
- Congregate Living (Special Use)
- Senior Housing (Special Use)

Recreational
- Plazas

Civic
- Village Offices and Facilities

Mobility

Primary Mode
Streetscape enhancements to slow traffic to safe speeds (sidewalks, benches, planters, and gathering spaces)

Pedestrian linkages (Metra Station and the Downtown Core)

Access to Metra Train Station transit service

Secondary Mode
Bicycle facilities and parking

Zoning

Commercial
- C-1 Downtown Core Commercial District
- C-2 Downtown Community Commercial District

Residential
- R-8 Multi-Family Residential

Other
- New Overlay option to permit discretionary additional height
- Planned Development Process

Form

Guidelines
- Preservation of desired historic character
- High-quality infill and mixed-use development
- Emphasis on the pedestrian environment

Street Pattern
- Grid

Minimum Lot Area
- 7,500 square feet
- 1,900 square feet (per residential dwelling unit)

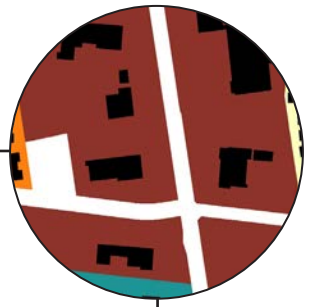
Minimum Lot Coverage
- 85 percent

Building Height
- 3 - 5 stories (55 feet)

Design Requirements
- Yes

Transitional Gateway Corridor (TGC)

Milwaukee Avenue will remain an important commercial corridor in Libertyville with concentrations of convenience and destination retail and office uses. Portions of Milwaukee Avenue could be subject to redevelopment to introduce new commercial use types, as well as residential development — townhomes, apartments, and mixed use — that diversify the available housing options near Downtown Libertyville and other employment centers.







Land Use Mix

Commercial
- Traditional Retail Trade
- Restaurants and Entertainment
- Offices and Professional Services
- Hotels
- Medical Services
- Cultural Facilities
- Drive-In Establishments (Special Use)

Institutional
- Museums and Historic Sites
- Business and Trade Schools

Residential
- Multi-Family Dwellings
- Mixed-Use Residential Development (Special Use)
- Congregate Housing (Special Use)
- Senior Housing (Special Use)

Civic
- Schools

Mobility

Primary Mode
Vehicular (slow speeds)

Streetscape enhancements to slow traffic to safe speeds (sidewalks, benches, planters, and gathering spaces)

Secondary Mode
Bicycle facilities and parking

Zoning

Commercial
- C-3 Downtown Community Commercial District

Residential
- R-7 Single-Family Attached Residential
- R-8 Multi-Family Residential

Other
- New Overlay option to permit discretionary review
- Planned Development Process

Form

Guidelines
- High-quality commercial infill, residential, and mixed-use development
- Emphasis on site enhancements and streetscape improvements
- Proper site access and circulation

Street Pattern
- Grid

Minimum Lot Area
- 10,00 square feet
- 1,900 square feet (Minimum per residential dwelling unit)

Minimum Lot Coverage
- 85 percent

Building Height
- 3 - 4 stories (45 feet)

Design Requirements
- Yes

Destination Commercial Corridor (DCC)

Segments of Milwaukee Avenue south of Valley Park Drive with important concentrations of shopping centers, auto dealerships, and other commercial, office, and institutional uses. The primary goal of this classification is to maintain "destination" commercial uses and enhance the local tax base.







Land Use Mix

Commercial

- Retail Trade (Shopping Centers)
- Restaurants and Entertainment
- Offices and Professional Services
- Hotels
- Medical Services
- Fitness Facilities
- Drive-In Establishments (Special Use)
- Day Care Facilities (Special Use)
- Car Dealerships (Special Use)

Institutional

- Civic Organizations

Mobility

Primary Mode

Vehicular (slow speeds)

Secondary Mode

Streetscape enhancements to slow traffic to safe speeds (sidewalks, benches, planters, and gathering spaces)

Bicycle facilities and parking

Zoning

Commercial

- C-4 Shopping Center Commercial
- C-5 Vehicle Dealer Commercial

Form

Guidelines

- Emphasis on site enhancements and streetscape improvements
- Landscaping and screening of parking lots
- Proper site access and circulation

Street Pattern

- Grid

Minimum Lot Area

- 100,000 square feet (C-5)
- 160,000 square feet (C-4)

Minimum Lot Coverage

- 85 percent (C-5)
- NA (C-4)

Front Yard Setback

- 30 feet

Building Height

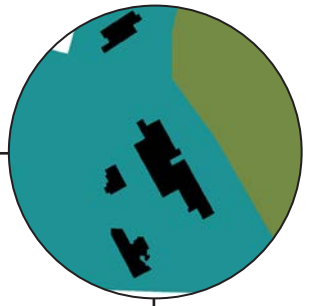
- 2.5 - 3 stories (30 - 45 feet)

Design Requirements

- Yes

Office Park/Corporate/Research and Development (OPCRD)

The Office/Corporate/Research and Development land use classification encourages a broad range of corporate office, research and technology, design and engineering, medical laboratories, and assembly and manufacturing uses. Other land uses may include corporate apartments and extended stay hotels, banks, restaurants, and health clubs housed within office developments.







Land Use Mix

Commercial

- Corporate Office
- Research and Development
- Business and Professional Services
- Medical Research and Laboratories
- Restaurants (Special Use)
- Financial Institutions (Special Use)
- Corporate Apartments, Extended Stays and Hotels (Special Use)
- Entertainment Uses and Theaters (Special Use)
- Day Care Facilities (Special Use)

Institutional

- Churches and Religious Institutions (Special Uses)
- Civic Organizations (Special Uses)

Industrial

- Light industry and manufacturing associated with research and development

Recreational

- Open, Plazas and Parks

Mobility

Primary Mode

Vehicular with access to collectors and arterials

Secondary Mode

Streetscape enhancements to slow traffic to safe speeds (wide sidewalks, benches, planters, and gathering spaces)

Connections to transit systems

Bicycle facilities and parking

Zoning

Office/Commercial

- O-1 Professional Services Office District
- O-2 Office, Manufacturing and Distribution Park District

Form

Guidelines

- For large sites, campus setting with unified building design and open space
- Taller buildings with some mixed uses encouraged
- Screening and buffering in areas adjacent to lower land use intensities

Minimum Lot Area

- 7,500 square feet (O-1)
- 160,000 square feet (O-2)

Minimum Lot Coverage

- 80 percent (O-1)
- 85 percent (O-2)

Front Yard Setback

- 25 - 50 feet

Building Height

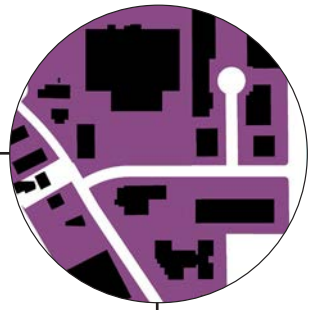
- 35 - 75 feet

Design Requirements

- Yes

Industrial/Research and Development (IRD)

Small to large-scale industrial and research uses, as well as manufacturing, warehousing, and contractor services, located primarily at the intersection of Peterson Road and U.S. Route 45, and south of Park Avenue (Illinois Route 176) between 7th Avenue and the Des Plaines River.







Land Use Mix

Commercial

- Research and Development
- Business and Professional Services
- Medical Research and Laboratories
- Restaurants (Special Use)
- Financial Institutions (Special Use)
- Hotels (Special Use)
- Day Care Facilities (Special Use)

Institutional

- Churches and Religious Institutions (Special Uses)
- Civic Organizations (Special Uses)

Industrial

- Light industry and manufacturing associated with research and development
- General industrial and manufacturing with minimal outdoor storage
- Warehousing and distribution adjacent or near arterials and highways.

Recreational

- Open, Plazas and Parks

Mobility

Primary Mode

Vehicular with access to collectors and arterials

Secondary Mode

Streetscape enhancements to slow traffic to safe speeds (wide sidewalks, benches, planters, and gathering spaces)

Connections to transit systems

Bicycle facilities where feasible

Zoning

Office/Commercial/Industrial

- O-1 Professional Services Office District
- O-2 Office, Manufacturing and Distribution Park District
- I-3 General Industrial District

Form

Guidelines

- For large sites, campus setting with unified building design and open space
- Taller buildings with some mixed uses encouraged
- Screening and buffering in areas adjacent to lower land use intensities

Minimum Lot Area

- 7,500 square feet (O-1)
- 160,000 square feet (O-2)
- 60,000 square feet (I-3)

Minimum Lot Coverage

- 80 percent (O-1)
- 85 percent (O-2)
- NA (I-3)

Front Yard Setback

- 25 - 50 feet (O-1/O-2)
- NA (I-3)

Building Height

- 35 - 75 feet (O-1/O-2)
- 45 feet (I-3)

Design Requirements

- Yes

Limited Industrial (LI)

A broad range of smaller-scaled High-quality warehousing and manufacturing activities are to be encouraged in Industrial zones. Such uses typically have little to no nuisance and outdoor storage requirements.







Land Use Mix

Commercial

- Professional Services
- Gas Stations
- Wholesale

Industrial

- Light Industrial and Manufacturing (Special Use Depending on Location)
- Warehousing (Special Use Depending on Location)
- Wholesale (Special Use Depending on Location)
- Crop Production (Special Use)

Mobility

Primary Mode

Vehicular with access to collectors and arterials

Secondary Mode

Streetscape enhancements to slow traffic to safe speeds (wide sidewalks, benches, planters, and gathering spaces)

Connections to transit systems

Bicycle facilities where feasible

Zoning

Industrial

- I-1 Limited Industrial District
- I-2 East Downtown Transitional District

Form

Guidelines

- Perimeter screening and buffering
- Heightened landscaping requirements

Minimum Lot Area

- 30,000 square feet (I-1)
- NA (I-2)

Minimum Lot Coverage

- 80 percent (I-1)
- NA (I-2)

Front Yard Setback

- NA (I-1)
- 25 feet (I-2)

Building Height

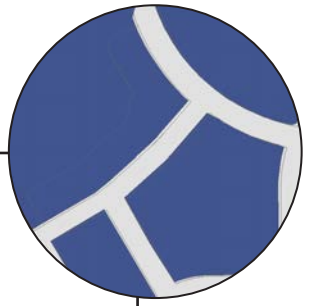
- 32 - 45 feet

Design Requirements

- Yes

Prairie Crossing Station District (PCSD)

The Prairie Crossing Station District, on Libertyville far northwest side may accommodate future residential, office, and limited mixed-use development.







Land Use Mix

Commercial

- Traditional Retail
- Offices and Professional Services
- Personal and Health Care Services
- Hotels
- Restaurants and Entertainment

Residential

- Mixed-Use Development
- Multi-Family Residential
- Senior Housing (Special Use)

Recreational

- Open, Plazas and Parks

ROW/Utilities/Transportation

- Transportation Facilities

Mobility

Primary Mode

Connections to transit systems

Vehicular with access to collectors and arterials

Secondary Mode

Streetscape enhancements to slow traffic to safe speeds (wide sidewalks, benches, planters, and gathering spaces)

Bicycle facilities and parking

Zoning

Mixed-Use

- C-3 General Commercial
- R-8 Multi-Family Residential
- TOD overlay option
- Planned Development Process

Form

Guidelines

- High-Quality Single and Mixed-Use Development
- Emphasis on Pedestrian Linkages
- Street Pattern: Varied

Minimum Lot Area

- 10,00 square feet (C-3)
- 1,900 square feet (R-8) (Minimum per residential dwelling unit)

Minimum Lot Coverage

- None (Except for Mixed-Use with Residential)

Building Height

- 3-5 stories/55 feet

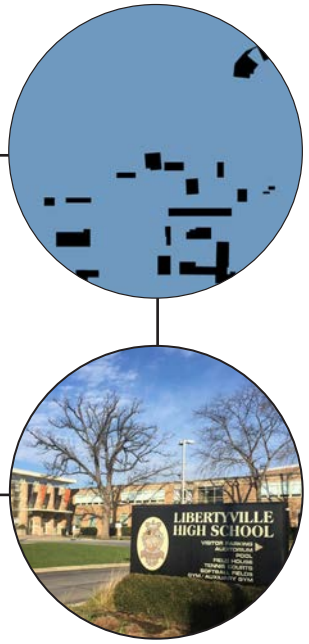
Design Requirements

- Yes

Institutional (I)

Libertyville municipal facilities, Lake County government offices and facilities of other entities, including the Libertyville schools.





Land Use Mix

Institutional

- Public Administration and Village-Owned Facilities
- Museums
- U.S. Post Office
- Schools

Commercial

- Hospitals and Medical Services (Special Use)
- Day Care (Special Use)

Recreational

- Plazas

Mobility

Primary Mode

Vehicular (slow speeds) with access to collectors and arterials

Streetscape enhancements to slow traffic to safe speeds (sidewalks, benches, planters, and gathering spaces)

Secondary Mode

Bicycle facilities and parking

Zoning

Institutional

- I-B Institutional Buildings District

Form

Guidelines

- Emphasis on site enhancements, public space, and streetscape improvements
- Proper site access and circulation

Minimum Lot Area

- 80,000 square feet
- 2,000 square feet (Per dwelling unit)

Minimum Lot Coverage

- 65 percent

Building Height

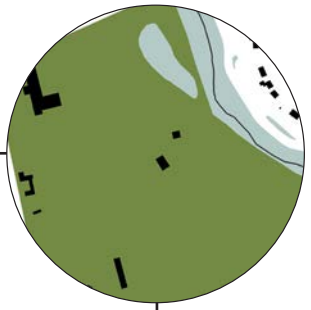
- 5 stories (60 feet)

Design Requirements

- Yes

Parks and Open Space (POS)

Parks and Open Space encompasses all parks, open space and recreational lands, with the intent to preserve such areas, enhance their functions as active centers for recreational activity, and to achieve a well-connected system of open spaces, trails and "green" infrastructure within the Libertyville community.









Land Use Mix

Recreational

- Parks
- Forest Preserves and Recreational Areas
- Gardens

Institutional

- Museums
- Fine Art Schools

Mobility

Primary Mode

Streetscape enhancements to slow traffic to safe speeds (sidewalks, benches, planters, and gathering spaces)

Bicycle facilities and parking

Secondary Mode

Vehicular (slow speeds) with access to collectors and arterials

Connections to transit systems

Zoning

Industrial

- O-S Open Space District

Form

Guidelines

- Extensive hike/bike trails connecting facilities and adjacent communities

Minimum Lot Area

- 7,500 square feet

Minimum Lot Coverage

- 25 percent

Front Yard Setback

- 50 feet (abutting Single-Family Residential district)
- 25 feet (abutting other districts)

Building Height

- 35 feet

Design Requirements

- Yes



Festival of the Arts In Libertyville, IL (Source: Chicago Tribune)

A Vital Downtown Libertyville

Libertyville stakeholders and residents overwhelmingly desire to maintain and enhance Downtown as the commercial, cultural, social and civic heart of the community. The community has placed significant focus on Downtown over the decades, fostering private investment in buildings and businesses, establishing and supporting a Main Street revitalization program, and underwriting various streetscape enhancements. In recent years, the Village has facilitated new infill development and constructed new parking facilities to meet the needs of residents and visitors coming to Downtown for its retail offerings and its dining and entertainment options. Many factors suggest continued future success:

- A Downtown with an established brand as a destination in Lake County for quality dining and entertainment.
- A solid base of retail services, office, and civic and government functions, including Village Hall, the Libertyville Civic Center, and the Cook Memorial Library.
- An established and effective Main Street revitalization program — recognized as one of the longest-operating programs in the State of Illinois — that produces a diversity of marketing, promotion, and business development activities
- A public that is enthusiastic for and supportive of Downtown as demonstrated by the high level of volunteer involvement in Downtown events and initiatives.
- Designation of a Downtown as a Local Historic District that includes buildings of significant character and authenticity, enabling the Village to manage design changes and demolitions to important historic resources.
- Streetscape and infrastructure that compliments the historic building fabric, provides intimate public spaces, and encourages pedestrian activity.
- Recent development of townhomes and small lot residential housing near the Downtown, providing new residential spaces within walking distance of Downtown stores and destinations.
- Opportunities to expand Downtown's footprint through implementation of the 2017 Transit-Oriented Development Plan and development of the Station Area District.
- Construction of a new Metra Train Station offering a more attractive and accessible gateway to the Downtown.
- Cook Park, the community's iconic community gathering space, home to several events, festivals, and activities.

Downtown Positioning Strategy

Going forward, efforts should continue to strengthen Downtown as the Village's core commercial center with additional retail, restaurant and entertainment uses to balance activity throughout the entire day. The Village should also encourage residential development within proximity to Downtown and in the Station Area District to create a "built-in" consumer base for existing and future businesses to sustain vibrancy of downtown retail. Leverage Downtown's vibrancy by repositioning lower intensity retail with experience-focused retail and expanding Downtown north of the Metra tracks. Existing assets and building stock, including the Libertyville Theatre and Cook Memorial Library, should be preserved, rehabilitated and reused as key cultural and entertainment assets for Downtown. Work with owners of existing surface parking lots to improve access, circulation, and appearance of parking to improve the flow of cars and people on Downtown's east side. Last, continue support of the Main Street Libertyville, Inc., and its marketing and business development efforts.

Downtown Station Area District

The 2017 Transit-Oriented Development Plan outlines a framework for new residential and mixed-use development to occur on land between the historic Downtown core and the Libertyville Metra Station with the intent to take advantage of accessible transit service, expand Downtown's footprint, utilize existing infrastructure and add new space for retailing, office, governmental, and residential uses. Additional downtown living opportunities will enhance already strong consumer demand for Downtown retaining, restaurants, and services, as well as diversify housing products attractive to empty nesters and young households. Station Area District

development, however, must also be well-designed and in scale with the historic core with architecture that reflects the characteristics and features of existing downtown buildings while also being representative of its time. The existing Milwaukee Avenue streetwall character must also be respected as part of any Station Area District development. With this in mind, the Station Area District is a distinct opportunity to encourage Transit-Oriented Development that reaffirms and strengthens Downtown as Libertyville's mixed-use center while using Downtown's existing authenticity as a starting point to superior TOD design.

The 2017 Transit-Oriented Development Plan presents a preferred Station Area TOD concept. This Comprehensive Plan incorporates that concept and presents additional scenarios for Station Area housing and mixed-use developments, parking, and public spaces.

Other Development Opportunities

Parcels including the Liberty Theatre and those at the northeast corner of Milwaukee and Newberry Avenues present several potential development scenarios as described on the following pages. Reuse and expansion options for the Liberty Theatre — perhaps as a multi-purpose cultural arts facility — could provide Downtown a much-needed arts and entertainment anchor complimenting the existing cluster of restaurants and public houses. Commercial and mixed-use development are possibilities for the parcels just north across Newberry Avenue and south of the Metra tracks.

Liberty Theatre

A revitalized Liberty Theatre facility directly supports a downtown business development focused on experience and entertainment. With the operation of the Liberty Theatre in a state of uncertainty, it is possible the right combination of uses could support a fully functioning theatre and performance arts facility, but such an initiative will require additional study. Libertyville residents expressed overwhelming preference during the community engagement process that the Liberty Theatre remain open as an operating movie house or repurposed in some fashion as an entertainment or cultural arts anchor to the Downtown. Repurposing and adapting the Theatre will require a focused study on potential adaptation scenarios, financing options, and potential structures for Theatre operations—and any barriers to reuse in order to determine what is feasible. There are a few general factors to consider in addition to the building's conditions and constraints. These barriers were not specifically assessed as part of this plan.

In current movie business practice, chain movie theaters receive preference in movie distribution as a function of ownership interests by the studios. As a result, such practices significantly limit independent movie theaters from showing first-run films. Digital presentation, however, has also made it easier to distribute films, but has also encouraged people to stream movies at home even while they are being shown at local theaters. Today, many independent theaters have adapted the use of their facilities to present a combination of film, live performances, conferences, banquets, live-streamed events, or performances taking place elsewhere, children's programming, on-screen video games, and others. Alternative uses may require the building be adapted and enlarged from its original format: live performances require backstage and fly space while parties and conferences may require flexible partitioning and kitchen and catering facilities.

While the Liberty Theatre is in private ownership, the Village and other partners can explore the potential for a theater building re-use and re-purposing. Key activities may include:

- Developing a schematic business plan that considers multiple compatible uses, projected gross income, and operating costs.
- Conducting a feasibility assessment – what would it take to adapt the building to a multi-use theater, what would it cost, and what funding streams are available?
- Identify the organizational format required to undertake a rehabilitation and what is required for site control. The willingness and ability of the current owner to support such an endeavor and any legal barriers to doing so will be as important as the feasibility of the project.

Public Realm Enhancements

Maintaining high quality public realm conditions within Downtown Libertyville must remain an important component of efforts to promote the district as the heart of the community and a regional destination. This is especially important within the traditional commercial core along Milwaukee Avenue – generally between Newberry Avenue and Church Street – where there is a focus on active, pedestrian-oriented retail, dining, and entertainment activities. The current streetscape supports these uses, however existing sidewalk width is somewhat limited, which diminishes opportunities for outdoor dining and casual gathering. The lack of space is further exacerbated by other competing elements such as decorative planters, street trees, signage, bike parking, wayfinding elements and public art – all of which are important components of an attractive streetscape environment and worthy of further embellishment.

Sidewalk 'bump-outs' (both permanent and seasonal) that provide extra space are an effective option for creating space, however they typically come at the expense of on-street parking. Another opportunity to increase seating opportunities and outdoor dining may exist in converting some existing alleys and loading areas located at the rear of existing buildings into more pleasing pedestrian environments. This could significantly increase the amount of 'active' building frontage along the primary blocks and provide businesses with additional capacity in prime months. An example of this practice is already in place on west side of Milwaukee Avenue between Lake Street (U.S. Route 45) and Cook Avenue, where a coordinated approach to parking and vehicular circulation in the rear of the block provides spatial efficiency, convenient building access, and helps to reduce congestion on Milwaukee Avenue.



View of the enhanced rear parking lot behind the 500 block of Milwaukee Avenue

East Side Pedestrian Alley Concept

The schematic design concept shown on the following page illustrates how a similar approach could be explored on the east side of Milwaukee Avenue, between School Street to the north and Church Street to the south. In the concept, rear parking areas are re-organized with more efficient circulation and clearly identifiable points of ingress/egress off of the intersecting east/west streets. The space located immediately behind the existing buildings would be refurbished and enhanced with decorative paving, lighting, art installations and murals, and other urban design elements that provide a more pleasing experience for pedestrians and encourage use by the associated businesses. The improved alleyway could still allow some flexibility for vehicular access – helping to minimize impacts to essential operational needs such as loading and refuse collection – but it would be clearly understood that pedestrians had the right of way. Variations in building depth could also be exploited as opportunities for expanded seating, gathering, and even outdoor activities. During peak periods such as evenings, the pedestrian alley could be completely closed off to vehicular traffic providing even more pedestrian space.

The concept also shows a potential parking deck off of Cook Avenue that could be implemented in the future to help offset any reductions in parking resulting from the proposed public realm enhancements, or to address any general parking needs within Downtown should it be warranted. The concept shows a two level with roughly 60 spaces per floor, however more detailed examination will be required to determine exact parking counts and circulation patterns should implementation be desired.




East Side Pedestrian Alley Concept
SCHOOL STREET
COOK AVENUE
NORTH MILWAUKEE AVENUE/IL ROUTE 21
CHURCH STREET
0′
120′
240′
480′
NORTH



Downtown Libertyville
Plan Policies and Supporting Strategies

Policy 1 - Maintain Downtown Libertyville's commercial vibrancy with a mix of experience-focused retail, restaurants and entertainment, and office, service, cultural and government uses.

1.1 Undertake active business development efforts that attract and retain a mix of experience-focused retail and independent restaurants that compliment and strengthen the existing business mix.

1.2 Use public resources and capital improvements where feasible and necessary to attract investment and maintain a desired mix of uses in the downtown.

1.3 Consider new incentives and programs with private-sector partners that support entrepreneurial activity, including a venture fund that facilitates new restaurant and small business start-ups.

1.4 Maintain regulatory requirements that reserve ground-floor spaces in the Downtown Mixed-Use Core for retail, restaurant, and entertainment uses.

1.5 Locate new or consolidated municipal facilities in or near Downtown.

Policy 2 – Support Main Street Libertyville as a key partner in downtown management, business development and marketing.

2.1 Maintain funding support on a matching basis for Main Street Libertyville operations.

2.2 Promote Main Street Libertyville participation in training and technical services offered and provided by the National Main Street Center and other service providers.

2.3 Continue ongoing volunteer recruitment and retention efforts for Main Street Libertyville committee initiatives.

2.4 Encourage Main Street Libertyville's involvement in business development programs and initiatives, especially those that facilitate entrepreneurial activity and succession planning with existing merchants.

2.5 Explore the feasibility of a Special Service Area as a long-term funding mechanism for Main Street Libertyville.

2.6 Continue funding for façade and storefront improvement incentive programs and provide design assistance through Main Street Liberty

Policy 3 - Ensure Downtown's authenticity and historic character.

3.1 Research Downtown's eligibility for listing in the National Register of Historic Places by consulting with the Illinois Historic Preservation Office as a district and pursue a formal nomination if determined eligible. Enable all contributing properties to gain access to Federal Historic Preservation Tax Credits and other sources of funding.

3.2 Highlight Downtown's historic architecture and heritage. Prepare and implement a historic building interpretive program that describes individual building histories through signage, plaques, podcasts, and other digital formats to enrich the visitor experience to Downtown Libertyville.

3.3 Re-purpose and rehabilitate the Liberty Theatre as a key Downtown entertainment and cultural venue.

3.4 Continue to diversify and broaden special event and marketing activities focused on promoting Downtown Libertyville's businesses and assets, generating sales and omnichannel advertising for merchants.

Policy 4 - Implement urban design and transportation improvements and alternatives that enhance the downtown pedestrian environment and mobility options.

4.1 Focus on additional streetscape and urban design improvements that support walkability and pedestrian comfort.

4.2 Coordinate Downtown infrastructure and utility enhancements that meet the needs of desired business types with private providers, such as broadband cable and electric vehicle charging stations.

Downtown Station District Area Development Concepts

Context

Located in the heart of Downtown Libertyville at the northern end of community's traditional commercial core along Milwaukee Avenue, the Station Area District encompasses roughly 24 acres of land in the immediate vicinity of the newly rebuilt Metra Station. Several sites within this area are vacant or under-developed and represent one of the most important strategic growth opportunities left in the community. The development concepts shown in this section seek to build on and adapt the work of the Village's 2017 Downtown Transit-Oriented Development Plan, which explored land use, development, urban design, and transportation strategies in considerable detail.

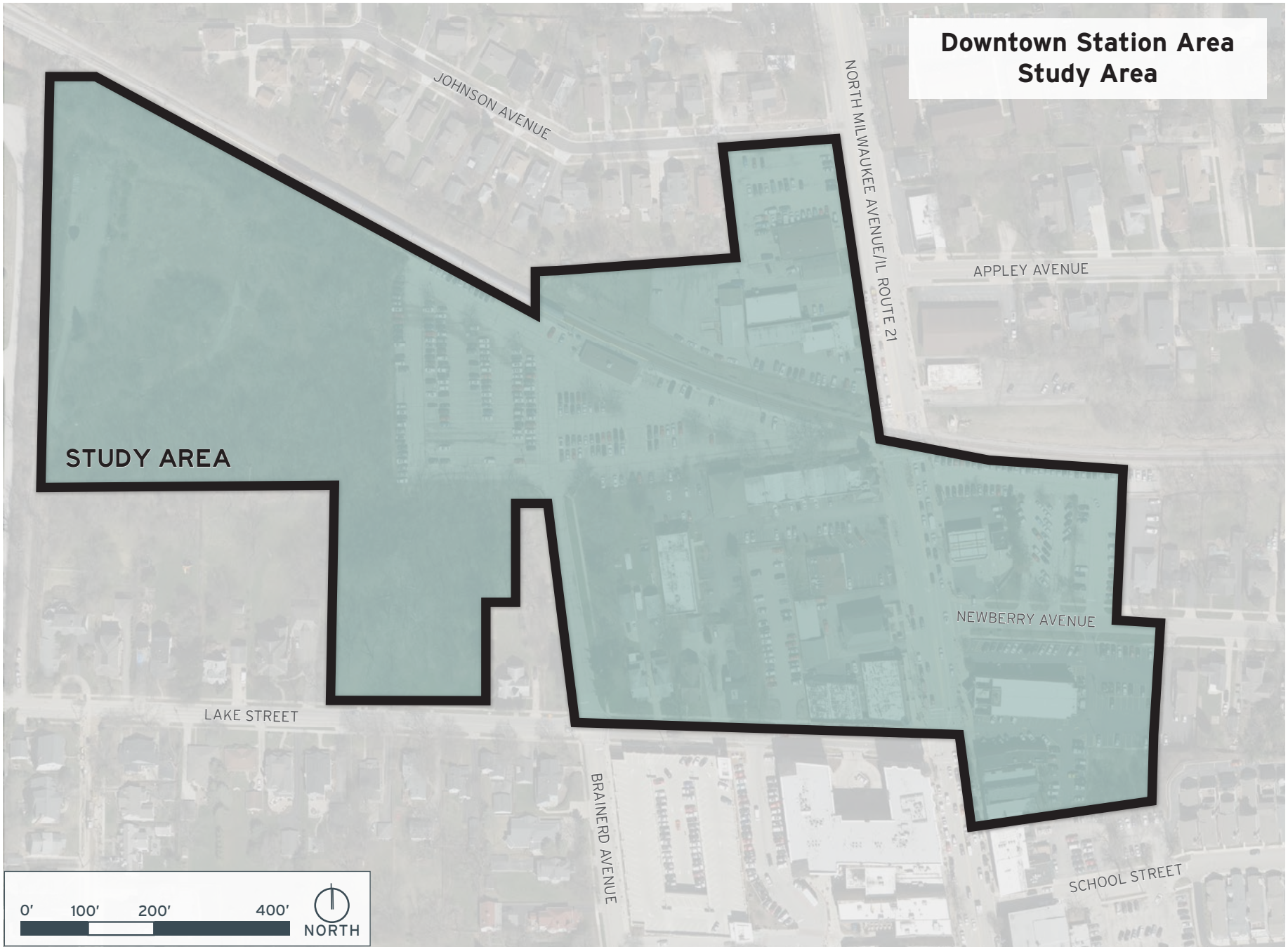
Downtown Station Area District Planning Policies and Strategies

- New development within the Station Area District should place a high emphasis on encouraging transit-supportive uses and densities as an economic development strategy, approach to increasing alternative residential unit types and overall housing attainability, and as a way to help mitigate traffic and congestion along the Milwaukee corridor.
- Within the district, the Village should consider a range of policy tools to encourage and support proposals for transit-oriented development. This could include zoning-related incentives in the form of modest increases in allowable height or density, reduced off-site parking requirements, and reduced open space and site area standards; administrative incentives, such as expedited plan review and entitlement processing; or in direct financial incentives coinciding with developer-sponsored public improvements, such as streetscape, open space, or site improvements.
- Development plans should include a mix of new development, as well as the rehabilitation and reuse of existing buildings to help enable a lower rent structure in support of local and independent businesses with limited capital or credit availability.
- Redevelopment plans should consider the strategic location of potential event and festival spaces in a range of sizes as an incentive or opportunity to encourage redevelopment of key opportunity sites downtown. These spaces should complement existing public gathering spaces – such as Cook Park – through appropriate design and programming considerations.
- Beyond encouraging economic development, a key goal of any future uses or site improvements should be to encourage pedestrian safety and comfort along North Milwaukee Avenue.
- Railroad crossing improvements should be implemented on both sides of the tracks at Milwaukee Avenue to increase public safety. This could include enhanced signage, higher visibility crosswalks, and potentially a new raised planting bed in the median on the north side of the tracks to match the streetscape to the south.
- Where located immediately adjacent to the Milwaukee District North (MD-N) line tracks, curb cuts and access drives for private businesses, the Metra Station, and associated parking lots should be relocated and replaced with improved pedestrian access ways and open space to help improve the safety of both motorized and non-motorized methods of travel.
- Existing parking lots should be reorganized to better accommodate both pedestrian and vehicular traffic and encourage shared, synergistic use between commuters and patrons of downtown businesses.
- Where possible, commuter parking should be relocated closer to the Metra Station to help enable new transit-oriented development on other opportunity sites within the Station Area District.
- Stormwater retention/detention could be installed as underground cisterns beneath proposed parking areas. Parking lots could consider a curb-less design with adjacent rain gardens or bioswales.

Primary Development Objectives

- **Local Business Incubators.** Explore opportunities to attract new start-up businesses and foster the growth of local businesses by maintaining some lower-rent and flexible use commercial spaces in the Station Area District or the immediate vicinity.
- **Transition auto-oriented uses into active, experiential commercial uses.** Explore opportunities to convert auto-serving uses – for example the mechanic's garage at the southwest corner of Milwaukee and Johnson – into retail, dining, or entertainment-oriented use, with related site enhancements, including improved parking lot buffering and outdoor dining space. Reorganize and consolidate parking areas to maximize Station Area development potential.
- **Reorient Land Uses to Support Transit.** When commercial reuse is not viable, consider allowing redevelopment as mixed-use or residential-only development in the range of three-to-four stories. Research design and use overlays and other regulatory tools to ensure an appropriate land use mix and compatible development design in the Station District Area. Encourage new residential uses in the Station District, in upper-floors, and in available parcels that support higher-density housing in walking distance to the Downtown.
- **Capitalize on Catalytic Redevelopment Opportunities.** For strategic sites within the district, explore parcel consolidation, public/private partnerships, and phased approaches in support of comprehensive redevelopment efforts. Redevelop key development sites and capitalize on new opportunities to introduce and expand commercial, residential, and mixed uses in the Station Area District. Implement streetscape and public improvements concurrent with new development in the Station Area District and opportunity sites and incorporate green design and stormwater management features where feasible and desired.
- **Support Entertainment Uses.** Strengthen the attractiveness of the Downtown Core as a destination for dining and entertainment by introducing small outdoor dining and gathering spaces and encouraging a mix of complementary business types.
- **Grow the daytime employment base.** Support office and other service or institutional uses that increase the district's daytime population provide a major boost to retail and dining establishments.
- **Historic Preservation.** Include the rehabilitation and reuse of existing historic commercial buildings within the Station Area District to retain key character buildings and provide lower-cost space for business start-ups.
- **Parking, access and mobility.** Explore consolidating Metra parking on the west of Milwaukee Avenue to reduce pedestrian crossings. Study feasibility of establishing private shuttle routes to connect the Station Area to job centers. Coordinate with Metra to evaluate the success of the Milwaukee District- North reverse commute pilot and explore expanding transit options on the Metra North Central Service line by markings, signs, and additional measures if necessary. Upgrade pedestrian crossings in proximity and with direct access to the Station.




Downtown Station Area
Study Area
JOHNSON AVENUE
NORTH MILWAUKEE AVENUE/IL ROUTE 21
APPLEY AVENUE
STUDY AREA
NEWBERRY AVENUE
LAKE STREET
BRAINERD AVENUE
SCHOOL STREET
0'
100'
200'
400'
NORTH

Downtown Station Area Development
Concept A

Concept A seeks to build on the 2017 Transit-Oriented Development Plan through an incremental approach to development within the District. Many of the existing buildings in the area would be retained and reused, with straightforward site and urban design enhancements to help revitalize the uses—such as the introduction of small plazas, seating areas, and streetscaping. New development along Milwaukee Avenue would seek to match the existing building character and frontage conditions to the south. A small food and beverage service provider is envisioned next to the Liberty Theatre in place of the existing curb cut and access drive, enabling a small corner open space. This commercial use could be implemented as a formal addition, or informally as a semi-permanent structure depending on market and operational factors.

Opportunities for new municipal and destination-oriented commercial uses, such as a community market space, boutique hotel, and possible Village Hall facility, are also shown as potential district anchors on the west side of Milwaukee, near the Metra Station. These uses would be complemented by reorganized parking lots and access drives with decorative streetscape elements that could be strategically closed off to provide additional gathering space during events. The goal of these improvements is to help bolster Downtown LIbertyville as a regional entertainment destination, while also providing modest increases in the area's residential population.



Concept Highlights

- **A** **Adaptive Use Retail.** Enhanced Milwaukee Avenue frontage conditions and potential renovation of the existing North End Garage as a new retail or dining use. The existing parking lot would be reorganized with 39 spaces.
- **B** **Enhanced Hansa Coffee Complex.** Maintain and enhance the existing use, including improved conditions along Milwaukee Avenue and the introduction of a large new outdoor patio space to the south. Parking is reorganized with 25 to 30 spaces in the rear of the property.
- **C** **New Mixed-Use Development.** Redevelopment of the existing gas station as a three-story building or pair of buildings, with roughly 8,000 square feet of ground-floor retail and 20 upper-story units. The adjacent 35 space parking lot to the east is utilized, with commuter parking relocated to the west.
- **D** **Enhanced Liberty Theatre.** Introduce a large corner patio with a new 2,000 square foot restaurant/bar that could be a formal addition or detached semi-permanent structure or food truck. The rear parking lot is reorganized for efficiency, providing 80 surface spaces.

- **E** **Refurbished Liberty Square Shopping Center.** The existing building and uses are maintained, however the access drive and parking lot are converted into a more formal through street with angled parking.
- **F** **New Infill Development.** Redevelop the Parkside Liquors property with a new mixed-use development or potential community market building. New development would feature 7,500 square feet of ground floor commercial use, and roughly 15 upper-story units.
- **G** **Reorganized, Shared Parking Lots.** The existing mid-block parking lots would be consolidated and reorganized with improved access and connectivity. The resulting lots would offer 130 spaces and feature streetscaping and branding elements and enable flexible use for events. Should it be determined that adequate parking is provided in other downtown parking lots, portions of the shared lot could also be infilled with open space or new development – for example at the northeast corner of Brainerd Avenue and U.S. Route 45 .
- **H** **New Landmark Development.** A new building is shown with roughly 12,500 square feet per floor – providing an opportunity for a new Village Hall, office, hotel, or community market space to anchor the Station Area District. The new use would include public green/gathering space.

The following concept plan highlights have been adapted from the Village's 2017 Transit-Oriented Development Plan.

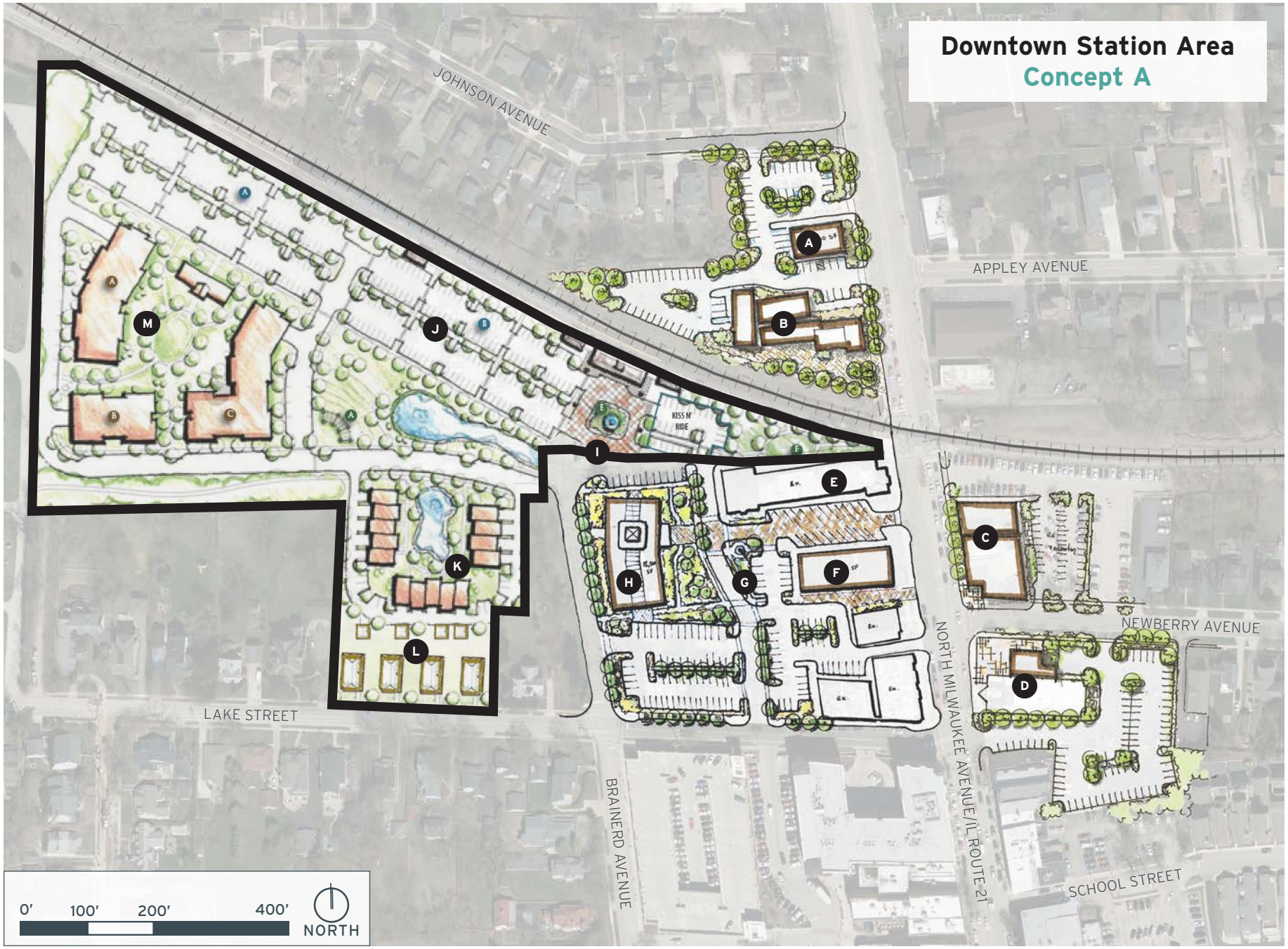
- **I** **New Metra Arrival Area.** A new entry plaza, kiss-n-ride area, and open space is created adjacent to the newly rebuilt train station.
- **J** **New Metra Parking.** The existing lot is reorganized and expanded along the tracks in a more efficient layout with 316 short and long-term spaces.
- **K** **New Townhomes.** Fourteen townhome units are developed with tuck-under garage parking.
- **L** **Future Detached Homes.** The existing single-family residential fabric is maintained along U.S. Route 45 by infilling four new detached homes.
- **M** **New Multi-Family Development.** A new four-story residential development with internal parking provides 127 units spread over three buildings.










Downtown Station Area
Concept A
JOHNSON AVENUE
APPLEY AVENUE
NEWBERRY AVENUE
LAKE STREET
BRAINERD AVENUE
NORTH MILWAUKEE AVENUE/IL ROUTE 21
SCHOOL STREET
KISS N' RIDE
A
B
C
D
E
F
G
H
I
J
K
L
M
0'
100'
200'
400'
NORTH

Downtown Station Area Development
Concept B

Concept B begins to increase the District's density through the introduction of new mixed-use developments with upper-story office and residential uses, as well as providing potential opportunities for catalytic developments/uses such as a new boutique hotel or relocated Village Hall. A highlight of Concept B is the reorganization of the area to the northwest of the Milwaukee and Lake intersection–near the Metra Station– enabling a new festival street and several plaza spaces that help to bolster the district's unique sense of place. These spaces are envisioned as being flexible in nature, allowing for a wide range of uses and different scales of activities or events. For example, during the regular course of the year the festival street would be open to vehicular traffic, providing access to the Metra Station and convenient parking for businesses. However, during Village festivals one or more portions of these spaces could be closed off to traffic and conveniently turned into event space.

Concept Highlights

A **Mixed-Use Redevelopment.** Redevelopment of existing auto-service garage with a 3-story mixed-use building containing 3,000 square feet of ground-floor retail and 16 to 18 upper-story units. The commercial space is oriented to the south and can be stepped down due to grade changes, potentially allowing for additional internal parking on the first floor. A surface lot with 26 parking spaces is provided for residents in the rear of the lot.

B **Enhanced Hansa Coffee Complex.** Enhance the existing use, including a remodeled main entrance on the north side of the building, improved conditions along Milwaukee Avenue, and the introduction of a large new outdoor patio space to the south. Parking is reorganized with 25 to 30 spaces in the rear of the property.

C **New Mixed-Use Development.** Redevelopment of the existing gas station as a three-story building with 2,500 square feet of retail space and upper-story office or residential use. Parking is provided in the adjacent shared lots.

D **New Townhomes.** Ten attached, single-family units are developed at three-stories tall with ground-floor 'tuck-under' parking that provides two spaces per unit. 17 additional surface parking spaces are also provided on the east end of the site for residential and retail use.

E **Enhanced Liberty Theatre.** A large corner patio is introduced with a new 2,000 square foot restaurant/bar that could be a formal addition or detached semi-permanent structure or food truck. The rear parking lot is reorganized for efficiency, providing 80 surface spaces.

F **Mixed-Use Redevelopment.** A new 3-story development is envisioned to replace the existing Liberty Square Shopping Center, providing a northern anchor for the commercial district along Milwaukee. The building features up to 15,500 square feet of ground-floor commercial space, and upper-story office or residential use equaling roughly 26 units. 85 parking spaces are provided in the adjacent shared lot to the north.

G **Festival Plaza.** A new 10,000 square foot, public open space for flexible use.

H **Festival Street.** A new public street is introduced to the north of the existing American Legion building, providing improved access to the Metra Station and on-street parking. The new streetscape includes high-quality design elements such as decorative paving, lighting, and furnishings and can be closed for festivals and events.

I **New Mixed-Use Development.** The west end of the Festival Street is anchored by one or more additional mixed-use buildings totaling roughly 13,500 square feet of ground-floor commercial space and 22 upper-story residential units or office space. 85 surface parking spaces are provided in the adjacent shared lot. The site could also feature a boutique hotel.

J **Infill Development.** Remaining parcels are infilled with one or two-story commercial or office uses–shown at roughly 2,000 square feet per floor. A reorganized, shared, rear parking lot provides up to 23 spaces.

K **New Mixed-Use Development.** The northeast corner of Lake & Brainerd is anchored by a new 3-story, mixed-use development. A limited amount of ground-floor commercial space is provided (~4,000 SF), with 26 to 32 residential units on the upper-stories. Parking is provided internally or in the adjacent lots, enabling the site to include an additional plaza space. Alternatively, the building could also be used as a boutique hotel or relocated Village Hall.

Downtown Station Area
Concept B











JOHNSON AVENUE

APPLEY AVENUE

2017 TOD PLAN AREA
(See Concept A)

Commuter Parking (36)
Spaces Maintained

LAKE STREET

BRAINERD AVENUE

NORTH MILWAUKEE AVENUE/IL ROUTE 21

0′ 100′ 200′ 400′ NORTH

Downtown Station Area Development

Concept C

Concept C further increases the emphasis on redevelopment activity within the Station Area District in support of transit-oriented development objectives. A central underlying goal of this alternative is to increase the area's residential base in support of greater commercial vitality. This includes a broader transformation of existing uses north of the MD-N tracks, transitioning from commercial to residential use. South of the tracks, the west side of Milwaukee Avenue would largely reflect the development concepts proposed in Concept B, however the east side would see a more substantial change. This includes a substantial mixed-use redevelopment on the northeast corner of Milwaukee and Newberry, and a major expansion–or potentially the full redevelopment–of the Liberty Theatre to the immediate south. In Concept C, both of these sites are envisioned as possible candidates for a new landmark development project featuring a hotel or entertainment-oriented use, should these uses be determined feasible in the future.

Concept Highlights

A **Residential Infill.** A new 3-story duplex with two units and two parking spaces per unit, is shown as an alternative housing type that both fits within the existing neighborhood character and transitions toward higher density.

B **New Townhomes.** Five attached, single-family units are developed at three-stories tall with ground-floor 'tuck-under' parking that provides two spaces per unit. Additional guest/overflow parking is provided off a rear alley.

C **Mixed-Use Redevelopment.** Redevelopment of the existing Hansa Coffee property with a 3-story mixed-use building containing up to 6,000 square feet of ground-floor commercial use and 16 upper-story units. The building includes eight internal spaces and roughly 46 surface spaces.

D **New Planted Median.** A raised planted median is introduced near the MD-N tracks to help calm traffic and create an enhanced downtown 'arrival' point.

E **New Mixed-Use Development.** Redevelopment of the site as a three-story building with 10,000 square feet of retail space and upper-story office or residential use totaling 38 units. Roughly 16 dedicated parking spaces are provided, with the remaining parking located in the shared lot to the east. This site could be a catalytic development opportunity with a new hotel or other landmark use, and potentially incorporate underground parking.

F **Liberty Theatre Expansion / Redevelopment.** Formal expansion of the existing facility (6,250 SF footprint shown), allowing for additional screens and restaurant or bar. The rear parking lot is formalized with 80 spaces.

G **Mixed-Use Redevelopment.** A new 3-story development is envisioned to replace the existing Liberty Square Shopping Center. The building features up to 15,500 square feet of ground-floor commercial space, and upper-story office or residential use equaling roughly 26 units. 85 parking spaces are provided in the adjacent shared lot to the north.

H **Festival Plaza.** A new 10,000 square foot, public open space for flexible use.

I **Festival Street.** A new public street is introduced to the north of the existing American Legion building, providing improved access to the Metra Station and on-street parking. The new streetscape includes high-quality design elements such as decorative paving, lighting, and furnishings and can be closed for festivals and events.

J **New Mixed-Use Development.** The west end of the Festival Street is anchored by additional mixed-use buildings totaling roughly 13,500 square feet of ground-floor commercial space and 22 upper-story residential units or office space. 85 surface parking spaces are provided in the adjacent shared lot. The site could also feature a boutique hotel.

K **Infill Development.** Remaining parcels are infilled with one or two-story commercial or office uses–shown at roughly 2,000 square feet per floor. A reorganized, shared rear parking lot provides up to 23 spaces.

L **New Mixed-Use Development.** The northeast corner of Lake & Brainerd is anchored by a new 3-story, mixed-use development. A limited amount of ground-floor commercial space is provided (~4,000 SF), with 26 to 32 residential units on the upper-stories. Parking is provided internally or in the adjacent lots, enabling the site to include an additional plaza space. Alternatively, the building could also be used as a boutique hotel or relocated Village Hall.


Downtown Station Area
Concept C
JOHNSON AVENUE
APPLEY AVENUE
2017 TOD PLAN AREA
(See Concept A)
Commuter Parking (36)
Spaces Maintained
LAKE STREET
BRAINERD AVENUE
NORTH MILWAUKEE AVENUE/IL ROUTE 21
A
B
C
D
E
F
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0'
100'
200'
400'
NORTH

Vital Commercial Corridors

Milwaukee Avenue, north and south of Downtown and Peterson Road are the major throughways and corridors providing commercial and important aesthetic and visual purposes for the Libertyville community – they are the essential gateways into the community. The appearance, form, and function of the corridors influence investor and visitor perceptions on a community's vitality and, therefore, should always be a focus for on-going planning and repositioning efforts considering changing market conditions and resident preferences for goods and services. There are redevelopment opportunities with possibilities for new and upgraded retail spaces and mixed-use buildings that offer additional living options. In addition, opportunities exist for enhancing existing corridor buildings and properties and installing and pedestrian-friendly streetscapes that connect corridors to adjacent neighborhoods.

In a larger perspective, Libertyville's corridors may contain more retail and commercial spaces than needed given nearby competing shopping centers, the regional competition for sales tax capture, and the national restructuring of the retail industry and reduced need for brick and mortar storefronts due to the internet and omni-channel marketing. National trends in retail point to the closure of mainline retailing, department and category stores, and the expansion of discount and off-price ones, fitness clubs, "fast fashion" and casual dining operations. In some instances, national big-box stores such as Target are building "urban markets" in formats of 30,000 to 40,000 square feet.

Corridor Positioning Strategy

Going forward, the Village should consider the following strategies with an aim toward strengthening each corridor's position within the local and regional market, including providing context-appropriate urban design enhancements, capitalizing on available opportunity sites, and exploring the need for strategic land use change that makes more efficient use of land and infrastructure.

Illinois Route 137 (Peterson Road)

The Village should support reinvestment in Illinois Route 137, known as Route 137 or Peterson Road, as a cohesive, auto-oriented retail corridor, encouraging convenience and neighborhood-serving infill retail along the corridor coupled with strategic destination-oriented uses where desired and appropriate. Façade and building improvements and landscaping treatments can help to create a more unified design and sense of place. The Village should facilitate larger-scale redevelopment at the intersection of Peterson Road and Milwaukee Avenue for new hotel and residential development and explore the use of local economic development tools, such as Tax Increment Financing, Business Districts, and Special Service Areas to support redevelopment in key locations.

Milwaukee Avenue-North Subarea (Illinois Route 21)

Position Milwaukee Avenue north of Downtown as the northern gateway into the Village by leveraging existing anchors, such as the Adler Cultural Center as key destination, and encouraging, over time, the transition of freestanding, auto-oriented national chain commercial uses over time to new, reformatted commercial, mixed use, and residential development on available opportunity sites. Redevelopment in these cases would respond to changing commercial market demand and make for more efficient uses of available land and infrastructure and add new residential options within relative walking distance of the Downtown, the Lake County Government Complex, the Cultural Center, and other destinations. The Village should also support strategic redevelopment of other opportunity sites, including portions of the Lake County Government Complex that may become available in future years.

Milwaukee Avenue-South Subarea (Illinois Route 21)

The Village should encourage reinvestment in Milwaukee Avenue south of Downtown in similar fashion to the northern segment: supporting transition of uses in existing retail areas given changing commercial market demand and the subarea limited potential for large-format retail development. The Village should facilitate redevelopment of key strategic vacant and underutilized sites to support new small format and neighborhood-serving retail, mixed-use development and infill multifamily development. "Medtail" – medical offices in retail buildings – could also be supported in this area given proximity to the Advocate Condell Medical Center at Condell Drive. Support redevelopment using financial incentives such as Tax Increment Financing and Business Districts, as needed for site assembly and other development costs.

Milwaukee Avenue-South Subarea, Mile of Cars (Illinois Route 21)

It is unclear what the future of auto dealerships will be with potential shifts in the automotive industry due to ridesharing, autonomous vehicles and growth in e-commerce sales, leading more people to purchase cars online. Such trends may impact sales long-term along the "Mile of Cars" subarea, currently the largest sales tax generator in the Village. Going forward, the Village should actively communicate with car dealers regarding long-term plans to their facilities and properties and to identify action steps in addressing future downsizing or relocation actions. The Village may need to be proactive with dealership downsizing, potentially through incentives to promote shared showrooms, facilities, and parking. In addition, leverage dealership closure or consolidation by repositioning relatively large sites that could offer substantial redevelopment opportunities for a mix of uses in the future. Reposition the south end of the subarea for potential retail redevelopment by leveraging its proximity to the large regional retail cluster in Vernon Hills, and by encouraging other commercial. Medical, hotel, or office development as a suitable transition to adjacent and nearby residential areas.

Other Development Opportunities

Several parcels and areas along the Milwaukee Avenue present redevelopment opportunities even with the significant constraint of shallow lot sizes. These parcels could be redeveloped as new commercial destinations with parking located to the side or rear of the property – as opposed to the front, medium density residential development, including townhomes and low-rise apartments, and mixed-use with ground floor retail or office with upper-story living spaces. One development opportunity site includes parcels at Milwaukee Avenue just north of Rockland Road where scenarios for a combination of new commercial, residential, and mixed-use development are possible. The following pages represent two concepts for Milwaukee Avenue opportunity sites.



Corridors Plan Policies and Supporting Strategies

Policy 1 - Pursue investment activities in existing corridors that facilitate enhancements to existing commercial centers and the reuse and redevelopment of commercial properties where feasible and preferred.

1.1 Identify and target opportunities to foster reinvestment and reuse of underperforming, underutilized and vacant commercial buildings, strip centers or vacant land for appropriate redevelopment, such as stand-alone residential or mixed-use development, especially in feasible locations near Downtown and employment centers.

1.2 Revitalize targeted underperforming or vacant strip commercial uses through strategic investments in parcel assembly, parking lot reconfigurations, street and parcel and connectivity, and site and urban design enhancements, including landscaping and sidewalk improvements.

1.3 Recruit appropriate commercial uses, hotels, office, employment uses and other appropriate businesses not currently present along Libertyville corridors in accordance with Village economic development goals.

1.4 Discourage future strip commercial development along corridors, except in specific infill situations, and encourage development design that incorporates side or rear parking.

1.5 Broaden permitted land uses that support full utilization of corridor ground floor spaces.

1.6 Maintain eligibility of corridor commercial properties for Village-sponsored building improvement incentive programs.

1.7 Continue to monitor the health of existing commercial centers by evaluating sales revenue, lease rates, and vacancies.

Policy 2 - Transition existing corridor land uses to accommodate residential and mixed-use development.

2.1 Consider participation in parcel and land assembly activities for more catalytic corridor redevelopment projects with benchmarks including feasibility of parcel assembly, locations near employment centers, Downtown and transit access, and potential to leverage private investment.

2.2 Create and use an overlay code and design standards for corridor transitional areas providing regulatory flexibility for encouraging high quality mixed-use development and to promote high quality design, façade appearances, and signage.

2.3 Consider higher standards of development design in gateway areas through additional standards or requirements stipulated within an overlay code.

2.4 Establish funding mechanisms, such as Tax-Increment Financing and Business Improvement Districts to underwrite parcel assembly and necessary infrastructure needs needed to spur corridor redevelopment.

2.5 Purchase right-of-way in strategic locations and intersections where needed to improve sidewalk and streetscape conditions and promote a comfortable pedestrian environment. Prepare streetscape enhancement plans with participation from the Illinois Department of Transportation focused on key elements such as landscaping and pedestrian crosswalk treatments, median installation, and other feasible traffic- calming and beautification measures.

2.6 Explore a phasing and feasibility plan for burying the overhead utilities along South Milwaukee Avenue as part of an overall streetscape improvement plan.

Policy 3 - Promote high quality and unified corridor urban design conditions, including new development design, wayfinding, gateways, landscaping and other placemaking treatments.

3.1 Update the Libertyville brand image for use for new gateway and wayfinding signage installations. Enhance gateways in traditional neighborhoods with new gateway and streetscape features, such as branded street signs and upgraded streetscape amenities. Create quality corridor gateways in partnership with property owners and other entities with potential easements to control gateway areas.





Milwaukee Avenue Transitional Commercial Development Area Concepts

Context

As identified in the Community Land Use section of this comprehensive plan, there are a number commercially zoned areas located along important arterial corridors that have struggled to maintain economic viability and are defined by vacancies and various states of disrepair as a result. In many cases these areas have a dominant, auto-oriented character that is characterized by large and frequent curb cuts expansive areas of concrete or asphalt paving, and a lack of landscaping or parking lot buffering along public frontages, greatly diminish the pedestrian experience and causing a notable negative impact on community character.

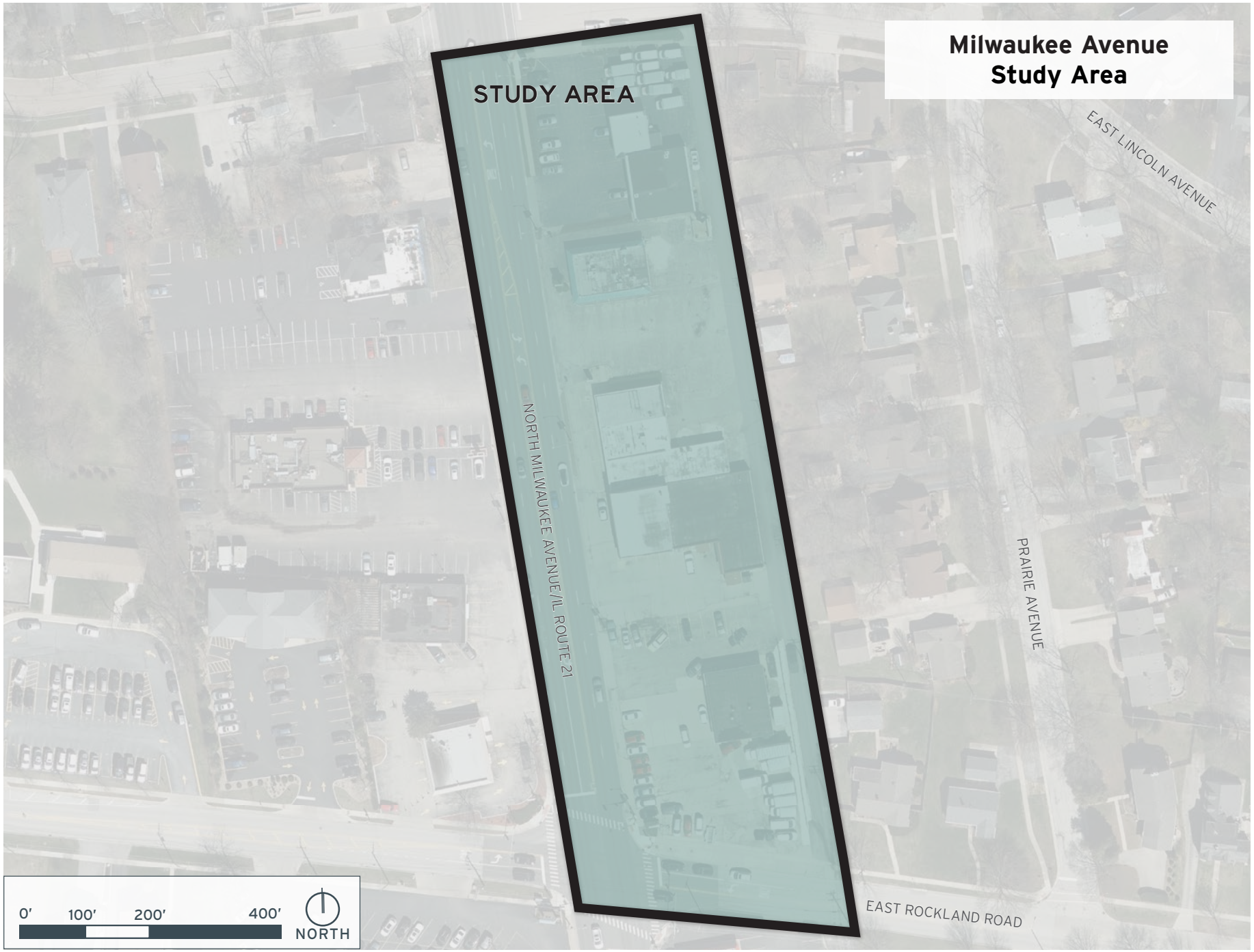
Several segments of Milwaukee Avenue are particularly notable for their poor site conditions and have been identified as warranting further examination of land use policies to address these known issues. To help test and illustrate potential redevelopment options and urban design enhancements in these locations, a specific location along the east side of Milwaukee – between Rockland and Lincoln – was targeted for further study. Shown on the facing page, the specific opportunity site is comprised of roughly two-acres of C-3 zoned land that contains a mix of low-intensity commercial uses. The development concepts shown on the following pages explore both commercial redevelopment/reuse strategies as well as transitional land use strategies. Implementation of these alternatives could occur on a parcel by parcel basis over time, or collectively as a planned development (PUD) where greater control can be exerted over key site plan elements – such as curb cuts and shared parking areas.

Opportunities and Constraints

- Busy arterial corridor frontages provide high-visibility for businesses, but also require thoughtful urban design treatment to mitigate negative effects of fast moving vehicles.
- Both sides of Milwaukee Avenue should ultimately incorporate streetscape improvements, including a landscape buffer between the roadway and the sidewalk, new street trees, and improved streetscape furniture, and lighting.
- Variations in building setbacks can provide strategic opportunities for outdoor seating or additional landscape buffering.
- Many lots along Milwaukee Avenue are shallow and hemmed in by established residential uses to the east and west presenting an on-going challenge to commercial uses that require surface parking.
- In locations with a rear-abutting alley, efforts to relocate or reorient access and loading activity away from the primary frontage can help to improve pedestrian conditions.
- While some buildings may be functionally obsolete or in advanced states of disrepair and require redevelopment, opportunities to maintain existing commercial building fabric should also be considered as a way to help boost local and independent businesses through lower cost rents, but also high visibility.
- Though generally defined as an arterial, commercial corridor portions of Milwaukee Avenue may present a unique opportunity to provide new attainable, workforce housing opportunities that are proximate to downtown and important Village institutions, such as Advocate Condell Medical Center.
- Concepts explored for this area may present a model for enhancing other arterial corridors within the community – for example along east Illinois Route 176, between Milwaukee Avenue and North 5th Street, as well as the commercial area on the east side of Milwaukee Avenue between East Ellis Avenue, and Parkview Drive.

Primary Development Objectives

- Commercial Corridor Reuse/Redevelopment. Focus new commercial development at high-visibility corner locations, and revitalize extant commercial development along Milwaukee with corridor frontage enhancements to create a more attractive and walkable environment.
- Medical Office Infill / Redevelopment. Explore opportunities to redevelop vacant or under-utilized properties for with alternative commercial uses, such as medical-related office space, specifically in the vicinity of Advocate Condell Medical Center. The Milwaukee Avenue Study Area is an excellent location for these medtail uses with offices for physicians and related facilities along with possible second story residential to address shortages in housing at an attainable rate.
- Residential Redevelopment. Redevelop persistently vacant/under-utilized properties along corridors with residential development in the form of two-to-three story, walk-up or alley-loaded townhomes. Free-standing commercial use or mixed-use development may remain at corners with higher visibility.


Milwaukee Avenue
Study Area
STUDY AREA
EAST LINCOLN AVENUE
NORTH MILWAUKEE AVENUE/IL ROUTE 21
PRAIRIE AVENUE
EAST ROCKLAND ROAD
0′
100′
200′
400′
NORTH

Corridor Development

Concept A

Concept A seeks to revitalize the existing commercial corridor through new development and targeted streetscape enhancements that would support the form and intent of a more neighborhood-oriented mix of uses. New development would relocate parking to the rear or sides of commercial buildings and utilize the existing alleyway as an access point. Where possible, existing buildings that complement a more pedestrian-oriented pattern of development—such as the True Value Hardware property—would be revitalized through facade improvements and the introduction of upper-story uses, such as office or residential. This approach would help to support local businesses and neighborhood serving uses that may require lower rents. Concept A also explores the inclusion of alternative commercial use types such as medical-related office space , which may be attractive in this location due to its proximity to Advocate Condell Medical Center and downtown. Commercial-oriented medical uses—commonly referred to as 'Medtail''—are a growing use type in commercial areas as service providers look to adapt their brand and user experience through increased visibility and a greater focus on aesthetic character.

Concept Highlights

- **A** **New commercial use.** Redeveloped commercial building with roughly 3,000 square feet of ground-floor commercial or service use. Depending on market demand, the building could include one or two additional stories with for office or residential use with roughly four units per floor**.** The new building is reoriented towards the primary frontage with roughly 18 surface parking spaces provided in back.
- **B** **New Shared Parking Lot.** New shared parking areas are introduced to efficiently increase parking, while also improving pedestrian character. The reorganized lot with roughly 13 spaces would allow for limited curb cuts off of Milwaukee while still maintaining proper site access.
- **C** **Maintain Existing 2-story True Value Hardware Building.** The existing building would be maintained and enhanced through facade and frontage improvements and a re-organized shared parking lot with 14 spaces. Renovated and potentially expanded upper-story office or residential use would complement roughly 5,250 square feet of ground-floor commercial use.



- **D** **New Corner Commercial Building.** New 5,000 square foot commercial or medical service building at one or potentially two-stories, depending on use. Streetscape improvements and architectural embellishments are included to help anchor the building at its prominent corner location. A shared, 24-space surface parking lot would offer access from Milwaukee Avenue but utilize the rear alley for circulation.
- **E** **Rockland and Milwaukee Intersection Enhancements.** High visibility pedestrian crossings, and corner branding/wayfinding elements are introduced to help calm traffic and improve aesthetic character.
- **F** **Corridor Gateway Element.** A new monument or wayfinding element would help to announce arrival into the village core.
- **G** **Planted Roadway Median.** Potential introduction of a raised median in select areas where curb cuts have been removed to help calm traffic and break up broad expanses of pavement.
- **H** **Milwaukee Avenue Streetscape Enhancements.** Reconstruction of targeted areas along Milwaukee Avenue to help promote walkability and an overall improved community character. Envisioned changes include introduction of a planted buffer between the sidewalk and roadway, additional parking lot screening, decorative elements, and reduced curb cuts.


Milwaukee Avenue
Concept A
EAST LINCOLN AVENUE
NORTH MILWAUKEE AVENUE/IL ROUTE 21
PRAIRIE AVENUE
EAST ROCKLAND ROAD
A
B
C
D
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0′
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200′
400′
NORTH

Corridor Development

Concept B

Concept B explores alternative land use strategies on over-extended vacant and under-utilized commercial sites that would help to bolster existing commercial uses and address broader housing needs. This concept shows portions of the block being redeveloped over time with townhomes and/or low-rise mixed-use buildings in a more traditional development pattern where possible. Commercial use would be prioritized at higher-visibility corner locations. The envisioned residential units would have a similar design and character to other attached single-family or multi-family building types recommended in this plan, however their location along Milwaukee would likely result in a more attainable price structure in support of an important housing policy goal. In addition to enabling improvements to the corridor's character, this approach would also push the official 'arrival point' into the community's commercial core further to the north, resulting a more pronounced entry sequence.

Concept Highlights

A **New Corner Multi-Family Development.** Redeveloped corner property a new 3-story building containing with four to six-units total. Tuck-under garage parking on the first floor provides 2 spaces per unit. Garages are solely accessed from the rear alleyway, eliminating curb cuts on Milwaukee.

B **New Townhomes.** Attached single-family units with first-floor garages are also shown filling in parcels with under-performing commercial uses. The envisioned units are two to three-stories tall and offer roughly 2,500 square feet. Additional guest or overflow parking is provided in the rear of the property and accessed from the existing alley.

C **Existing 2-story True Value Hardware Building Reuse.** The existing building would be maintained and enhanced through facade and frontage improvements and a re-organized shared parking lot with 14 spaces. Renovated and potentially expanded upper-story office or residential use would complement roughly 5,250 square feet of ground-floor commercial use.





D **New Corner Mixed-Use Building.** New two to three-story mixed-use building with roughly 2,000 square feet of ground-floor retail at the corner of Rockland and Milwaukee. Portions of the ground floor, and the upper-stories would feature 10 to 15-residential units. Streetscape improvements and architectural embellishments are included to help anchor the building at its prominent corner location. A shared, alley-loaded, 32-space surface parking lot would provide adequate parking for both businesses and residences.

E **Planted Roadway Median.** Potential introduction of a raised median in select areas where curb cuts have been removed to help calm traffic and break up broad expanses of pavement. Branding and cultural elements, such as gateway signage and/or public art could also be incorporated.

F **Milwaukee Avenue Streetscape Enhancements.** Reconstruction of targeted areas along Milwaukee Avenue to help promote walkability and an overall improved community character. Envisioned changes include introduction of a planted buffer between the sidewalk and roadway, additional parking lot screening, decorative elements, and reduced curb cuts.

G **Rockland and Milwaukee Intersection Enhancements.** High visibility pedestrian crossings, and corner branding/wayfinding elements are introduced to help calm traffic and improve aesthetic character.

H **Planted Roadway Median.** Potential introduction of a raised median in select areas where curb cuts have been removed to help calm traffic and break up broad expanses of pavement.

Milwaukee Avenue
Concept B













Quality, Livable Neighborhoods

A diverse housing stock and attractive neighborhoods are vital to maintaining Libertyville's position as a desirable place to live in Lake County and the Chicago metropolitan region. Apart from its historic Downtown, Libertyville's residential neighborhoods are one of the most important elements to Libertyville's distinctive visual character and identity – neighborhoods with a housing stock ranging in age and architecture that reflects a small-town scale and quality of life. Historically, Libertyville's neighborhoods have always been single-family in form and character; however, in recent years, the community has experienced demand in other forms of housing – townhomes, duplexes, and small-lot single-family – suggesting new opportunities for housing products that accommodate other housing needs. As Libertyville approaches build-out of its available land parcels, and changing demographics alter regional and local housing markets, this Comprehensive Plan provides an opportunity to strategically plan for its next phase of housing and neighborhood development, ensuring new housing development meets the current and future needs of its residents and workforce.

The community engagement process revealed a range of views on how housing and neighborhood development should be prioritized and pursued in the future. During the community open houses, Libertyville residents reviewed potential development concepts for an opportunity site located at the southwest corner of Milwaukee Avenue and Peterson Road (Illinois Route 137). The concepts propose new housing options as well as new commercial space, access roads, parking configurations, and neighborhood open space with stormwater detention features. The housing concepts focused on products that could serve young professionals, empty nesters, and seniors who want to live or remain in Libertyville. Workshop participants had equal opinions on accommodating new duplex or multi-family development on the opportunity site, with some suggesting single-family homes, and others preferring multi-family residential in scale with surrounding land uses. Other feedback garnered through the engagement process includes significant support for rehabilitating and maintaining Libertyville's older housing stock and integrating green space and stormwater management features in new housing development. More than half of workshop attendees and survey respondents expressed support for encouraging attainable housing options.

Residential Neighborhood Positioning Strategy

The following housing and neighborhood development strategies aim at maintaining existing neighborhoods and at capitalizing on remaining opportunity sites to encourage a diversity of housing types that meet local housing needs.

New Residential Development

Support development of housing that accommodates a changing Libertyville population, including a greater diversity of housing typologies – townhomes, condos, apartments, smaller single-family homes – at various price points to accommodate empty nesters, seniors, young professionals, families and working households. Ensure development of the remaining opportunity sites in the Village is consistent with and supportive of Village housing goals. In addition, encourage various housing types in strategic locations, such as transitioning commercial corridors and employment centers, and multifamily housing within proximity to Downtown. Define the desired residential character that allows for new typologies while complementing existing housing stock and maintaining neighborhood character. Last, encourage the rehabilitation and maintenance of existing housing stock to minimize teardowns, maintain housing affordability, and preserve neighborhood history and aesthetics.

The value of Libertyville's detached, single-family housing stock has remained relatively stable over the past decade, with median home values currently in the range of $490,000. New single-family units, defined as being less than 10 years old, have increased dramatically in the same timeframe, with median values up nearly 50 percent to just under $1 million for a detached home today. With detached, single-family homes comprising 70 percent of the Village's entire housing stock – versus 9 percent detached SFR and 21 percent MFR – the result is that a substantial proportion of Libertyville's residential units are considered to be outside of standard conventions for affordability. The larger regional trends in Lake County, which also has a lower percentage of multi-family and higher proportion of home ownership (85 percent) than the region and state further exacerbates this issue.

Housing affordability is typically evaluated based on the proportion of either mortgage costs or gross rent as a percentage of household income. A unit is considered affordable if less than 30 percent of income is spent on housing costs, unaffordable if 30 to 50 percent of income is spent on housing costs and severely unaffordable if over 50 percent of income is spent on housing costs. For owner-occupied units in Libertyville, roughly 22 percent are considered unaffordable or severely unaffordable. However, this ratio is far worse for rental housing in Libertyville, with roughly 40 percent of all units being considered unaffordable or worse.





With rental units equaling only 15 percent of the Village's housing stock and multi-family residential development in general comprising only 1 percent of its existing land use, the issue with rental affordability is especially acute for many of the demographic groups most in need of alternative housing choices. Between 2000 and 2016, Lake County experienced substantial growth in the 55 to 74 age cohort. Between 2016 and 2032, the most significant growth is anticipated to occur in the Seniors with Special Needs group (ages 75+). These aging Baby Boomers will need additional housing options appropriate for seniors. The young professionals group is also projected to experience substantial growth, and will likely increase demand for housing units appropriate for first-time homebuyers.

Some initial policy guidelines for addressing the parallel issues of housing attainability and choice include:

- Adopt a formal framework identifying the Village's attainable and workforce housing goals, strategies, and policies to help ensure that Libertyville can attract and retain young families, empty nesters and seniors.
- Monitor the Village's stock of affordable housing – currently consisting of only two buildings – and encourage affordable-workforce housing in a variety of typologies to ensure housing stock meets local needs.
- Explore the potential for inclusionary zoning/affordable unit requirement for all new residential development, as well as the potential for a community land trust or partnership to ensure long-term affordability. The Village has considered a draft inclusionary housing ordinance and has required developers seeking Planned Development zoning to include affordable units or make a payment in lieu of providing units. Continuing to require inclusion of affordable units with zoning changes or incentive requests would help to increase the number of affordable units.
- Consider other public-private mechanisms such as a community land trust to ensure affordability over time. Many affordable units transition to market rate when initial renters or owners leave. A partnership with the local office of Community Partners for Affordable Housing or another entity could aid in maintaining long-term affordability.

Livable Neighborhoods
Policies and Supporting Strategies

Policy 1 - Promote development of diverse housing types that meet anticipated future housing needs.

1.1 Identify opportunity sites for more diverse housing types and development transitioning corridor locations within and adjacent to employment centers, and near transit facilities and arterial roadways.

1.2 Promote and provide regulatory flexibility for attached housing types, multifamily and mixed-use developments that attract young professionals, families, empty nesters, retirees, and non-traditional households.

1.3 Continue to support creativity and flexibility in achieving quality design in neighborhoods and locations where small lot housing development is encouraged to accommodate a variety of housing needs.

1.4 Encourage new housing to locate in areas cost-efficiently served by existing or planned public infrastructure and with minimal to no impact on present natural resources and stormwater management.

1.5 Maintain and implement programs for lifecycle housing and universal design for seniors and creating full accessibility for all residents.

1.6 Encourage construction of dwelling units that contain first floor master bedrooms. Throughout the planning process, Libertyville residents have expressed their need for this type of housing that allows for one floor living and the ability to age in place. It also addresses those looking to house senior relatives in their homes.

Policy 2 - Encourage attainable for-sale housing that serve the needs of working professionals and families.

2.1 Identify and resolve any barriers that impede the development of attainable housing.

2.2 Support market-based and administrative mechanisms such as fee waivers to increase the supply of attainable housing.

2.3 Prioritize attainable housing development near commercial areas, employment centers, and transit services, and, where appropriate and feasible, integrate attainable housing into new mixed-use developments.

2.4 Consider clustered detached single-family homes or small lot residential development, emphasizing detached or attached home or townhome developments in alley-loaded configurations, in desired and appropriate locations.

2.5 Provide incentives or allowances for accessory dwelling units in traditional neighborhoods close to Downtown.

2.6 Adopt and implement an inclusionary housing program and monitor its effectiveness on an annual basis, adjusting program requirements based on developer participation and the number of attainable housing units created.

2.7 Work and collaborate with non-profit housing partners to create and maintain attainable housing units.

Policy 3 - Preserve historic and character-rich neighborhoods and reinforce their unique identity and visual appeal.

3.1 Explore potential incentives and administrative allowances that facilitate housing rehabilitation and preservation.

3.2 Prepare a neighborhood housing rehabilitation manual to inform property owners on proper rehabilitation features, designing new additions, and integrating green design features.

3.3 Maintain safe and attractive connections from surrounding traditional neighborhoods through street tree plantings, pedestrian and bicycle infrastructure where feasible, and pedestrian-scale lighting.

Milwaukee Avenue and Route 137 Infill Development Opportunity Site

Context

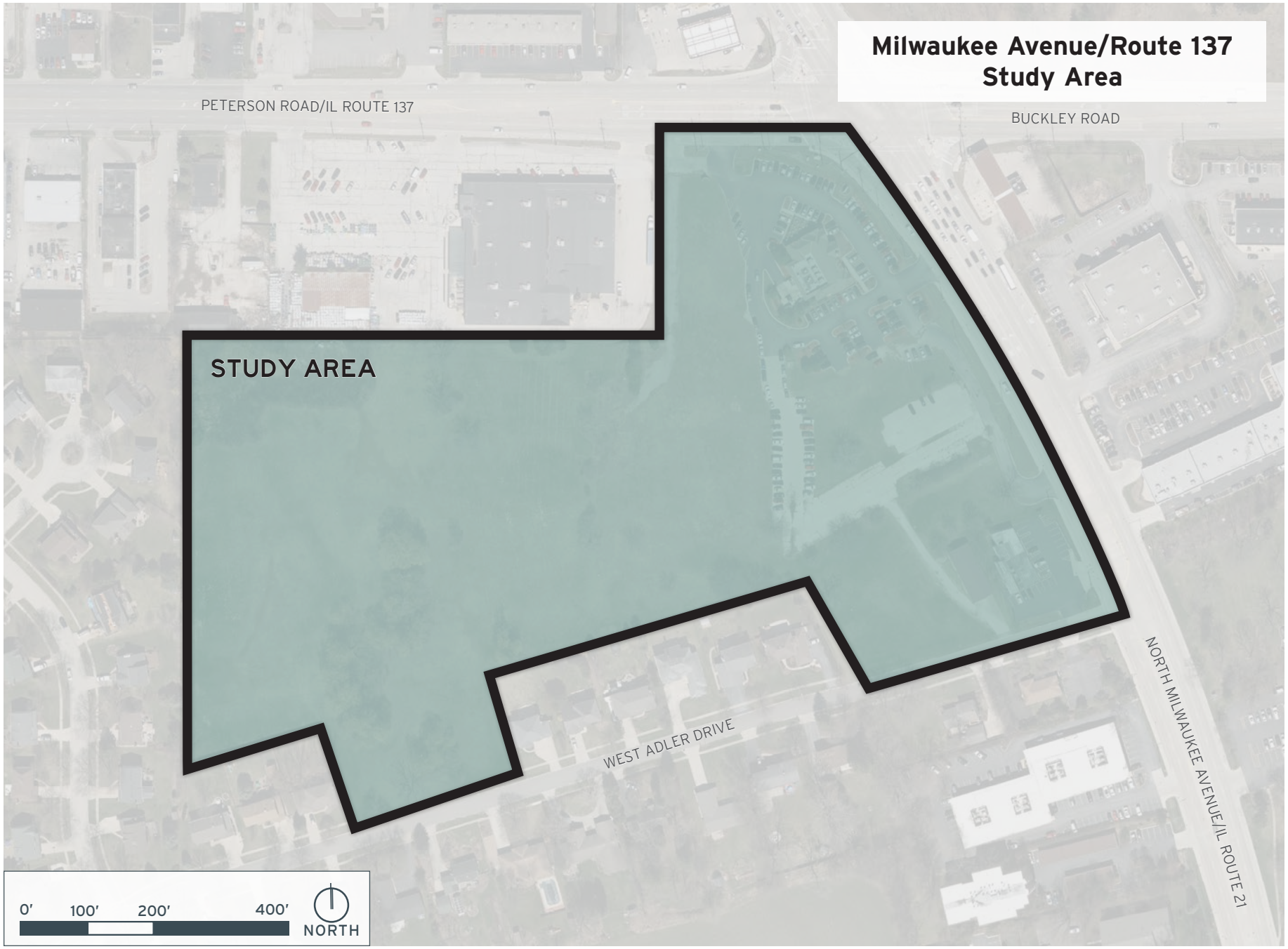
The Milwaukee Avenue and Route 137 Opportunity Site is located in the southwest portion of the intersection the south/southwest of existing commercial development along the Route 137 frontage – most notably Wildberry Pancakes and Café Restaurant and Ace Hardware. The 15 acre opportunity site is split among two main parcels that are currently vacant, as well as properties with existing commercial uses, including Wildberry. Though located at a busy arterial intersection and in proximity to regional amenities, the site is largely vacant due to its lack of access and limited visibility from the primary right of ways. While the site is zoned for general commercial use (C-3) owing to its location, its lack of exposure diminishes its market viability for commercial uses. As a result of these factors, this site has been identified as a prime opportunity to introduce alternative housing through infill development of the interior portions of the property. Corridor-fronting commercial uses would also be introduced alongside public realm enhancements and improvements to existing site conditions.

Opportunities and Constraints

- High visibility, a strong of average daily traffic, and proximity to Independence Grove, Abbott Labs, and Naval Station Great Lakes ensures that the eastern portions of this site will remain an attractive location for commercial development in the future, however western portions lack access and visibility, thereby reducing viability.
- Allowing mixed-use development could spur interest amongst a larger audience in the development community. This could also help provide greater connectivity to the area, creating a destination to live and shop.
- Taking advantage of shared parking between existing and proposed commercial uses can prevent too many paved parking spots and provide for more developable land.
- One the western portions of the opportunity site, new residential development could help to provide a transition to the existing residential neighborhood located to the west and along West Adler Drive.
- To help reduce pressure on local streets, primary access for residential uses is recommended to come from West Adler Drive with a secondary connection from North Milwaukee Avenue.
- Greater pedestrian and bike connectivity should be explored from this area, connecting through the Lake County Complex, Butler Lake Park, and into downtown as well as a potential connection across Milwaukee Avenue to the Des Plaines River Trail.
- The site's existing wetland and mature vegetation poses a potential design challenge, but also represents an value-add opportunity if a contextually sensitive, low-impact approach to development is pursued.

Primary Development Objectives

- **Hotel/Commercial Cluster at Route 137 and Milwaukee Avenue.** The site's location proximate to Route 137, major employers, Naval Station Great Lakes, and Independence Grove suggests that a hotel, modest banquet space, and/or expanded restaurant cluster could be viable near the Milwaukee Avenue frontage.
- **Alternative Housing Types.** A planned development approach that targets more efficient residential building types with modest density increases – potentially including single-family cluster, townhomes, duplexes, and/or low-rise multi-family buildings – could serve as a transitional land use and help to expand options for alternative housing types within the community. These alternatives are explored in further detail on the following pages.


Milwaukee Avenue/Route 137
Study Area
PETERSON ROAD/IL ROUTE 137
BUCKLEY ROAD
STUDY AREA
WEST ADLER DRIVE
NORTH MILWAUKEE AVENUE/IL ROUTE 21
0′
100′
200′
400′
NORTH

Milwaukee Avenue and Route 137

Concept A

Concept A establishes a new hotel development on a three-acre site along Milwaukee Avenue with more efficient shared parking opportunities support the needs of both the hotel and existing Wildberry Café. Operational considerations – such as a focus on evening food/beverage service – could provide a complement to Wildberry, promoting synergy between the establishments and strategic marketing opportunity with Independence Grove, which is a popular wedding and event venue. The 10-acre western portion of the site shows a cluster housing approach that emphasizes efficient single-family or two unit buildings with common areas maintained by a home-owners association. This approach would target young households, empty nesters, and seniors who may be looking for alternatives to more traditional single-family homes within the Village due to cost or accessibility constraints.





Concept Highlights

- **A** **New Access Road.** A new public road and right-of-way would be introduced to the west of the commercial properties fronting Milwaukee Avenue that connects Adler and Peterson Roads and provides access to proposed new residential development. At the southern end, Adler would curve slightly and redirect vehicles towards the new road to help calm traffic and discourage thru-traffic on nearby streets.
- **B** **Wildberry Restaurant Parking Lot Enhancements.** Portions of the existing Wildberry Restaurant parking lot would be reorganized to improve wayfinding and allow for improved access and circulation. The new layout would reserve roughly 78 spaces for Wildberry's use.
- **C** **Shared Parking Lot.** The parking lot to the south of Wildberry would be reorganized for efficiency and to provide for a shared parking opportunity between the restaurant and new hotel development to the south. The 66 spaces proposed are intended for dining and event use.
- **D** **New Hotel with Event Facilities.** A new four to seven-story hotel is proposed with roughly 100 to 200 rooms (~13,750 square foot floor plate) and 170 dedicated parking spaces. The building's main entrance, loading area, and perimeter landscaping are located off of Milwaukee Road, with an outdoor patio and amenity deck to the west. The plan also include ~4,000 square feet of ground-floor dining and event space that would complement nearby event venues and restaurants.
- **E** **New Residential Cluster Development.** The western portion of the opportunity site is envisioned as a new residential 'cluster' development featuring roughly 30 to 60 single-family or duplex residential units and shared common areas and yards. One to two parking spaces are provided per unit in attached garages, with additional surface parking located throughout. The development would also feature ample landscape buffering and screening.
- **F** **Neighborhood Open Space.** Small open spaces would be created within the development to provide passive recreation opportunities to residents.
- **G** **Stormwater Management.** The sites existing wetland areas — specifically in the northwest corner and southern edge off of Adler — would be retained and enhanced to support stormwater requirements. Existing mature vegetation and canopy growth would be preserved where possible. The enhanced ponds would be integrated with neighborhood open spaces to provide unique amenities.


Milwaukee Avenue/Route 137
Concept A
BUCKLEY ROAD
NORTH MILWAUKEE AVENUE/IL ROUTE 21
WEST ADLER DRIVE
A
B
C
D
E
F
G
A
G
0′
100′
200′
400′
NORTH

Milwaukee Avenue and Route 137

Concept B

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- **E** **New Residential Townhome Development.** Roughly 65 attached, single-family townhome units are proposed with common yards and open spaces. The units are alley-loaded with a two-car garage 'tucked-under' the main living space. Additional on-street parking is provided for visitors and overflow along traditionally designed residential streets with tree lawns.
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- **G** **Stormwater Management.** The sites existing wetland areas — specifically in the northwest corner and southern edge off of Adler — would be retained and enhanced to support stormwater requirements. Existing mature vegetation and canopy growth would be preserved where possible. The enhanced ponds would be integrated with neighborhood open spaces to provide unique amenities.

Milwaukee Avenue/Route 137
Concept B









Prosperous Employment Centers

Libertyville employment centers include larger-scaled commercial and institutional uses, such Advocate Condell Medical Center, the Lake County Government Complex, and the various office and industrial enterprises located in Innovation Park, the East Side industrial zone, and other locations in the northwest quadrant of Libertyville at Peterson Road and U.S. Route 45. In general, employment centers and industrial uses are intended to foster employment and diversify the local tax base. Industrial uses may comprise light assembly and fabrication, distribution and warehousing, research and high-tech businesses, contractor, and industrial-commercial use types. There is currently 217 acres of undeveloped industrially zoned land in Libertyville that could potentially add 2.5 to 3.8 million square feet of new industrial space over time – a likely scenario given Libertyville's strong industrial occupancy rates couples with the potential addition of a new interchange as part of the Illinois Route 53-120 roadway project.

Employment Center Positioning Strategy

The following employment center positioning strategies focus on maintaining existing employment and industrial uses in current locations, facilitating build-out, and enhancing physical transitions between industrial uses and commercial and residential areas.

East Side and Other Industrial Areas

Support industrial and employment development in existing industrial areas, including the East Side, in development formats that meet the needs of modern industrial users, including mid-size single-tenant manufacturing or warehouse and distribution facilities. Assist industrial tenants in finding appropriate space as needs change over time. Facilitate transition of obsolete industrial buildings for alternate uses, such as redeveloping the Foulds complex as flex industrial space if housing uses are not sought to meet the needs of start-ups or existing businesses.

Innovation Park

Market Innovation Park as a multi-tenant, technology-focused office space and key employment center for the Village. Continue to maintain existing office supply and encourage new tenants in key areas by highlighting advantages of Libertyville office space for specialized tenants. Market Innovation Park as creative suburban office space that caters to younger workforces and technology-focused companies. Coordinate with Lake County partners to refer potential tenants and consider options to facilitate connection to Metra train service for reverse commuters and market the potential to reach expanded labor force to potential tenants.



Employment Centers
Policies and Supporting Strategies

Policy 1 - Achieve build-out of developable land and growth in the Village's industrial northwest quadrant.

1.1 Reserve and retain existing industrially zoned land and recruit primary employers and primary jobs for appropriate employment and industrial uses in the northwest quadrant.

1.2 Cluster combined office and industrial uses on remaining land at key arterials intersections and other strategic locations.

1.3 Promote high-quality design for industrial development in scale with adjacent industrial buildings and settings.

1.4 Encourage site improvements and other urban design and streetscape improvements that buffer industrial uses and provide better integration with surrounding land uses.

1.5 Promote and integrate landscape and urban design amenities, and stormwater management treatments to new industrial development where desired and feasible.

1.6 Plan and implement installation of green design elements in employment centers for stormwater management purposes.

Policy 2 - Maintain industrial and employment uses in Libertyville's East Side and position the area to capture flex and other forms of manufacturing.

2.1 Accommodate diverse forms of employment and industrial uses in the East Side, including start-ups with potential to grow into more significant employment uses for the Village.

2.2 Accommodate diverse forms of research, office, flex, and light-manufacturing land uses in Innovation Park.

Policy 3 - Support office and other related uses in Innovation Park and other employment centers.

3.1 Encourage high-quality office development on available or redeveloped small parcels in appropriate locations along commercial corridors and other employment locations.

3.2 Promote the improvement and rehabilitation of any vacant or obsolete office industrial buildings wherever practical.



Community Heritage, Placemaking, and Arts and Culture

Libertyville's quality of life is not only defined by its commercial and employment areas, parks, and schools but also by its historic architecture and resources — the key elements to Libertyville's visual and aesthetic environment. Preserving historic resources has proven to be an effective strategy for revitalizing the Downtown, maintaining the community's traditional neighborhoods, and in encouraging reinvestment in a community's streets, sidewalks, and other infrastructure. For the most part, Libertyville's organized preservation efforts can be traced to several key activities: the establishment of the Libertyville-Mundelein Historical Society in 1955, the founding of Main Street Libertyville in 1989, the listing of the Ansel B. Cook House in the National Register of Historic Places in 2001, and the designation of Downtown as a Local Historic District by the Village. During the community engagement process, Libertyville residents expressed continued robust support for historic preservation efforts, identifying iconic buildings worthy of ongoing and future preservation efforts, including numerous Downtown commercial buildings and single-family homes. Ongoing historic resource and documentation activities were also regarded as key planning priorities going forward. To community stakeholders, preservation has helped the community maintain a distinct historic core, character, and identity.

Local festivals and cultural activities also contribute to Libertyville's identity as a place where residents can share experiences, stories, civic pride and vitality, and other celebratory aspects of living in the community. The David Adler Cultural Center offers numerous musical performances and educational opportunities during the year and is planning a major capital program to expand its facilities and cultural programming. The Cook Memorial Library District has a central, visible presence that provides beyond its core functions, space for digital and makerspace productions, meeting rooms, art exhibitions. The Libertyville Civic Center also serves as a key venue for community activities along with Cook Park, the site of several outdoor events, including the long-running Framer's Market, organized, and managed by Main Street Libertyville. Other cultural activities and destinations include the local schools, the Dunn Museum of Lake County at Innovation Park, and the Adlai E. Stevenson Historic Home and Lamb's Farm just outside the Village's corporate boundaries.

Libertyville residents were asked during the community engagement process what new arts and cultural activities could be developed to advance arts and culture programming. Local residents strongly favored public art and the preservation of the Liberty Theatre as key arts initiatives. Public art can serve as effective placemaking method to activate and animate public spaces throughout the community.

Libertyville Historic Resources

Libertyville has a number of historic resources listed individually in the National Register of Historic Places or designated as official Village of Libertyville Local Historic District. Architectural and historical surveys and inventories identify properties, sites or objects for future landmarking and district designation. Going forward, prioritizing future designations will be based on new survey and documentation activities undertaken by the Village's Historic Preservation Commission and other preservation partners. The National Register is this nation's official list of buildings, sites, structures, and objects worthy of preservation managed by the National Park Service of the U.S. Department of the Interior. Although a National Register listing is honorary and provides no restriction of the use and disposition of private property, it does provide access to historic preservation tax credits and other incentives for listed income-producing properties. Local Village designation, however, does provide a level of protection against demolitions and significant alterations to historic properties.

Existing designated resources in Libertyville include:

- David Adler Estate (Local Landmark) (Listed in National Register, 1999)
- Mrs. Isaac D. Adler House (Listed in the National Register, 2002)
- Cook Memorial Library (Local Landmark) (Listed in the National Register, 2001)
- Libertyville High School Brainerd Building (Listed in the National Register, 2008) (Demolished 2014)
- Proctor Building (Local Landmark) (Listed in the National Register, 1998) Public Service Building (Listed in the National Register, 1983)

In 2018, the Village of Libertyville designated by ordinance the Libertyville Downtown Historic District, its first locally designated Historic District, including 48 contributing properties and sites to the Historic District's significance and 24 non-contributing. The Historic District contains a mix of one and two-part commercial blocks in Romanesque, Queen Anne, Tudor, and Mid-Century commercial architectural styles. The Foulds Macaroni Factory Building at 520 East Church Street, constructed in 1893, is one of three industrial buildings included in the Historic District, and likely eligible for individual listing in the National Register.

Libertyville Residential Building Periods

To place Libertyville's historic building resources in their appropriate context, the map on the following page — Libertyville Building periods — illustrates the major periods of construction activity from Libertyville's early settlement to the present. Listed below are the general time segments that reflect the periods of Libertyville's growth and development, as well as corresponding movements in American architecture and community planning:

- 1850 — 1905: Early Libertyville Settlement; Romantic Period (Greek Revival, Italianate); Early Industrialization; Victorian Period (Queen Anne, Romanesque, Second Empire)
- 1906 — 1940: Pre-World War II; Eclectic Homes (Colonial Revival, Classical Revival) and the Early Modern Movement (Prairie, Craftsman, Art Deco)
- 1941 — 1945: World War II
- 1946 — 1965: Post War Boom; Modernism (Minimal Traditional, Ranch, Styled Ranch, Mid-Century Modern
- 1966 — 1980: Early Post-Industrial; Late Modern (Eclectic, Contemporary)
- 1981 — Recent Development

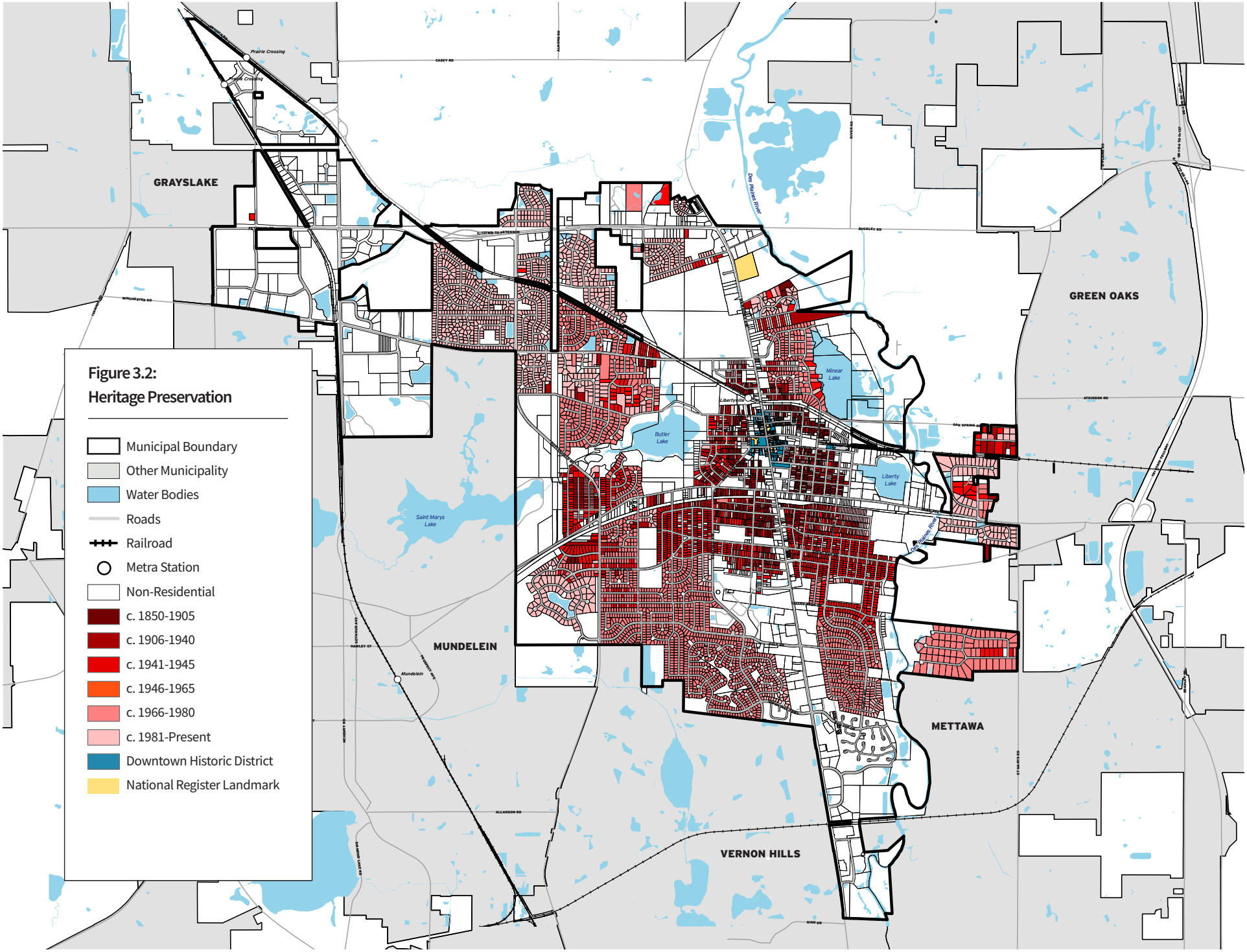
As the map reflects, Libertyville's early heritage resources constructed generally between the 1850s and 1890 are clustered around and near the downtown district including the traditional neighborhoods both east and west of the historic village center which were constructed between 1850 and World-War II. Homes in the traditional neighborhoods of the village consist of primarily older vernacular housing types and styles ranging from Gable-Fronts, Craftsman Bungalow, American Four-Square, and Queen Anne. These neighborhoods are roughly bounded by Garfield Avenue to the west, Rockland Road to the south, Fourth Street to the east, and Addley Avenue to the north. In recent years, these neighborhoods have experienced a high number of residential teardowns which have fortunately been replaced with neo-revival development primarily consistent with the scale of existing development. Many newer developments are located north, south, east, and west of the traditional neighborhoods of the Village, primarily constructed between 1946 and 1980 and consisting of Neo-Colonial, Split Levels, Minimal Traditionals and Ranch homes.

Future Surveys

In 2016, the Village completed an architectural and historical survey of Downtown Libertyville and adjacent blocks, which identified boundaries for the Downtown Libertyville Historic District. The Village should continue a program of ongoing survey and documentation efforts to identify potential landmarks and districts in the community's traditional neighborhoods. Future survey areas may include the residential blocks to the east, south and west of the Downtown historic core.

Neighborhood Conservation Districts

Neighborhood Conservation Districts (NCDs) are used by communities to preserve historic resources in neighborhoods and areas that may not be considered eligible for National Register or Local Landmark designation due to integrity issues but merit some level of design management and protection due to the neighborhood's overall visual character. Conservation district programs are also employed by many communities in other states, including Texas, Tennessee, North Carolina, Massachusetts, and Nebraska. In recent years, the cities of Urbana, Springfield, Rock Island, and Chicago have explored the implementation of conservation districts to conserve historic areas threatened by inappropriate building alterations, demolitions, and teardowns. Conservation districts may function in Libertyville as a zoning overlay to conserve affordable historic housing stock from teardown activity.


Figure 3.2:
Heritage Preservation
Municipal Boundary
Other Municipality
Water Bodies
Roads
Railroad
Metra Station
Non-Residential
c. 1850-1905
c. 1906-1940
c. 1941-1945
c. 1946-1965
c. 1966-1980
c. 1981-Present
Downtown Historic District
National Register Landmark
GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake

Foulds Macaroni Factory Building

The Foulds Macaroni Factory Building, located east of Downtown Libertyville on Church and Second Streets, is the community's most historically and architecturally significant industrial buildings — a visible link to Libertyville's industrial development during the late decades of the 19th century. Identified as eligible for listing in the National Register of Historic Places, the community expressed strong interest in its preservation, rehabilitation, and reuse. Its reuse will committed involvement on part of the Village and private-sector interests, as well as patience and time in soliciting developer interest and securing the financial resources necessary to underwrite such an initiative. Section 4: Implementation Strategy, includes an overview of key adaptive use implementation actions.

Arts and Culture

Arts and culture enhance several aspects of community quality of life and the networks of relationships among people that bring vibrancy to Libertyville civic life. Public art, live theater, entertainment destinations, and community events and festivals can have galvanizing, uplifting effects on people and neighborhoods. They can also provide inspiration and pathways to social and economic mobility. Future cultural arts programming should focus on diversifying offerings and opportunities to experience the arts in Libertyville.

Public art also contributes to building local identity and pride of place. Public art can also placemake Libertyville, animating spaces and community life, as well as create new attachments to places that might not have been in the consciousness of Libertyville residents and visitors. While Libertyville is already a highly "imageable" with authentic character defined by historic commercial core and neighborhoods, it can benefit with public art and placemaking initiatives that can bind the community together and bring a sense of vitality to its public spaces. Other than public art in of itself, there are other placemaking methods to consider:

- Installing pedestrian amenities such as street furniture, improved crosswalks, and pedestrian-scale lighting and signage in locations that need such enhancement.
- Public art such as sculptures, murals and interactive art in key locations that enhances sight views and pedestrian and visitor curiosity.
- Water features and interactive fountains that attract people and visitors.
- Site or building interpretation that incorporate signage or informational kiosks that tell the history or cultural significance of a place.
- New community events or programs that promotes and celebrates Libertyville's heritage.



Historic Preservation
Policies and Supporting Strategies

Policy 1 - Document, identify, and designate Libertyville's important architectural and historical resources.

1.1 Nominate and list the Foulds Macaroni Factory property in the National Register of Historic Places. Explore options for adapting the Foulds property or other housing adjacent to downtown into live-work spaces. Consider adaption and reuse of the Foulds property into flex business and industrial incubator space if housing development is not pursued.

1.2 Conduct intensive level surveys of Libertyville's traditional neighborhoods to identify potential landmarks and districts. Consider windshield or reconnaissance surveys of Post-World War II neighborhoods and commercial areas to determine the need for more in-depth survey documentation needs in consideration of potential landmarks and districts.

1.3 Consult with the Illinois Historic Preservation Office regarding next steps in becoming an Illinois Certified Local Government, permitting the Village to be eligible for future preservation grant opportunities.

1.4 Prepare an annual study to list and designate new local landmarks as identified in previous survey and documentation activities.

1.5 Adopt neighborhood conservation district provisions within the Village zoning code to permit the establishment of local conservation districts as identified and determined by local survey initiatives.

Policy 2 - Adopt new preservation tools and procedures that strengthen local preservation and conservation efforts.

2.1 Maintain a database of property survey information accessed through the Village's website.

2.2 Consider historic or conservation districts in traditional neighborhoods to manage teardowns and facilitate appropriate rehabilitation to historic housing. Create additional design guidelines as needed for established neighborhood conservation districts.

2.3 Consider creation of a historic building design manual as a companion piece to the Village's Appearance Review Guide and geared toward design management for landmarks and historic districts.

2.4 Prepare educational publications and information brochures describing various incentive programs for historic preservation, such as the Federal and State Historic Preservation Tax Credit programs, the City's historic districts and landmarking process, and the overall benefits of preservation to Libertyville residents and stakeholders.

2.5 Create information toolkits that assist local property owners on researching the history of their homes or commercial buildings, on installing appropriate energy efficiency treatments, and other general preservation topics.

Policy 3 - Create and maintain new educational tools, publications, and programs that inform investors, business owners and residents on the benefits of rehabilitation and preservation-based community development efforts.

3.1 Create a crowd-sourced history as depositories for historic photos, exhibits, postcards, maps and drawings, and oral histories. Enhance the online resources of the Cook Memorial Library, such as a database of Libertyville photographs to aid building owners in their property research.

3.2 Organize regular outreach and educational programs on building rehabilitation, and storefront and signage design to property and business owners.

Arts and Culture Programming Policies and Supporting Strategies

Policy 1 - Enhance public spaces through public art and placemaking initiatives.

1.1 Create a public art plan that identifies sites, public spaces, streetscapes, buildings, and parks that can integrate and accommodate public art.

1.2 Require all new Village or government-constructed buildings and facilities to include art or aesthetic treatments or consider additional requirements within capital improvement programs to fund public art installation on or near municipal facilities.

1.3 Explore and consider a public art fee for new construction activity to help provide funding for public art, placemaking, and other arts and culture initiatives.

1.4 Promote collaboration between the Village and the Fine Arts Commission with Libertyville residents to create, review, and approve temporary placemaking projects addressing design and public safety concerns.

1.5 Organize and promote free art instruction or "art day events" at Village facilities and local schools and churches. Create public art events, such as the use of temporary media and digital projections, to encourage community gatherings and conversations.

Policy 2 - Coordinate and support arts and culture efforts through the Libertyville Fine Arts Commission and partnerships with other community arts entities.

2.1 Consider the creation of an arts and culture "brand image" that can be used in marketing Village- sponsored events, and other activities that might be Village-funded or supported, to heighten the awareness of Libertyville cultural arts activities locally and regionally.

2.2 Explore opportunities to provide training and technical assistance services to local artists and new start-up arts entities. Establish a mentorship or orientation program for new artists, start-up and existing arts entities centered on providing information on Village and area resources.

2.3 Investigate feasibility of establishing an arts incubator space in Downtown — perhaps as part of live-work scenario for the Foulds Macaroni Factory adaptive use, or repurposing of the Liberty Theatre, other central location in Libertyville.

2.4 Coordinate creative actions and space collaborations with other Village departments and entities, including the Parks Maintenance Division, Cook Memorial Library, and local schools for the delivery of arts programming at the local level.

2.5 Conduct on-going Fine Arts Commission development activities, including preparing grants for specific initiatives, and identifying and training future members of the Commission.

2.6 Conduct regular visits with area businesses and corporations to discuss possibilities for private-sector involvement and funding of cultural arts initiatives.

Foulds/East Side Manufacturing District Concept

Context

The Foulds Macaroni Factory Company Building and the industrial area located to the east of Downtown Libertyville's trace back to the Village's early industrial history. As seen in the land use map, Libertyville's eastern industrial areas and include a range of businesses at different sizes and development intensities. A particular focus is warranted on the land located to the northwest of Lake Libertyville/Lake Libertyville Drive, encompassing roughly 40 gross acres. These properties directly border a portion of the Village's traditional residential neighborhoods and are in close proximity to the downtown along Milwaukee Avenue a half mile to the west. This area includes the former Foulds Macaroni Factory, as well as other small-scaled industrial land uses.

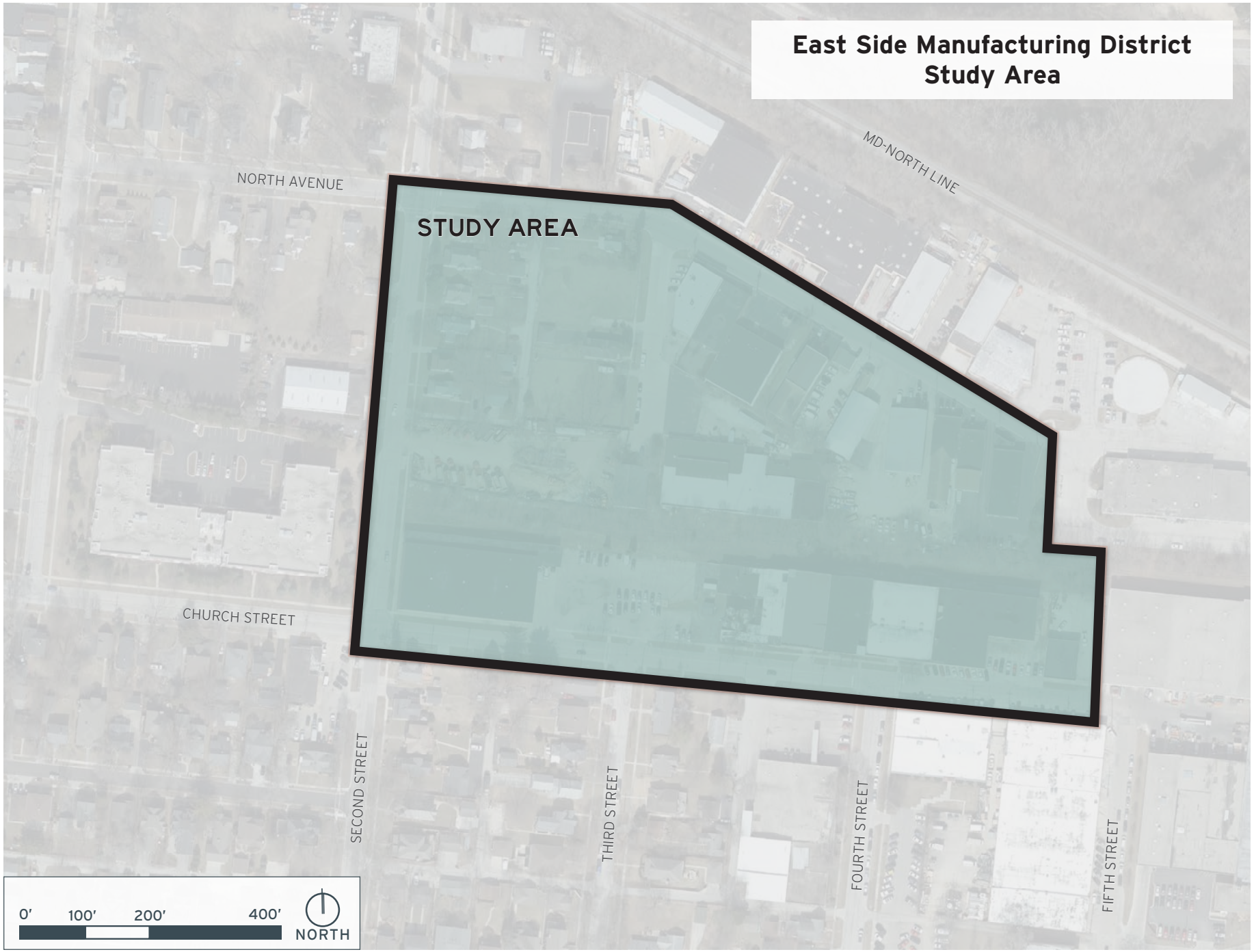
The site development concepts shown on the following pages focus in greater detail on the industrial and other transitional land use areas within this East Side Manufacturing District, generally located between Second and Fifth Streets north of Church, which total roughly 12 acres in size. A key goal with these concepts is to help illustrate a range of potential strategies for future enhancement that would help to strengthen the area's connection to downtown, while also supporting other economic development goals.

Opportunities and Constraints

- Located just under a half-mile from Milwaukee Avenue, the East Side Manufacturing District study area offers opportunities for uses that would benefit from proximity to nearby shops and restaurants.
- The study area is not located on or near any main thoroughfares with high visibility; as a result, improving locational visibility may be an important consideration for any future commercial uses.
- Vacant and under-utilized properties provide an opportunities for small business development and entrepreneurial activities.
- As noted above, the study area lies in proximity to more traditional residential and commercial uses, as well as larger, more intensive industrial operations. Effectively balancing the constraints posed on both sides may be a challenge; however, the area can also serve as an important transition between the two.
- The former Foulds Macaroni Factory Building provides opportunities for new adaptive uses, but its rehabilitation costs and potential adaptive uses are unknown. Accordingly, it is recommended that a historic structures report be commissioned as a first step to determining uses and costs.
- Owing to the area's long history of industrial/manufacturing use, there may be environmental issues that might require remediation.

Primary Development Objectives

- **Economic Development and Job Creation**. As an employment district, it is critical that the area continue to provide opportunities for businesses to operate effectively. However, the unique attributes described above also present an opportunity to support the Village's broader economic development priorities and goals. For example, future plans for the area should allow for flexibility and be supportive of a range of business types, sizes, and intensities of use. This includes ensuring appropriate policies, resources, and settings to foster an organic, grass-roots approach to business development, which can be especially beneficial in implementing a robust and sustainable local employment base.
- **Serve as an extension of Downtown Libertyville.** The area's existing mix of uses and historic character are a complement to the downtown core and provide for an useful transitional zone to adjacent residential areas. Future development efforts and any public capital expenditures should help to emphasize the community's character and promote a unique quality of place.
- **Arts and Culture Destination**. The study area could play an important role in efforts to promote Downtown Libertyville as a regional destination for dining and entertainment. This includes providing space for activities or uses that may not fit within the traditional commercial fabric along Milwaukee Avenue, but still be close enough in proximity to support – and be supported by – those businesses. Examples include event and music venues, theaters, artist studios and galleries, and other destination-oriented uses. Hybrid uses that require both a commercial and manufacturing component, such as a brewery or distillery, would also be well suited to the area.


East Side Manufacturing District
Study Area
STUDY AREA
NORTH AVENUE
MD-NORTH LINE
CHURCH STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
0'
100'
200'
400'
NORTH

Foulds/East Side Manufacturing District

Concept A

Concept A seeks to capitalize on the unique qualities of the Foulds site and proximity to Downtown Libertyville to establish a new destination-oriented use and anchor for a revitalized, mixed-use sub-area within the East Side Manufacturing District. New streets and access lanes are introduced to allow for a pleasing, more walkable, and better connected circulation network, while also increasing visibility and providing additional parking to support a range of new commercial uses.

The former Foulds Macaroni Company Factory features prominently in this concept as a landmark adaptive use project with a range of uses that would attract visitors into both the area and Village as a destination. One approach would be to provide space for a mix of independent businesses, such as offices, galleries, sports/fitness related activities, as well as light manufacturing, makerspaces, and craftsmen workshops. Alternatively, a more unified operational structure with multiple components under the same roof could be pursued. For example, a brewery/distillery operation offering hospitality functions such as food service, event space(s), and potentially even lodging, which is consistent with similar operations of this character and scale. Production activities would be accommodated in other portions of the facility – conceivably on the eastern side – where it would take advantage of existing loading docks while also providing an effective buffer to the more intensive manufacturing operations located to the east.

The existing Foulds Gallery building located at the northeast corner of Church and Second Streets would be redeveloped as a new multi-family development, which would help to formalize the edge of the adjacent neighborhood. The northern portions of the study area would offer transitional uses in the form of new live/work buildings, and a set of business incubator facilities (currently under construction).

Concept Highlights

A **New Live/Work Units.** Redevelopment of existing non-conforming, single-family residential properties would introduce new attached dwellings with integrated commercial spaces fronting Second Street. Each building depicted includes three units, with 500 square feet of commercial or office space.

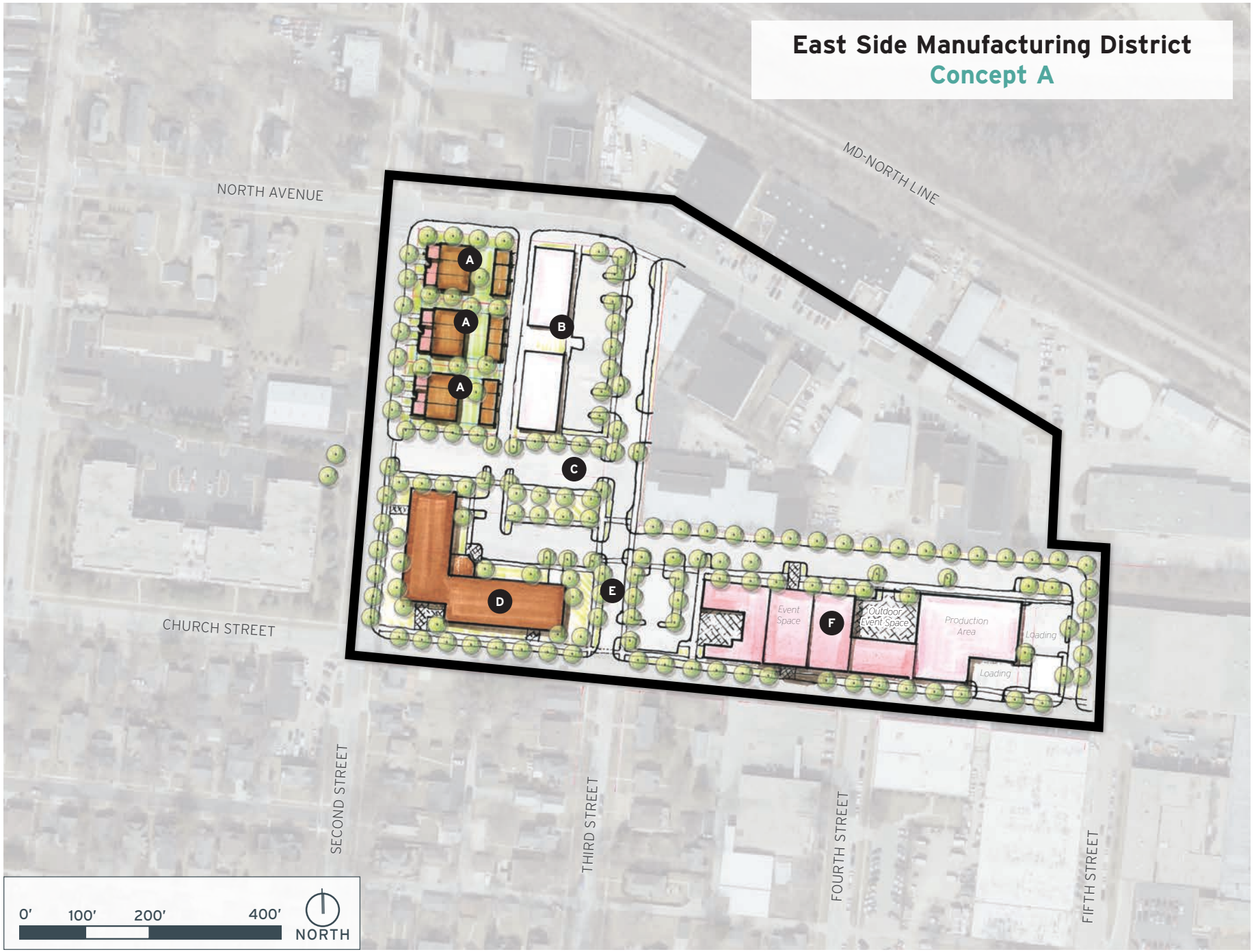
B **New Business Incubator Facilities (under construction).** Two new business incubator buildings and an associated surface parking lot are currently under construction.

C **New Shared Parking Lot.** New shared parking areas are introduced to efficiently increase surface parking within the area in support of destination-oriented uses. The new lots would include roughly 56 spaces, in addition to on-street parking provided on surrounding streets.

D **New Multi-Family Residential Development.** The existing Foulds Gallery building would be redeveloped as a three-story residential building with internal parking provided a half-story below grade. The building includes roughly 60 to 65 total units, with 60 internal parking spaces and 30 surface spaces.

E **Third Street Extension.** Third Street would be extended through the current Foulds property's parking providing improved access and a restoration of the street grid. The new, two-way street would include on-street parking and could be treated with decorative paving, lighting, district branding elements, and other urban design enhancements that could help to promote a unique identity.

F **Foulds Macaroni Factory Adaptive Use.** The roughly 100,000 square foot facility (gross floor area) is adapted for a combined commercial/events and light manufacturing operation. The concept shown includes a new brewery/distillery with associated tasting rooms and events spaces, but could also incorporate office space, galleries, or even sports-related activities. Production and loading activities are shown on the east side of the building, with more active uses to the west. New open spaces/patios are imagined on the property for outdoor dining and events, which could be established as roof top spaces or at street-level through limited/strategic demolitions. Roughly 60 surface parking spaces would be provided in a lot to the west and along the north periphery of the building.


East Side Manufacturing District
Concept A
NORTH AVENUE
MD-NORTH LINE
CHURCH STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
A
A
A
B
C
D
E
F
Event Space
Outdoor Event Space
Production Area
Loading
Loading
0'
100'
200'
400'
NORTH

Foulds/East Side Manufacturing District

Concept B

Concept B focuses on strengthening the study area's existing building fabric to foster a mix of commercial uses and promote local business development, while also bolstering Downtown Libertyville as a regional destination. Though located on separate, independently-owned properties, the buildings west of Third Street represents unique economic and business development opportunities. For example, garages converted into informal workshop spaces could provide an entrepreneur, artist, or craftsmen with a low cost – and low risk – opportunity to test out a new idea or launch a new business. Over time, start-up business could grow in size and supported by business incubator spaces to the immediate east. If successful, these efforts could move to or be featured in larger spaces elsewhere in the community, such as the Foulds Gallery for an artist, or other East Side Manufacturing District building.

Similar to Concept A, new streets and access lanes are introduced to allow for a pleasing, more walkable, and better connected circulation network. A larger, shared parking lot is shown in Concept B providing the surrounding businesses with a lower cost structure for providing parking than if located directly on site. Adaptive use of the former Foulds Macaroni Factory is also emphasized, but rehabilitation and adaptive use efforts would focus instead on residential, or potentially a mix of residential, office, or live/work units. This approach would offer a unique type of dwelling space within the Village and could also help to support nearby commercial and service uses. Ensuring an adequate transition between residential and existing industrial uses to the east is a critical consideration in this concept as well. To that end, it is envisioned that the eastern portions of the building could be repurposed as parking or amenity space, or be replaced with surface parking and/or open space with thorough landscaping to serve as a buffer.

Concept Highlights

A **Live/Work Infill.** Maintain existing residential uses but allow for use of accessory structures as small-scale workshops, offices, galleries, or light production spaces befitting an organic approach to local business development. This could include conversions of existing garages and limited infill of new accessory buildings adjacent to the alley.

B **New Business Incubator Facilities (under construction).** Two new business incubator buildings and an associated surface parking lot are currently under construction.

C **New Shared Parking Lot.** A consolidated, shared parking lot is introduced to efficiently increase surface parking within the area in support of destination-oriented uses. The new lot would include roughly 56 spaces, in addition to on-street parking provided on surrounding streets.

D **Rehabilitated Foulds Gallery.** Rehabilitate the existing one-story, 25,000 square foot (gross floor area) Foulds Gallery building, including facade enhancements and a more welcoming main entrance with surface parking. The improved building would still focus on destination-oriented uses to complement downtown, and could include art studios/galleries, event space, a theater, or sports-related uses, among others.

E **Third Street Extension.** Third Street is extended through the current Foulds property's parking providing improved access and a restoration of the street grid. The new, two-way street would include on-street parking and could be amenitized with decorative paving, lighting, district branding elements, and other urban design enhancements that could help to promote a unique identity.

F **Foulds Macaroni Factory Adaptive Use.** Concept B depicts the Foulds site as being converted to residential use, with the historic portions of the building featuring loft-style units. A new two to three-story addition is also shown providing roughly 14 to 20 multi-family units or eight townhomes, which could help to incentivize the building's reuse. Private open and amenity space could be provided on portions of the building's roof or through limited/strategic demolition of non-contributing space. The eastern portions of the facility could be converted to covered parking or additional amenity space, or replaced entirely – with the added goal of serving as a buffer to nearby industrial uses. In addition to internal parking, roughly 85 surface parking spaces would be provided in small lots to the east and west, and along the north periphery of the building.


East Side Manufacturing District
Concept B
NORTH AVENUE
MD-NORTH LINE
CHURCH STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
A
B
C
D
E
F
New Building
Internal Parking / Amenity Space
0'
100'
200'
400'
NORTH

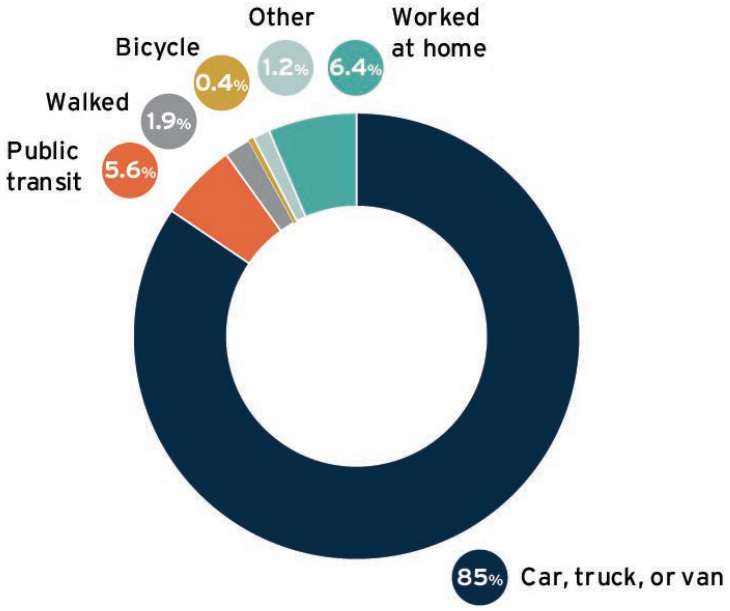


Community Systems

Transportation and Mobility

Libertyville's transportation system includes transit services, walking and biking trails, and a street network that provides connections within and outside of the community. In Libertyville, only one percent of workers do not own a vehicle, and more than 85 percent live in households with two or more vehicles. This is reflected in commuting patterns, as nearly 85 percent of people commute by private vehicles, with less than 6 percent using public transit.

This may be attributed to where Libertyville residents live and work. Nearly half of employed residents (around 4,800) work less than 10 miles from Libertyville, but only around 900 work within one-half mile of a Metra station. The average travel time to work is 27 minutes. Out of the more than 17,000 people who work in Libertyville, only 1,200 are residents (around 7 percent of all workers). Workers also come to Libertyville from Waukegan (6 percent), Chicago (5 percent), and Mundelein (4 percent).



Roadway Network

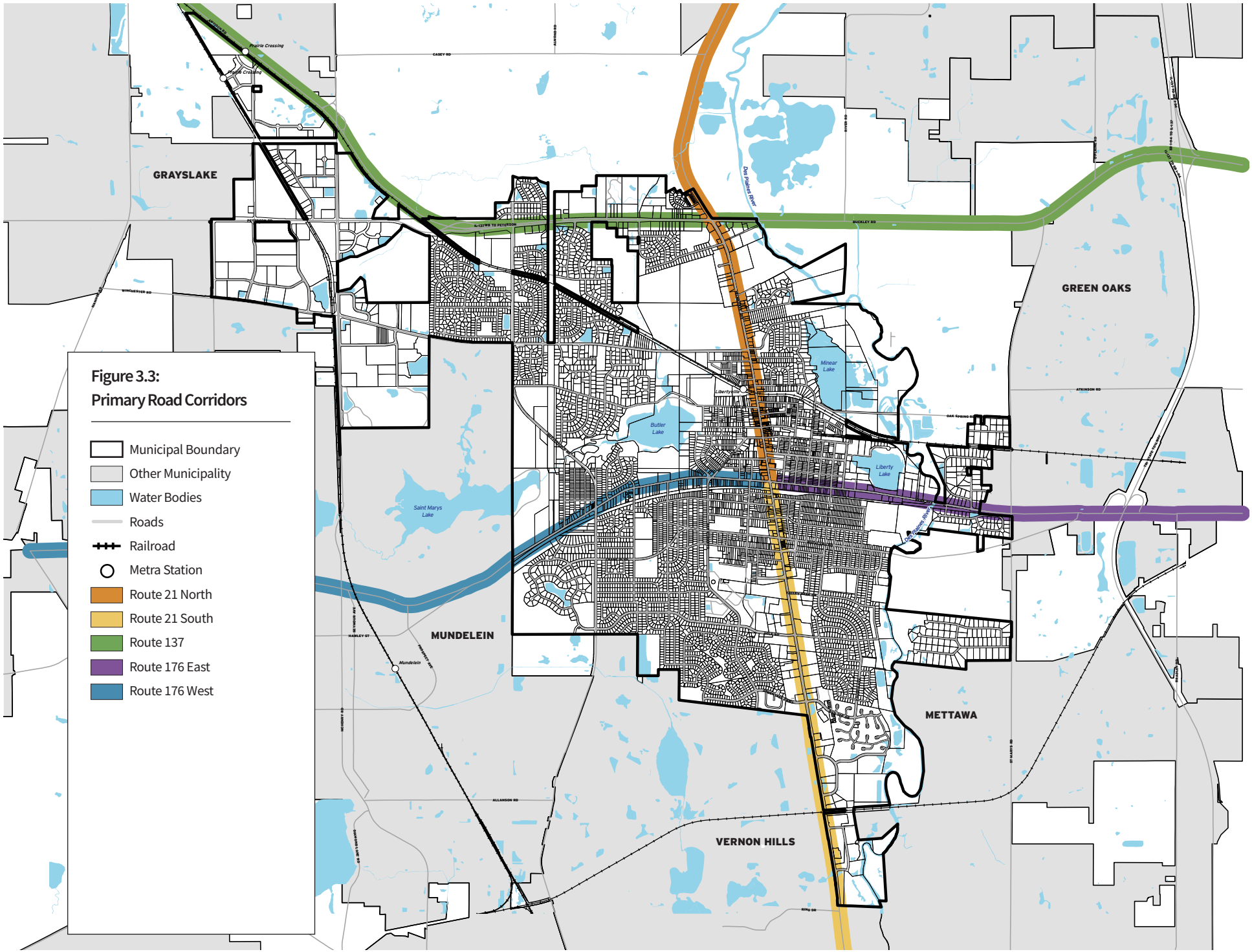
Libertyville's street network includes arterial, collector, and local streets. Illinois Routes 176 (Park Avenue) and 137 (Peterson Road) provide east to west connections and access to Interstate 94 to the east. Illinois Route 21 (Milwaukee Avenue) serves as a north to south connection throughout the Village. Winchester and Butterfield Roads act as secondary streets, connecting residential neighborhoods to other Village amenities. Streets near downtown Libertyville were developed in a grid-like pattern, while many of the residential neighborhoods have a suburban development pattern with cul-de-sacs, curvilinear streets, and few connections to primary streets (see Figures 3.1 Primary Road Corridors and Roadway Network on following page).

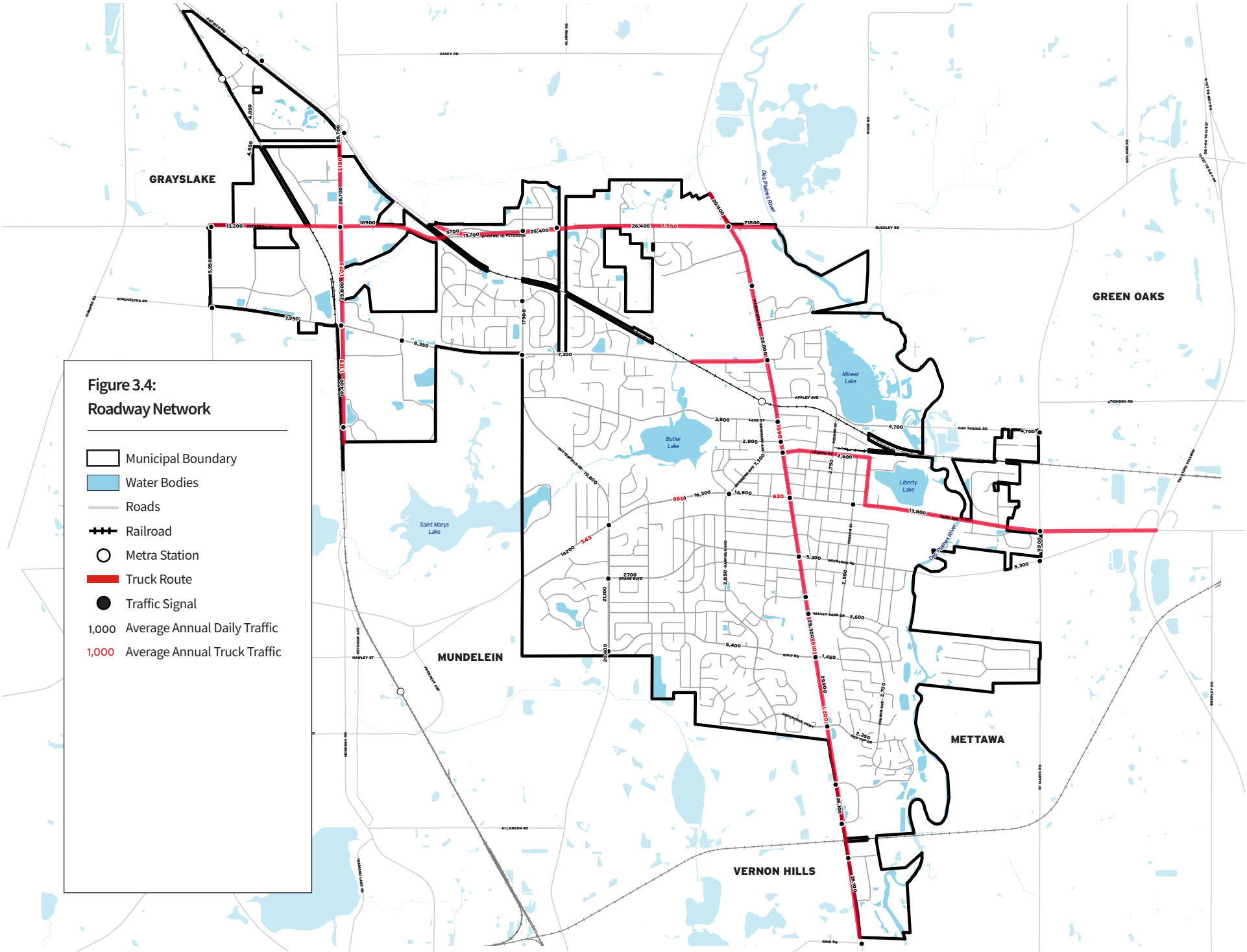
Traffic and Truck Volumes

Milwaukee Avenue, and Illinois Routes 45 and 137 have the highest traffic and truck volumes in Libertyville. State-designated truck routes in the Village include Milwaukee Avenue and Illinois Routes 45 and 137. Local truck routes include Winchester Road between the Milwaukee-North Metra tracks and Milwaukee Avenue, as well as a portion of Route 137 west of Route 45.

TABLE 3.1 — TRAFFIC VOLUMES (DAILY TOP 4 STREETS)

Street Name	Daily Traffic Count	Daily Truck Traffic Count
Milwaukee Avenue	29,900	1,200
Route 45	28,700	1,150
Park Avenue	NA	950
Route 137	26,400	1,550


GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Prairie Crossing
Figure 3.3:
Primary Road Corridors
Municipal Boundary
Other Municipality
Water Bodies
Roads
Railroad
Metra Station
Route 21 North
Route 21 South
Route 137
Route 176 East
Route 176 West


GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Figure 3.4:
Roadway Network
Municipal Boundary
Water Bodies
Roads
Railroad
Metra Station
Truck Route
Traffic Signal
1,000 Average Annual Daily Traffic
1,000 Average Annual Truck Traffic

Safety

Between 2012 and 2016 there were more than 2,000 crashes in Libertyville. Nearly 300 of these crashes resulted in serious injury or death, 13 percent of which were someone walking or cycling. Four fatal crashes occurred during this time. A heat map of crash locations shows that a significant portion of crashes, more than 1,000, occurred on Milwaukee Avenue, a four-lane arterial street under the Illinois Department of Transportation's (IDOT) jurisdiction. While there was a decrease in total crashes from 2015 to 2016, this street remains the most hazardous for pedestrians within Libertyville, as nearly 40 percent of total crashes have occurred there. Posted speed limits along Milwaukee Avenue range from 25 miles per hour to 35 miles per hour (see Crash Map Hot spots on following page).

Bicycle and Pedestrian Network

Libertyville has a well-used trail system that includes the Des Plaines River Trail and North Shore Bike Path connecting to nearby communities and the Lake County Forest Preserves. The Village also maintains local bike paths in and around Butler Park and Adler Memorial Park.

Libertyville, however, does not have on-street bike facilities and Libertyville residents expressed concern that at-grade street crossings for off-street paths often feel unsafe. Residents also expressed difficulty in accessing existing paths and trails (whether walking or biking) due to the lack of sidewalks, minimal or no buffer between pedestrians and vehicles, and lack of on-street bike infrastructure. Bicyclist crash hotspots include the intersection of Park Avenue and Butterfield Road, as well as Park and Brainerd Avenues. More than half of all pedestrian crashes occurred on Milwaukee Avenue.

In 2017, the Village of Libertyville adopted a Downtown Transit Oriented Development Plan, which included bicycle and pedestrian recommendations for the quarter mile around the Libertyville Metra station, such as safety improvements and increased connections to existing bike paths. The Development Plan also recommended adopting a local "Complete Streets" policy.

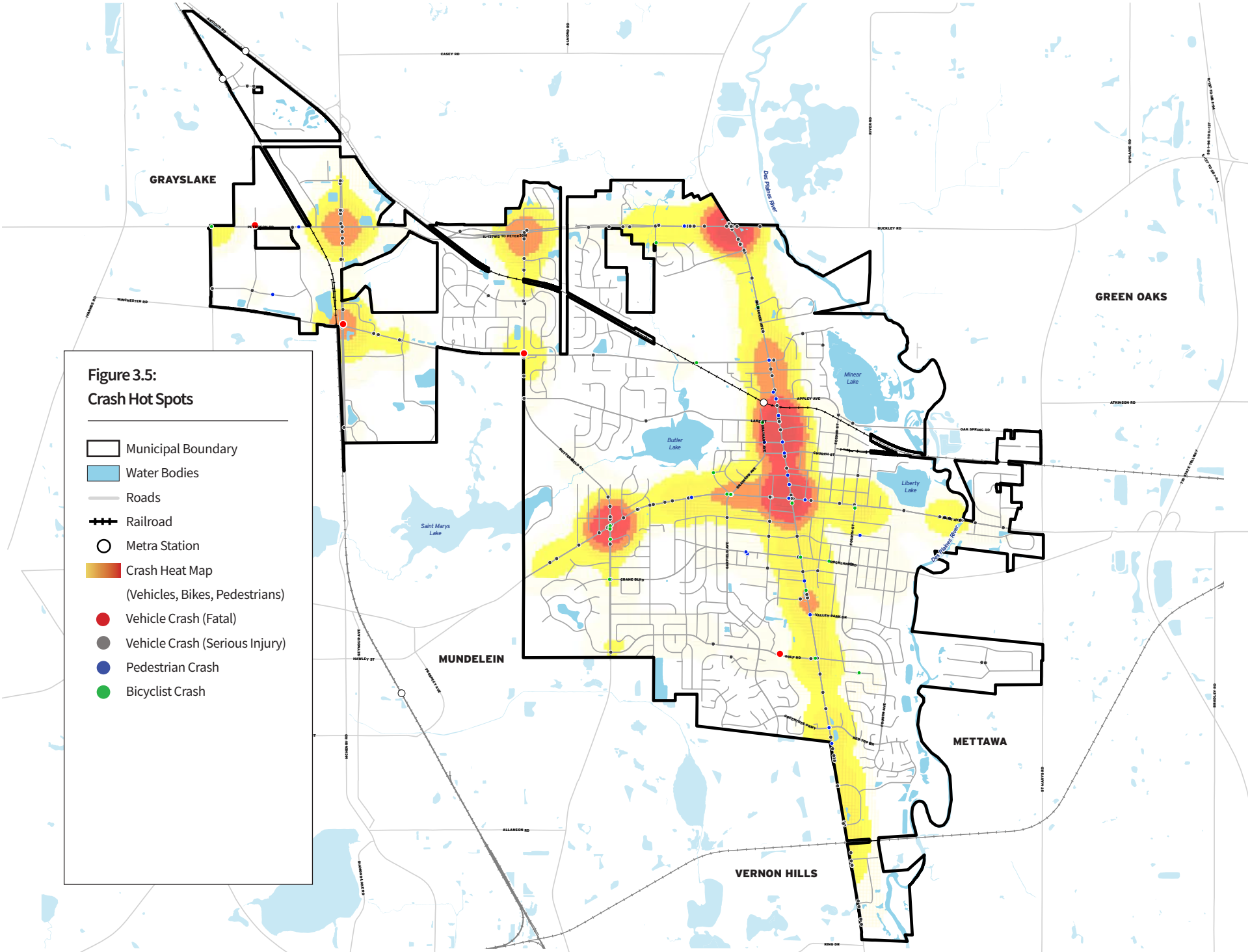
Public Transportation Network

Libertyville is served by three stations along two Metra lines: the Milwaukee District North (MD-N) which travels from Fox Lake to Chicago, and the North Central Service (NCS), which travels from Antioch to Chicago. The MD-N Libertyville station is located in Downtown Libertyville and has the highest ridership among the Village's three Metra stations. The two Prairie Crossing stations, serving both Metra lines, are located along the northwestern edge of Libertyville near the Libertyville Sports Complex and the Prairie Crossing Bike Path. Both Metra routes provide access to Downtown Chicago (Union Station) from Libertyville in around one hour and fifteen minutes. The North Central Service also provides weekday service only to O'Hare International Airport. The Downtown Transit-Oriented Development Plan identified opportunities for development around the downtown Metra station and also includes transportation recommendations related to transit frequency, safety, and streetscaping in the quarter mile around the station.

TABLE 3.3 — SAFETY SUMMARY

Crash Summary (2012-2016)	Number of Crashes
Vehicle Crashes Resulting in Injury or Death	255
Pedestrian and Bike Crashes Resulting in Injury or Death	39
Fatal Crashes	4

Crash by Corridor (2012-2016)	Number of Crashes
Milwaukee Avenue	1,065 (97 Injuries)
Park Avenue	489 (57 Injuries)
Route 137	221 (19 Injuries)


GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Figure 3.5:
Crash Hot Spots
Municipal Boundary
Water Bodies
Roads
Railroad
Metra Station
Crash Heat Map
(Vehicles, Bikes, Pedestrians)
Vehicle Crash (Fatal)
Vehicle Crash (Serious Injury)
Pedestrian Crash
Bicyclist Crash

Other transit services include Pace Bus Route 574, which travels from Hawthorn Mall in Vernon Hills to the College of Lake County in Grayslake. In Libertyville, Route 574 travels on Milwaukee Avenue and stops at the Libertyville Metra Station, as well as other community destinations. Route 574 was previously part of Route 272, which traveled from Waukegan to College of Lake County. The route was segmented into separate routes in 2013. The route operates from 6:00 a.m. to 8:45 p.m. on weekdays with 60-minute frequency. Weekend service is from 7:45 a.m. to 6:20 p.m. with 60-minute frequency. The highest ridership on the route is at the College of Lake County and the Hawthorn Mall, with around 55 and 85 boardings per day, respectively. Within Libertyville, the highest ridership is at the Libertyville Metra Station, with around 9 boardings per day in each direction.

Pace also operates a Dial-a-Ride service available to seniors and those with disabilities. The service is sponsored by the Villages of Libertyville and Mundelein with assistance from the Lake County Coordinated Transportation Services Committee (LCCTSC), Lake County, and Pace. The Regional Transportation Authority (RTA) reports that over half of the riders use the service to access employment.

Rail Freight Network

The North Central Service railway is owned by Canadian National Railway, while Metra owns the Milwaukee-North railway. Additional rail freight access includes a rail spur owned by Canadian Pacific Railway, serving the industrial areas east of Milwaukee Avenue and north of Park Avenue.

Downtown Parking Conditions

Customer and Employee Parking

Downtown Libertyville has two parking garages for customers and employees of nearby businesses. In the north, the Lake Street Parking Garage, located at Brainerd Avenue and U.S. Route 45, offers approximately 300 spaces. The Church Street Garage, located in the center of the block bordered by Church Street, Milwaukee Avenue, Maples Street, and Brainerd Avenue, was constructed in 2017 and has approximately 300 spaces. The ground and upper floors of both garages are designated for 4-hour customer parking and the lower level is for employees with a downtown parking permit. Commuter parking is not permitted in either garage.

A 2014 downtown parking study reviewed supply, demand, and ownership. There are more than 1,800 parking spaces between on-street parking, off-street public parking, and private parking. Public parking includes the two garages as well as on-street parking spaces, most of which are restricted to two hours, but also includes three-hour and 15-minute spaces.

Commuter Parking

The downtown Metra parking lots offer both daily fee parking and monthly permitted parking. Permit parking is $35.00 per month and daily parking is $2.00. The Downtown Transit-Oriented Development Plan reports that in 2017, commuter parking had a 96 percent occupancy rate. The plan also found that commuters who park in the Metra parking lot on the east side of Milwaukee Avenue find it unsafe to cross the street to access the Metra Station. The Prairie Crossing Station offers additional parking and has a lower daily occupancy rate in comparison to the Downtown station lots. Unoccupied commuter permit spaces are available between 8:30 a.m. and 5:00 p.m. with the daily fee. Customers and employees may park free in commuter lots after 5:00 p.m. Monday through Friday, and all day on weekends and holidays.

While parking supply has increased in the last few years, there is an opportunity to make parking more easily accessible to both residents and visitors. For example, parking lots behind businesses on Milwaukee Avenue have different owners and varied time restrictions, which can be both confusing to customers and decrease parking availability. In Downtown, the area with the most parking violations was the 500 block of Milwaukee Avenue, which consists of public on-street and -off street spaces, including the garage at Brainerd Avenue and Lake Street (U.S. Route 45). Violations in this area account for nearly 50 percent of all downtown parking violations from January to July in 2018. Nearly 90 percent of violations in this area occurred at one-hour and 30-minute parking spaces. In addition, while the Village has installed wayfinding signage for the two parking garages, new visitors to downtown may not be aware of available parking throughout the district.

Transportation Initiatives

Updated Metra Stations

Improvements to Libertyville's two Milwaukee North District Stations began in late 2018 with the Downtown station already completed. The Downtown Libertyville station update includes partial demolition of the existing building and the installation of new enhancements, including a covered platform area, roof structure, perimeter walkway, bike racks, ADA compliant restrooms, and renovation of the existing commuter waiting and ticket agent rooms. The Prairie Crossing station house has been replaced with a permanent, fully enclosed, and heated structure with new exterior lighting and landscaping.

Illinois Route 53/120

In 2009, Lake County residents approved a non-binding referendum in favor of extending Illinois Route 53 north to Illinois Route 120. The Illinois Route 53/120 corridor is a potential right-of-way alignment that touches 20 municipalities, including Libertyville. In 2015, Chicago Metropolitan Agency for Planning prepared a corridor plan that considered financial feasibility, as well as economic development, open space, and community character goals. The current concept would place a full interchange at Peterson Road, just west of the Village's northwest industrial area. In May 2017, the Illinois Tollway Board approved the engineering contract for an Environment Impact Statement (EIS) that will evaluate the Illinois Route 53/120 project in extensive detail, including a public input component. The Libertyville Village Board of Trustees has passed several resolutions in favor of the extension due to its anticipated congestion relief and economic development and employment development benefits for the Village's residents and businesses.

Illinois Route 83/137 Study

The Illinois Department of Transportation is studying potential improvements to approximately 11 miles of Illinois Route 83 (Milwaukee Avenue/Barron Boulevard) and Illinois Route 137 in Lake County. This section of Illinois Route 83/137 is located in the communities of Lake Villa, Round Lake Beach, Grayslake, and Libertyville. The roadway varies throughout Libertyville and surrounding communities, including differences in lanes (changing from two to five lanes), shoulders, sidewalks, and crosswalks, and turning lanes. At this time, alternatives have been presented to the public and a preferred alternative is being selected.

Summary Observations

The Village of Libertyville offers diverse mobility options to residents and visitors-public transit, biking and walking, and both local streets and regional roadways. However, there is an opportunity to make trips between home, work, and throughout the community safer and more accessible. In addition, there is an opportunity to provide an improved transit experience through station updates, which are underway or completed, as well as through improved connections to transit. Some longer-distance and routine trips, such as commutes, are less serviceable by transit. Addressing local trips, parking needs, pedestrian and bicycling accessibility, and traffic congestion concerns are also key issues. There is also an opportunity to increase Metra usage by offering more express routes, additional peak hour stops for reverse commuters, and options for last-mile connections to employment centers, such as Innovation Park.



Transportation
Policies and Supporting Strategies

Policy 1 - Prioritize and implement traffic-calming and pedestrian safety improvements in downtown, key locations, and complex intersections throughout the Village.

1.1 Work with IDOT to replace actuated pedestrian signals with automated pedestrian signals, removing the need for pedestrians to push a button to activate the pedestrian signal. Where possible, add leading pedestrian intervals to improve safety and highlight the pedestrian priority. Ensure signalized intersections throughout the Village accommodate pedestrians safely and efficiently by incorporating pedestrian countdown signals, coordinating with IDOT and Lake County where necessary.

1.2 Establish and publicize a periodic crosswalk enforcement initiative to educate motorists that the law requires them to stop for pedestrians in a crosswalk. At locations with significant incidences of pedestrian crashes, explore implementing leading pedestrian intervals to improve safety throughout the Village. Reduce crossing distances for pedestrians at complex intersections and in areas of high pedestrian traffic, outside of downtown.

1.3 Identify opportunities for pedestrian refuge islands, removal of right-turn slip lanes, or curb bump-outs to reduce distances, focusing first on intersections with higher incidences of crashes: Petersen Road/U.S. Route 45, Petersen Road/Butterfield Road, Petersen Road/Milwaukee Avenue, Winchester Road/U.S. Route 45, and Park Avenue/Butterfield Road.

1.4 Mark a crosswalk at the intersection of Milwaukee Avenue and School Street, working with IDOT to ensure the appropriate design for a high-visibility crossing.

Policy 2 - Explore means and methods to reduce truck traffic through Libertyville's residential neighborhoods.

2.1 Evaluate local truck routes based on surrounding land uses.

2.2 Establish truck restrictions on local roads where truck routes are not specified.

Policy 3 - Enhance connectivity to the regional trail network by addressing missing on-street connections and upgrading off-street trail segments.

3.1 Initiate a community bicycle plan to establish a Village-wide network of routes. Work with Lake County to implement the planned bike routes through Libertyville in the Lake County 2040 Transportation Plan. Identify missing continuous connections from bike trails to community destinations and transit, such as to Cook Park, Adler Park, Cook Memorial Library, schools, and the Metra stations.



Policy 4 - Establish complete streets with a full network of sidewalks and bicycle routes to encourage active transportation.

4.1 Build out the sidewalk network throughout the Village, prioritizing sidewalks along routes to key destinations.

4.2 Establish safe pedestrian crossings across major roadways to tie neighborhoods together at a maximum spacing of quarter mile, following IDOT guidance for the design of uncontrolled crossings.

4.3 Identify and install additional bike parking at key locations throughout the Village. Inventory the supply of bike parking throughout the Village and survey the public and business community on the need for additional bike parking to identify locations of need.

Policy 5 - Improve the transit experience and accessibility to increase ridership and support transit users.

5.1 Work with Pace to identify potential to add bus shelters at higher ridership stops and upgrade existing shelters with digital signs providing real-time bus arrival information. Ensure each Pace bus stop has sidewalk connections and inventory all Pace bus stops; document the quality of pedestrian connections to nearby destinations and the existing sidewalk network; and, identify and prioritize gaps based on the length of the gap, feasibility of sidewalk installation, and potential to coordinate with other roadway, utility, or private development projects.

Policy 6 - Work with Metra and PACE to expand service schedules to meet commuter needs and complete bus service gaps between the Metra Stations and employment centers.

6.1 Explore and establish convenient transit connections to local employment centers.



Corridor Enhancement Concepts

Libertyville's main transportation corridors are critical elements to Libertyville's urban form and economic vitality as they contribute to the Village's visual character, development patterns, and relationships to surrounding neighborhoods and land uses. They also function as important gateways into Libertyville. As portions of these corridors have redevelop over time, there remains opportunities to improve their design, functionality, and appearance.

Going forward, to accomplish this, the Village can focus on implementing the following key objectives, including:

- Enhance corridor visual appearances through urban design and placemaking initiatives, including branding and gateway elements, and the preservation of green and open spaces.
- Ensure connectivity between land uses along corridors and adjacent areas and neighborhoods.
- Encourage high-quality development design that are in scale with surrounding buildings and landscapes.
- Install pedestrian improvements and mobility options, such as bicycle lanes, wherever feasible.

The illustrative corridor concepts shown on the following pages demonstrate possibilities for how such objectives could be implemented in key locations throughout the Village. These concepts envision a mix of both urban design and roadway enhancements that help to improve aesthetic conditions and better reflect community character, while also boosting safety and multi-modal connectivity. The first two concepts explore enhancements options for major arterial corridors throughout the community, while the second two provide examples of potential improvements that could occur in the 'transitional' commercial corridor areas identified previously in this Plan.



MULTI-USE TRAIL



RAIN GARDEN CENTER MEDIAN



STONE PIER



BIOSWALES



ORNAMENTAL COMBO LIGHTS

Route 137 / Peterson Road Corridor Enhancements

Route 137, which runs along Buckley Road east of Milwaukee and Peterson Road to the west, is an important east-west arterial route on the north side of the Village. West of Milwaukee, the corridor connects a number of commercial and employment districts, and several residential areas with regional attractions and the rest of the community. Roadway conditions vary, but the corridor itself is very wide—with large paved shoulders and right-of-way widths reaching 100' or more in many areas—and has inconsistent non-vehicular trail connectivity. The enhancements envisioned for the corridor include the creation or conversion of existing grass medians into planted bio-swales, introduction of decorative lighting and wayfinding elements, and inclusion of new sidewalks or trails where possible to help advance a 'Complete Streets' approach. Given its designation as a State Route, implementation will require coordination with IDOT and a more detailed study of specific site conditions to determine if appropriate design standards can be met.





Ⓐ Median Planting Bed/Bioswale
Ⓑ Parkway Landscape Plantings
Ⓒ Improved Landscape Buffer
Ⓓ Ornamental Street Lights
Ⓔ Sidewalk
Ⓕ Street Trees
Ⓖ Maintain Libertyville Banners
Ⓗ Multi-use Trail

View looking east from Case Avenue

South Milwaukee Avenue – 'Mile of Cars' Corridor Enhancements

Traveling north along Milwaukee Road, the first experience one has of Libertyville is defined by the community's 'Mile of Cars' as the destination commercial district between Valley Park Drive and Red Top Drive has come to be known. While the area does feature community banners affixed to standard 'cobra-head' style street lights and sidewalks, it is wholly defined by wide setbacks of mowed turf grass and auto dealership signs and branding elements offering little connectivity to Libertyville's identity.

The enhancements shown on this page provide an example of how additional gateway, streetscape, and landscape elements could be incorporated in strategic locations to provide better visual identification of the community 'brand' while avoiding more comprehensive—and potentially cost-prohibitive—changes.

BEFORE



AFTER



Ⓐ **Gateway Landscape Plantings at Key Intersections**

Ⓑ **Gateway Stone Pier**

Ⓒ **Parkway Trees**

Ⓓ **Ornamental Street Lights**

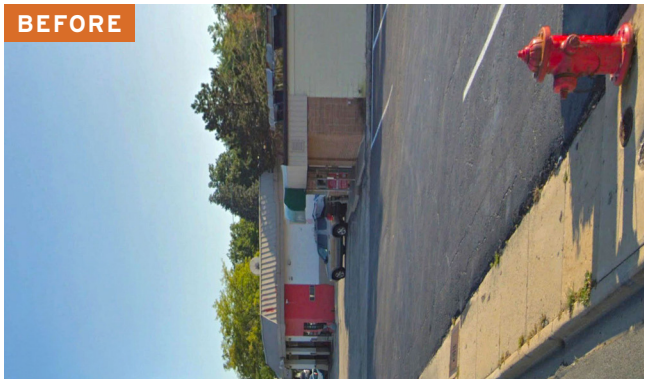
Ⓔ **Maintain Libertyville Banners**

Ⓕ **Existing Sidewalk**

View looking south towards Golf Road

South Milwaukee Avenue – Transitional Corridor Enhancements

North of Condell Drive, the Milwaukee Avenue corridor begins to narrow and take on a more urban character with a diversity of land uses. Properties along this segment are also smaller and are occasionally served by alleyways. As one proceeds from the destination commercial areas to the south into the traditional downtown core, much of the corridor is defined by extensive curb cuts and asphalt, with little landscape buffering between parking lots or building facades. As has been discussed earlier in this Plan, many commercial uses in this segment appear vacant or under-utilized, and in a general state of disrepair. A range of urban design enhancements are envisioned in this location to help improve the corridor's aesthetic conditions, encourage pedestrian activity, and provide a better arrival experience as one approaches the downtown core. These treatments could both be used to revitalize commercial uses or to support future land use transitions where deemed appropriate.





Ⓐ **Median Planting Bed/Bioswale**
Ⓑ **Parkway Landscape Plantings**
Ⓒ **Facade Improvements**
Ⓓ **Ornamental Street Lights**
Ⓔ **Sidewalk**
Ⓕ **Street Trees**
Ⓖ **Maintain Libertyville Banners**
Ⓗ **Ornamental Fence Screening**

View looking south from Lincoln Avenue

Route 176 / Park Avenue – Transitional Corridor Enhancements

Running along Park Avenue, Route 176 is another important east/west corridor within the community and a central connection point to Interstate-94 to the east. Like Milwaukee Avenue, Park Avenue begins to change in size and character as one approaches Libertyville's traditional core areas, including a wider diversity of building types and land uses. However, this corridor is also narrower than Milwaukee Avenue and directly abuts a number of single-family homes, requiring a careful balance between managing vehicular traffic and congestion, while also promoting pedestrian safety and comfort. The improvements shown below illustrate how pedestrian-oriented streetscape and aesthetic enhancements can be targeted at intersections and other strategic locations. These enhancements are also intended to support an increased emphasis on neighborhood-serving commercial and service uses, and to help transition away from auto-oriented development patterns within the community core.





Ⓐ **High visibility pedestrian signage/ safety measures**

Ⓑ **Street corner decorative landscape beds**

Ⓒ **New pedestrian crossing with striping and decorative pavers**

Ⓓ **Decorative pavers and/or tactile elements to calm traffic**

Ⓔ **Pedestrian refuges/planted medians at key crossings**

Ⓕ **Parking lot landscape buffers**

Ⓖ **Continuous street trees**

Ⓗ **Pedestrian-scale branding elements**

View looking west from First Street

Community Infrastructure

Drinking Water

The Village of Libertyville purchases water from the Central Lake County Joint Action Water Agency (CLCJAWA), which is an inter-governmental cooperative formed by the communities it serves: Grayslake, Gurnee, Lake Bluff, Libertyville, Lindenhurst, Mundelein, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park and Lake County representing the unincorporated areas of Knollwood and Roundout, Vernon Hills, Wildwood and Grandwood Park. The Village maintains several backup emergency wells which are operated, flushed, and sampled for bacteriological quality on a monthly basis to ensure reliability if the need ever arises.

The Village distributes water through 125 miles of water main in sizes ranging from four to 24 inches in diameter. The distribution system includes five water storage tanks with a total capacity of 4.1 million gallons. There are approximately 1,295 water main operating valves and 1,500 fire hydrants, all of which are operated and flushed annually. The Village is continually improving and maintaining the water distribution system. These improvements include fire hydrant and valve replacements, residential water meter upgrade/repair and the replacement of aging water mains as the budget allows. The improvements further assure the continued and uninterrupted conveyance of quality drinking water to your tap. The Village water system provides an average of 2,311,195 gallons of water daily to its residents.

Water bills are issued on a bi-monthly basis from actual meter readings. Water use (and therefore fees) is down significantly due to loss of manufacturing facilities within the Village.

Sanitary Sewer

The Village collects liquid sanitary waste in over 110 miles of separate sanitary sewer system that is composed of pipes of varying ages and sizes. There are also 16 lift stations within the sanitary sewer system. The pipes and lift stations collect the sewage and convey it to the Village's wastewater treatment plant that is located at the southern boundary of the Village adjacent to the Des Plaines River.
The treated effluent is discharged to the Des Plaines River. The Village Wastewater Treatment Plant that has a 4.0 million gallon per day design capacity compliance with EPA, NPDES, and Sludge Disposal permit requirements. The treatment plant utilizes disc membrane technology and was constructed in 1965 and is currently in need of new blowers. Similar to other wastewater treatment plants, the Village is also faced with new phosphorous treatment requirements that will require additional investment.

Similar to many other municipalities, the Village's sanitary sewer system is subject to inflow and infiltration during severe storm events that can lead to surcharging of the system. In 2017, the Village created a residential sanitary sewer grant program that would offset some of the cost of installing backup prevention equipment Charges for sewer usage are based on water consumption. Sewer charges for residential bills issued in July through October are based on average winter consumption plus 25 percent.

Roadways

There are 125 lane miles of roads within the Village of Libertyville, and the Village owns and maintains approximately 90 center lane miles of roads. All streets within the corporate limits of the Village are maintained by the Village with the exception of some roadways. The Illinois Department of Transportation maintains Illinois Route 137 and U.S. Route 45. Through an agreement with IDOT, the Village maintains Route 21/Milwaukee Avenue from Adler Drive to Hollister Drive and Route 176/Park Avenue from Butterfield Road to just west of Hough Street. The Lake County Department of Transportation maintains Butterfield Road, Winchester Road, Midlothian Road and St. Mary's Road.

The Village is at the end of a large roadway rehabilitation project. The $20 million road referendum was approved on March 20, 2012 as part of a municipal referendum. The Village will issue bonds in an amount not to exceed $20 million over a five-year period and perform the road repair work over a five-year period beginning in 2013. Approximately 35 of the 90 lane miles (roughly 40 percent) within the Village have been completed to date as part of the multi-year project. That leaves roughly 60 percent of the Village roads out of the project. The Village roadway funding sources include the Motor Fuel Tax (MFT) and the Village Capital Improvement Fund. The MFT covers only a fraction of the required roadway improvements. In addition to the need for roadway infrastructure improvements, the at grade commuter parking lots within the Village are all in need of resurfacing.

Stormwater Management

Stormwater is collected within the Village in series of pipes, swales, and detention basins in accordance with the National Pollutant Discharge Elimination System (NPDES) ILR40 permit for its Municipal Separate Storm Sewer System (MS4). The runoff is discharged to the Des Plaines River, Bull Creek and Seavey Ditch, the three major subwatersheds within the Village.

The stormwater management system was installed within the Village through time as the Village was developed. The newer portions of the Village have a stormwater management system that were built in accordance with the Lake County Watershed Development Ordinance (WDO), which sets the minimum countywide stormwater management criteria. This includes storm sewers, overland flow paths and detention basins that are generally designed to handle the 100-year (1 percent recurrence interval) storm event. The Village has also developed additional stormwater regulations (Appendix P) of the Village Code of Ordinances. The stormwater management system in the majority of the older sections of the Village does not meet current design standards, resulting in flooding in these areas during large storm events.

The Village is also vulnerable to overbank flooding from the Des Plaines River, Seavey Ditch and Bull Creek, which flow through the Village. There is Federal Emergency Management Agency (FEMA) regulatory floodplain associated with these waterways, and the Village enforces the FEMA requirements. The Village has experienced flooding in the past during extreme storm events. This includes the 1986 and 1987 floods along the Des Plaines River and the July 2017 storm event among others. The Village has completed a Stormwater Master Plan to identify areas vulnerable to flooding and develop cost effective drainage improvements to reduce the risk of future flooding.

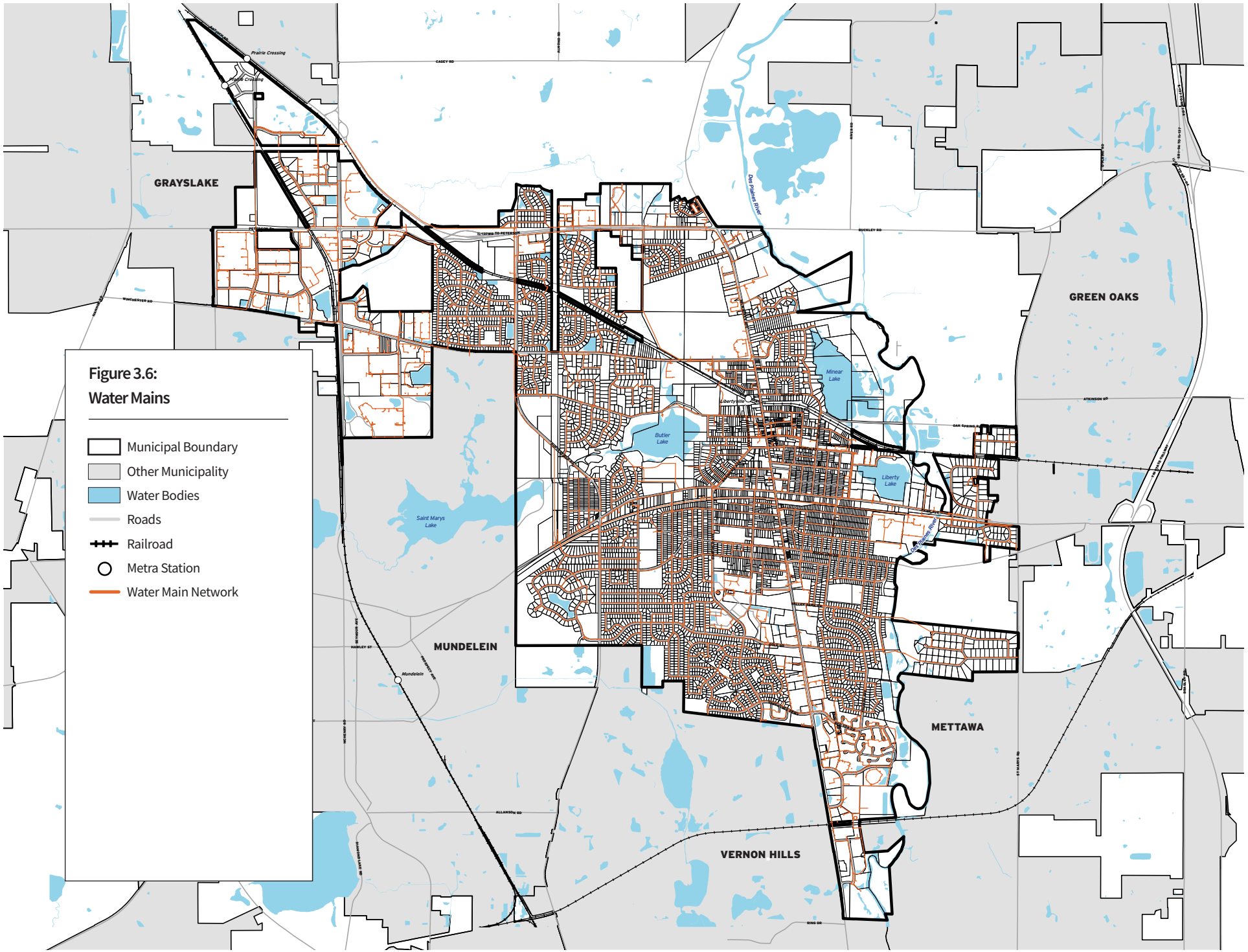


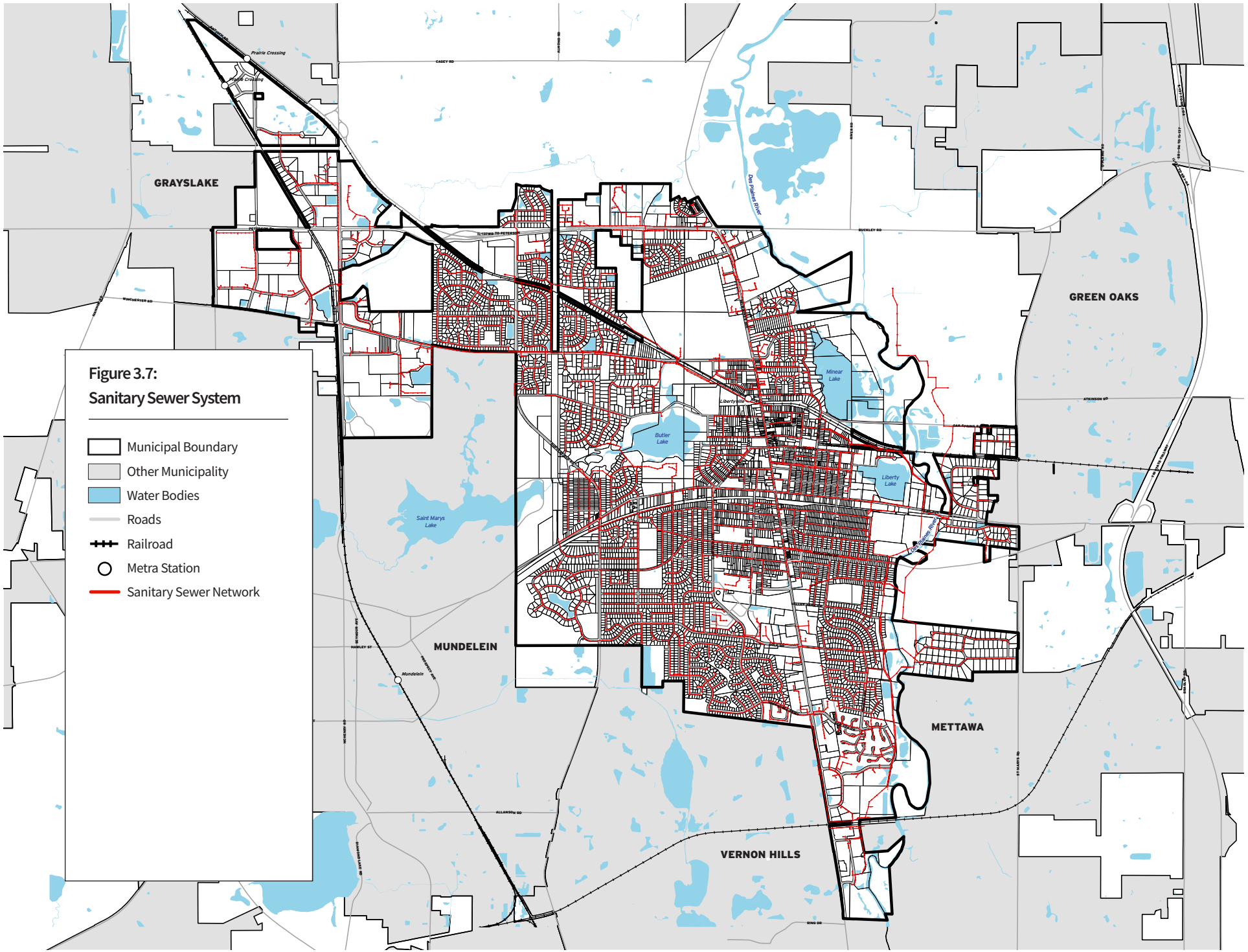
A participant at Open-House #1 reviews stormwater and floodways

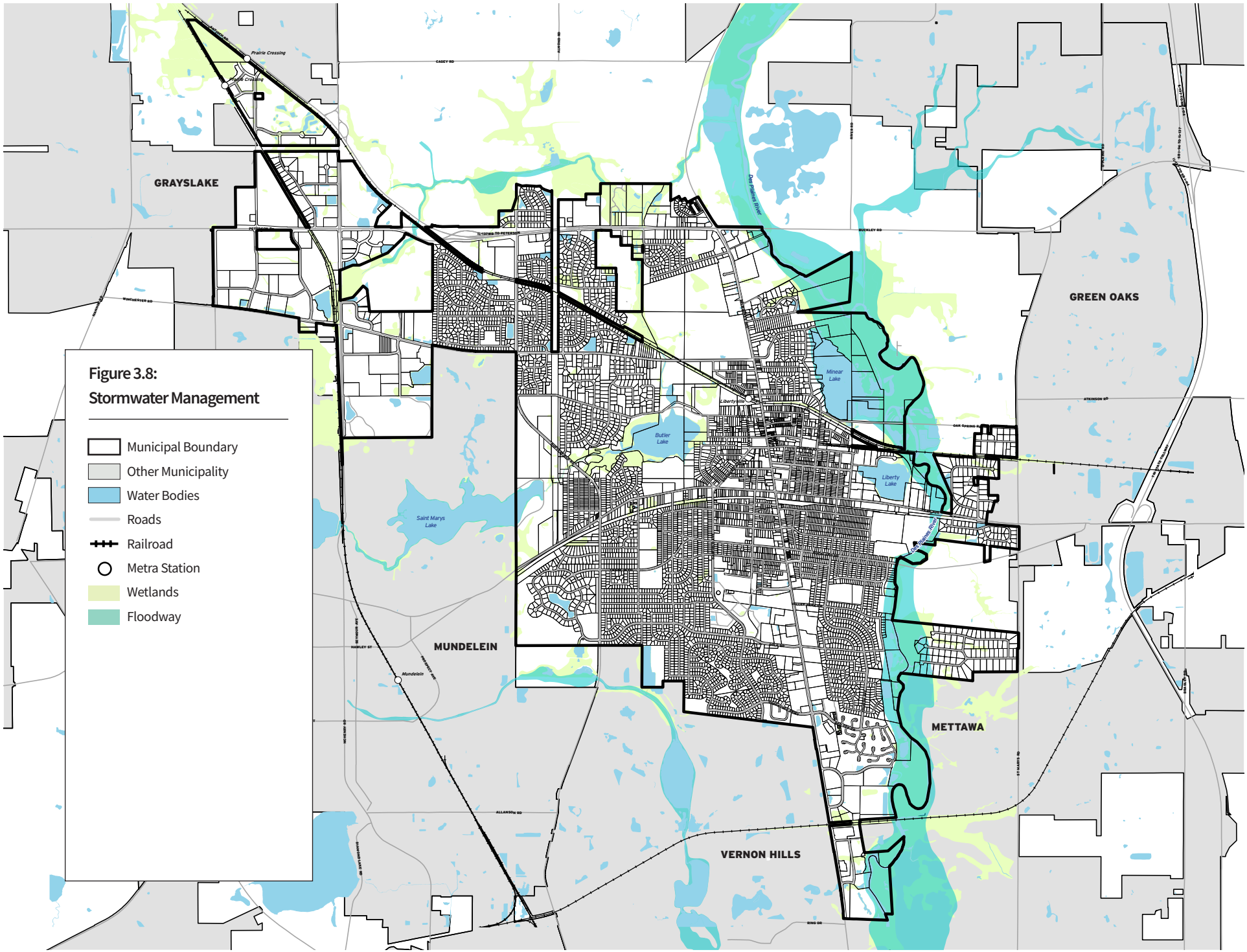
Natural Systems

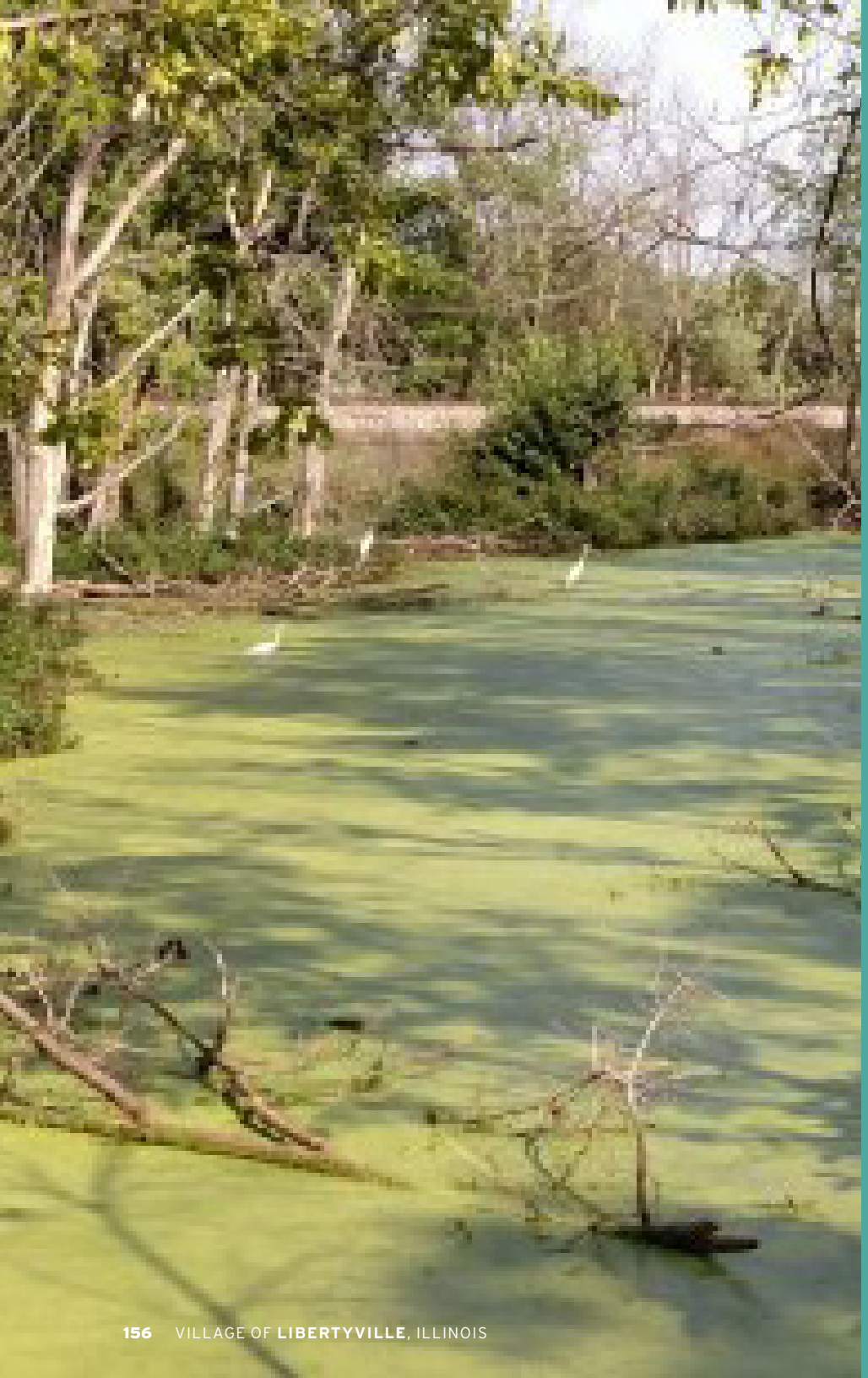
Environmental Resources

The Village benefits from a wide range of environmental resources including rivers, lakes, wetlands, and ponds. There are approximately 1,230 acres of these environmental resources, including floodplain, within the Village limits which are protected by local, county, state, and federal regulations.


GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Prairie Crossing
Mundelein
Figure 3.6:
Water Mains
Municipal Boundary
Other Municipality
Water Bodies
Roads
Railroad
Metra Station
Water Main Network


Figure 3.7:
Sanitary Sewer System
Municipal Boundary
Other Municipality
Water Bodies
Roads
Railroad
Metra Station
Sanitary Sewer Network
GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Prairie Crossing
Mundelein


GRAYSLAKE
GREEN OAKS
MUNDELEIN
METTAWA
VERNON HILLS
Prairie Crossing
Mundelein
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Des Plaines River
Figure 3.8:
Stormwater Management
Municipal Boundary
Other Municipality
Water Bodies
Roads
Railroad
Metra Station
Wetlands
Floodway



Community Infrastructure Policies and Supporting Strategies

Policy 1 - Update the community stormwater management system through an interconnected system of constructed and green infrastructure to alleviate flood risk and improve environmental quality.

1.1 Implement the drainage improvements outlined in the 2019 Stormwater Master Plan.

1.2 Determine a dedicated funding source to increase stormwater maintenance and capital improvements.

Policy 2 - Improve water quality in the Village's rivers, creeks, channels, ponds, and wetlands to enhance the natural environment and overall community quality of life.

2.1 Enforce the Village's existing stormwater ordinance (Lake County Watershed Development Ordinance) to preserve special management areas and reduce stormwater pollution associated with construction and development.

2.2 Expand the Village's education and outreach programs to continue to educate Libertyville citizens on stormwater issues.

2.3 Implement green Infrastructure such as rain gardens and rainwater harvesting on Village owned property.

Policy 3 - Provide reliable and cost-effective water and sewer services throughout the Village.

3.1 Continue to participate in the Des Plaines River Watershed Workgroup to address changing wastewater regulations.

3.2 Complete upgrades to the Wastewater Treatment Plant as necessary to maintain system performance and comply as necessary to new regulations.

Policy 4 - Adequately fund the water and sewer systems to keep up with evolving regulations and changes in demand.

4.1 Perform new water rate studies periodically and as demand changes.

4.2 Investigate alternate funding sources as necessary to fund water and sewer system improvements.

Policy 5 - Regularly assess, maintain, and improve Village roadways.

5.1 Complete periodic Pavement Management Studies to assess the conditions of the Village roads.

5.2 Perform repaving and maintenance on roadways to prevent advanced deterioration that would require roadway reconstruction.

5.3 Continue to leverage federal, state, and local funding sources for roadway projects.

Policy 6 - Ensure Village infrastructure systems are updated and modernized to meet the needs of current and future residents.

6.1 Update or complete stormwater, sanitary and water system master plans every 20 years.

6.2 Prepare an updated infrastructure and capital improvement program based on master plans.

6.3 Implement an asset management program that allows for an assessment across all levels of infrastructure to assist in cost-effective planning of capital projects.

6.4 Implement the 2018 Libertyville Parks Master Plan.




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SECTION 4

IMPLEMENTATION STRATEGY



4: Implementation Strategy

Achieving a vision of a growing and thriving Libertyville requires a sustained commitment by the Village of Libertyville in an ongoing Comprehensive Plan implementation. An integral part of the commitment will be consistent and ongoing collaboration with key implementation partners, including Village departments, local businesses and industries, Main Street Libertyville, civic groups, and other organizations and entities.

The 2030 Comprehensive Plan includes more than 100 implementation actions, not all of which can be accomplished concurrently given typical Village budgetary and staff levels. Although some of the actions involve ongoing review or monitoring, the Village should establish planning priorities as to which implementation actions it wishes to undertake in any given year.

The Village of Libertyville and its implementation partners should monitor the implementation progress on an on-going basis. This document recommends retaining a Comprehensive Plan Review Committee to meet at least twice a year to monitor and guide implementation of the plan. The Committee should assess whether actions and initiatives still reflect the planning goals and aspirations of the community. Located at this end of this section is a chart summarizing all Comprehensive Plan implementation actions, which the Village Board can use in prioritizing implementation activities and efforts. The chart should be updated annually to reflect implementation priorities for the coming year. A thorough review of the entire Comprehensive Plan should take place every five years to assure its relevancy.

Zoning ordinance changes and rezoning of parcels to be consistent with the 2030 Comprehensive Plan where necessary should be completed within one to two years of Comprehensive Plan adoption and must, therefore, be considered top priority. Other actions may take longer to initiate or complete. This section also summarizes roles and responsibilities of key Village departments, outside agencies, and other organizations and entities.

Going forward, important Comprehensive Plan implementation measures to consider include the following:

- Implementation Partners
- Funding Sources
- Zoning Strategy
- Opportunity Sites
- Foulds Macaroni Company Building
- Accessory Unit Dwelling Unit Strategy
- Annexation Strategy
- Implementation Matrix



Implementation Partners

Comprehensive Plan implementation will depend on collaboration and communication between different Libertyville Village departments, and other outside agencies and organizations. This section summarizes key roles and responsibilities between different department and entities.

Village of Libertyville

The Village and its relevant departments or commissions, including Community Development, Public Works, Recreation and Sports, and the Fine Arts, Historic Preservation, and Plan Commission and Zoning Board of Appeals will need to take key leadership roles and responsibilities in Comprehensive Plan implementation. These may include the following:

- Moving forward with formal approval of the Comprehensive Plan by the Commission and the Libertyville Village Board.
- Preparing capital improvement plans with Public Works and other departments that incorporate projects and initiatives recommended within the Comprehensive Plan.
- Creating or commissioning more detailed design and engineering documents for recommended infrastructure and street improvements, signage, gateways, parks, and other physical enhancements.
- Working directly with other entities on Comprehensive Plan implementation actions.
- Assisting with any site improvement or land acquisition efforts for community facilities, other public space enhancements, and potential development projects.
- Facilitating efforts on Station Area District development and the adaptive use of the Foulds Macaroni Factory complex.
- Securing funding sources for the building improvement and business development programs
- Update zoning and creating overlays in support of the Comprehensive Plan's land use and other planning recommendations.
- Working with local businesses and industries on development opportunities.
- Undertaking historic resource surveys and other historic preservation and conservation initiatives.
- Leverage existing and future incentive programs to catalyze investment in the Downtown and other areas of Libertyville.

Libertyville has many Village commissions that oversee, review, and make recommendations on many aspects related to development in the community. Some of these include:

- The Plan Commission/Zoning Board of Appeals makes recommendations to the Village Board based on the comprehensive plan, other policy documents, and regulatory processes related to development, zoning issues, appeals and variances.
- The Economic Development Commission assists and manages Village programs and activities that support business and industrial development.
- The Park and Recreation Advisory Commission works with the Recreation and Sports Complex Department and the Village Board's Parks and Recreation Committee on park improvements and implementation of Parks Master Plan, approved by the Village Board in October 2018.
- The Appearance Review Commission makes recommendations to the Village Board concerning architectural design, landscape features, color scheme, and building facades for proposed new development.
- The Historic Preservation Commission was established for the purpose of identifying, promoting, and facilitating the preservation of historic buildings and districts within the Village.
- The Sustain Libertyville Commission works with property owners and other stakeholders to consider the environment in various Village initiatives. The Commission also makes environmental information and resources readily available to stakeholders; reviews and recommends sustainability

initiatives that are fiscally responsible and enhance economic vitality; and, provides recognition to those who have made exceptional contributions to promoting sustainability of the Village.

Main Street Libertyville

Main Street Libertyville promotes Downtown's commercial progress, including building enhancements and small business development, and Downtown events and promotion activities. Main Street should continue to assist the Village on marketing of Downtown Libertyville, its businesses, and, perhaps, Downtown preservation and development opportunities, as well as advocate for beautification and mobility enhancements.

Lake County

Lake County will be an important implementation partner, especially in regard to possible renewed planning and development efforts for the Government Center Complex at Milwaukee Avenue and Winchester Road. Other potential implementation activities may include coordination efforts related to transportation improvements, transit access, parks and trail enhancements, annexation proposals, and other cross jurisdictional actions.

Illinois Department of Transportation

Communication and coordination with IDOT will be needed regarding any future planning, design and construction initiatives related to roadways, transit, and pedestrian improvements under IDOT's jurisdiction through the Village of Libertyville.

Private Developers and Investors

Professional developers should be recruited to develop and invest in specific development opportunity sites as identified in this Comprehensive Plan.

Financial Institutions

With involvement from the Village and other stakeholders, local lenders could facilitate implementation of the Comprehensive Plan by financing projects or participating in new incentive programs that support Downtown business and development initiatives, such as opportunity site development and façade/building/site improvement projects.

Corporations and Industries

Local industries and corporations can become sponsors for a number of planning initiatives, organizational funding, and the capitalization of any venture or small business development funds.



Funding Sources

The following are several sources of funding that could be utilized for implementing various Comprehensive Plan initiatives:

Municipal Funding Sources

Tax Increment Financing (TIF)

Tax Increment Financing is a State authorized program administered by a municipality that allocates future increases in property taxes from a designated area for improvements dedicated to that area. Under TIF, the property taxes due to an increased value from new development, increases in new assessment due to rehabilitation or improvement or tax rate changes, are allocated to the municipality in a Tax Increment Allocation Fund to be used for various redevelopment activities within the designated area. Other taxing districts continue to receive property taxes at the same level as before the TIF district was instituted.

Eligible implementation costs include:

- Zoning code revisions and design guideline updates.
- Building improvement programs.
- Placemaking initiatives for Downtown and along the corridors, including gateway and wayfinding signage design and installation.
- Streetscape design and construction, and various infrastructure improvements.
- Parcel assembly.

General Revenue Bonds

The Village may investigate the ability of long-term bonds for specific portions of the Comprehensive Plan in order to facilitate redevelopment activities and capital improvements.

Business Improvement District (BID)

A Business Improvement District BID is a State authorized financing program that municipalities may establish for improving infrastructure and attracting new commercial growth in a designated business improvement district. A BID is adopted by ordinance and is funded by small increments added to local sales or hotel taxes. Sales taxes can be used for several revitalization or redevelopment activities allowed under the BID statute; however, hotel taxes must be used for tourism and convention related activities. A BID remains in place for 23 years and revenues collected within it are placed in a Business District Tax Allocation Fund. One significant advantage of a BID is the flexibility and wider range of activities in which BID monies can be used as opposed to a TIF district or Special Service Area.

Eligible implementation costs include:

- Zoning code revisions and design guideline updates in established BIDs.
- Building improvement programs.
- Placemaking initiatives along corridors, including gateway and wayfinding signage design and installation.
- Various infrastructure improvements within BIDs.
- Parcel assembly.

Municipal Hotel/Motel Tax

Pursuant to State of Illinois statute, local municipalities may impose a tax on the gross rental receipts of hotel and motel operators. Proceeds of the tax may be used to encourage tourism and additional commerce, as well as to enhance the cultural aspects of the community. Libertyville currently collects a municipal hotel tax.

Special Service Area (SSA)

A Special Service Area is a State authorized financing program that can be administered by the Village or by a designated service provider agency, such as a chamber of commerce, Main Street revitalization organization or other economic development entity, to deliver a wide range of additional services and physical improvements in a defined geographic area such as a central business district or commercial corridor. An SSA is funded by a special tax assessment paid by the property owners in the designated SSA district, which can finance a variety of district management activities, including marketing and special events, trash and snow

removal, and sidewalk/public space maintenance. Special Service Areas can also underwrite infrastructure projects and building improvements initiatives.

Eligible implementation costs include:

- Building improvement program.
- Placemaking initiatives within the Downtown and along the corridors.
- Streetscape design and construction.
- Business retention/attraction program.
- Salaries related to implementation activities.
- Branding and marketing activities.
- Special events.

The process for establishing an SSA requires obtaining support from property owners within the proposed SSA district. An overall strategy for organizing stakeholder support is important, along with determining the SSAs governing structure, level of services to be provided, and annual budget and boundaries.

Capital Improvement Plan

Most communities incorporate Comprehensive Plan recommendations and initiatives within the municipal Capital Improvement Plan, which is prepared on an annual basis and reviewed every five years in accordance with any update to the community's Comprehensive Plan. Capital improvement funding could be used to support various projects outlined in the Comprehensive Plan, including:

- Street improvements and streetscape implementation, especially for the Downtown area and its surrounding residential blocks.
- Public parking improvements.
- Placemaking initiatives, including signage and wayfinding programs.
- Public building interior and exterior improvements.
- Public Art

Venture Fund/Community-Supported Financing

Grants and contributions from foundations, corporations, institutions, and other businesses and individuals can also be secured to fund specific Comprehensive Plan initiatives. Private sector sources could help fund, in part, initiatives such as small business venture fund for Downtown. Additionally, the Village and other local partners can encourage and facilitate the use of existing tools and funding sources.

The possibility of forming a venture or equity fund for business capitalization, expansion, and stabilization for small businesses in Downtown could be explored. This might take the form of a small group of investors pooling funds to create one or more needed businesses, or a venture fund capitalized by private corporations and local and regional foundations and government grants. Community financed businesses can also be structured as cooperatives or as local stock corporations, which could be a realistic solution for starting a new business in the Downtown district. A venture fund can also be used in combination with existing incentive programs.



Transportation-Related Funding Sources

Motor Fuel Tax

Motor Fuel Tax (MFT) revenues can be used for a number of transportation and road improvement projects, including streets and street extensions, alley enhancements, traffic control and school crossing signals, street lighting systems, sidewalks and pedestrian paths, and bicycle signs, paths, lanes, or bicycle parking facilities. Revenues are generated from a portion of the state tax levied on the purchase of motor fuel in the state.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Transportation Enhancement Program promotes alternative transportation options and streetscape beautification. The federal funds are awarded competitively, and any local or state government is eligible to apply. Local matching funds are required, and work must begin on the projects within three years. Projects must fall into specific categories in the ITEP Guidelines Manual, and they must relate to surface transportation to qualify.

Surface Transportation Program (STP)

The Surface Transportation Program provides funding that may be used by states and localities on any Federal-aid highway, bridge projects on any public road, transit capital projects, and bus terminals and facilities. The federal share for the program is generally 80 percent.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program was authorized under the federal transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). It provides funding for programs and projects defined as transportation alternatives such as on- and off-road pedestrian and bicycle facilities, recreation trail program projects, and safe routes to school projects.

Congestion, Mitigation and Air Quality Improvement (CMAQ)

Improvement funding is available via the Federal Highway Administration (FHA) and Illinois Department of Transportation. The CMAQ program is intended to reduce traffic congestion, improve air quality and intersections, and increase and improve many transit options like biking and walking. These funds are available through the Chicago Metropolitan Agency for Planning (CMAP). Funded phases require a minimum 20 percent local match.

Safe Routes to School (SRTS)

The Illinois Department of Transportation administers the Safe Routes to School program, which uses a multidisciplinary approach to improve conditions for students who walk or bike to school. Illinois SRTS funds infrastructure improvements and non-infrastructure projects. Schools, school districts, governmental entities, and non-profit organizations are eligible. Projects may be organized and implemented on different jurisdictional levels.

Illinois Department of National Resources (IDNR)

The Illinois Department of Natural Resources administers several outdoor recreation grant programs for bicycle paths and recreational trails.

Regional Transportation Authority (RTA)

The RTA's Community Planning Program provides funding for implementation and planning projects that benefit the community and the regional transit system. Eligible implementation projects include zoning code updates, TOD developer discussion panels, pedestrian access improvement plans, and other innovative implementation activities. Eligible planning projects include TOD plans, and corridor, sub-regional or local access improvement plans.

Housing-Related Funding Sources

Low Income Housing Tax Credit

Established as part of the U.S. Tax Reform Act of 1986, the Low-Income Housing Tax Credit (LIHTC) program provides a dollar-for-dollar tax credit for investors in affordable housing projects, investors who usually provide equity to housing developers as part of a syndication process. The credit is allocated in Illinois through the Illinois Housing Development Authority (IHDA) as part of an annual or semi-annual competitive application process. Claimed over 10 years, the LIHTC can be used to construct new housing or rehabilitate existing rental buildings. The credit can be used to rehabilitate historic buildings in tandem with the Federal Historic Preservation Tax Credit.

Illinois Affordable Housing Tax Credit

The Illinois Affordable Housing Tax Credit program provides donors to qualified non-profit affordable housing sponsors with a credit to their Illinois income tax equal to 50 percent of the donation value. Eligible donations may include money or securities, or real or personal property, and may not be less than $10,000 in total value. The credit in tandem with the Federal Historic Preservation Tax Credit.


edie boutique
PARKING IN REAR

Zoning Strategy

The following section describes key zoning changes and actions need to facilitate development activity in key subareas and achieve other important planning goals.

Downtown Station Area

Amend the Libertyville zoning ordinance to better accommodate and signal support for transit-supportive uses and development intensities in the Downtown Station Area district. Possible approaches include amending the Planned Development (PD) regulations in section 16-13 of the zoning ordinance to expressly identify the promotion of transit-oriented development (TOD) as a specific objective to be advanced by use of the PD approval mechanism.

Another option that could be pursued is creation of a new TOD overlay or base district zoning classification for the Downtown Station Area to accommodate greater building heights and development intensities, reduced off-street parking ratios and new pedestrian-oriented design requirements for the area. New districts, if created, could follow a more form- or character-based approach—administered through site plan review/approval—or employ a more conventional zoning approach, including continued use of the PD tool to achieve Village-desired land use and development goals for the area.

Corridors

The Village should amend the zoning ordinance to allow for a broader range of downtown-supportive redevelopment options along Milwaukee Avenue, north and south of the core downtown. Options include creation of a zoning overlay district that could be selectively applied in areas to accommodate vertical mixed-use buildings as-of-right and additional residential building types such as townhouses, courtyard apartments, and two- to three-story walk-up apartment buildings. Alternatively, the C-3 General Commercial zoning district regulations could be amended to accomplish the same ends, although such an approach could possibly extend the residential (re)development options to C-3-zoned areas where single-purpose residential development is not desired.

Livable Neighborhoods

The Village should amend the zoning code to add enabling authority for establishment of future Neighborhood Conservation (NC) overlay districts. These new provisions should spell out the minimum qualifications for designation of NC districts (such as minimum contiguous area, age of housing stock, and other criteria, for example). They should also address the necessary planning foundation for new NC districts as well as the procedures to be followed in creating applicable zoning controls and rezoning properties into any newly established NC districts. In addition, this new section of the zoning ordinance should identify the types of regulations eligible for inclusion in future NC overlays. By establishing general criteria and common procedures, the NC district enabling provisions would help ensure that any new NC districts would be established following a consistent and transparent approach. See also discussion of Neighborhood Conservation Districts in Section 3, “Community Heritage, Placemaking, and Arts and Culture.”



Prosperous Employment Centers

The Village should conduct an analysis of uses allowed the East Downtown Transitional District (I-2) and other industrial zoning districts to determine if the lists of allowed land uses meet the Comprehensive Plan's goal of accommodating diverse forms of employment and industrial uses, including start-ups with potential to grow into larger employers in Libertyville. Update the zoning ordinance's permitted land uses to include broader, more inclusive categories so that potential employers with low-impact operations are not discouraged nor excluded from locating in the I-2 zoning district by the highly specific list of business and activity types described (see sidebar on the Libertyville zoning ordinance existing land use classification system).

NAICS-Based Land Use Classification System

While the Village's existing zoning ordinance has many effective features and provisions, its use of NAICS codes to identify and define the types of land uses allowed within various zoning districts is cumbersome and non-user friendly. The North American Industrial Classification System (NAICS) was developed by the U.S. Department of Commerce to measure and track the economy. While the system includes categorizes nearly every economic activity in existence in North America, it has several shortcomings as used zoning regulations.

First, NAICS codes are over-specialized and difficult to understand and administer, requiring that users consult both the local zoning code and the NAICS manual to determine if a business or activity is allowed under zoning. Moreover, using such a highly specialized and overlay specific taxonomy adds needless length and complexity to the Zoning Ordinance. Perhaps most importantly, the purpose of NAICS and similar economic classification systems is to categorize industries rather than address land-use impacts. By focusing on similar market characteristics rather than use and operational impacts, NAICS is sometimes incongruent with zoning.
One benefit of moving away from the existing land use classification system would be more flexibility in accommodating modern land uses and emerging employment center land use types.

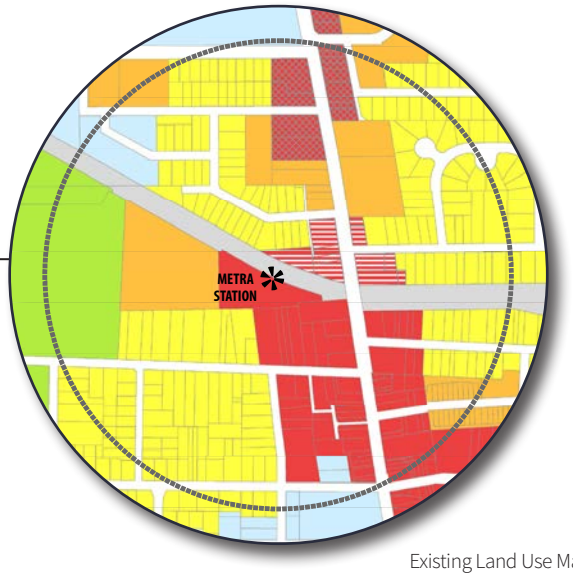


Opportunity Sites

The following section describes possible implementation sequences and scenarios for key land use districts and development area within the Village of Libertyville.

Station District Development Sequence

Implementation actions for the Station District should follow the Village's Downtown TOD Plan prepared in November 2017. The TOD Plan's implementation sequence is summarized as follows:



Existing Land Use Map
(Source: Downtown Transit Oriented Development Plan, 2017)



1. Land Use and Zoning

Implementation efforts related to land use and zoning include rezoning properties on Winchester Road from C-3 General Commercial to C-2 Downtown Community Commercial and applying site elements recommended by the TOD Plan to the Trimm site. Longer-term implementation actions include outreach to property owners within key development sites to discuss redevelopment scenarios.

2. Transportation

Implementation efforts related to transportation include improvements to the Milwaukee Avenue railroad crossing, as well as local street improvements within the Metra Station area. It also includes bicycle and pedestrian improvements to expand the bicycle network, add bicycle parking, update, and expand crosswalks and pedestrian safety improvements and adopting a "complete streets" policy. Ongoing outreach with transit operators is also recommended.





3. Markets

Market-related implementation actions include a marketing and promotion program for a business retention and attraction program to engage business and property owners in retaining and expanding their operations and recruiting other businesses to the downtown area. It also recommends measures to target and explore new retail and restaurants and opportunities for residential development. Additional incentives for home-based businesses, co-working spaces, increasing downtown employment and expanding opportunities for emerging entrepreneurs.

4. Urban Design

Urban design activities include extending streetscape elements, installing gateway signage, and fostering appropriate and compatible new development design. Streetscape improvements along Milwaukee Avenue, encouraging sustainable design practices, and underwriting a façade improvement program are also included.

Corridor Sites Development Sequence

Several corridors have been identified as important opportunities for the Village. The following implementation actions would be required to foster redevelopment of key sites on these corridors.



1. Zoning and Related Code Amendments

Upon adoption of the Comprehensive Plan one of the first actions by the Village will be to amend the Zoning Ordinance and Map for consistency with new or amended land use classifications. Corridor zoning designations should be amended consistent with the vision of the Comprehensive Plan. The new zoning designations should be fully evaluated for:

- Allowable uses including residential and mixed use;
- Use restrictions to discourage certain types of uses or development;
- Development standards and restrictions necessary to achieve desired urban form; and,
- Other provisions related to parking, loading, landscaping and signage should be amended as well.

Any other ordinance sections, development codes or regulations and design guidelines should also be amended to achieve the vision of the Comprehensive Plan.



2. Property Owner Outreach

The Village should conduct outreach to property owners of available opportunity sites and other sites that may be positioned for redevelopment in the future. The Village should gauge their interest in development and redevelopment possibilities and encourage reinvestment with an emphasis on working together to achieve a common vision.



3. Funding Mechanisms

Funding mechanisms, such as Tax Increment Financing and Business Improvement Districts, should be explored and implemented to help spur parcel assembly, infrastructure costs, and other needs for corridor redevelopment.



4. Parcel Assembly

The Village should consider participation in parcel and land assembly for more catalytic development opportunities for key sites, and for areas where smaller parcel size prohibit redevelopment. Parcel assembly could include vacant and underutilized parcels, or areas where development is already established but underperforming and in need of reinvestment.



5. Developer Recruitment

The Village should reach out to local and regional developers to work as partners in the development process. Similarly, the Village should also reach out to desired retail, office, hotel and employment uses that are not currently present in the Village. Developer recruitment and business attraction can add to the desired business mix in the Village and help establish partnerships that will benefit all involved.



6. Infrastructure Assessment

The Village should undertake infrastructure assessment studies for important opportunity sites along corridors and certain corridors in general. These assessments can identify existing deficiencies to certain types of development and identify improvements needed to accommodate development in terms of utilities, parking and street conditions. Part of this can include the possibility and costs associated with burying overhead utility lines along certain corridors where a specific design vision is sought.



7. Streetscape, Landscape and Urban Design

The Village should consider preparation of streetscape enhancements plans and landscape and design guidelines to establish a theme for unified corridor design. These standards and guidelines should includes elements related to sidewalks, crosswalks, street trees and landscaping, bicycle lanes, median design, curb cut locations, traffic calming where appropriate, gateways and signage. A unified streetscape and design plan for different corridors will promote the Village's vision for each of the corridors and provide expectations to developers and property owners.

Financing Tools

These funding options can potentially supplement the Village of Libertyville's general revenues and capital improvement plans for development of specific sites and districts within the Village.

Tax Increment Financing (TIF) – As described previously, a TIF district is designated by the Village for public improvements within a defined area to help facilitate private-sector development. Revenues derived from the tax increment (increases in assessed property values) resulting from any new development and infrastructure improvements would go either into a special allocation fund created to retire bonds issued to finance development or improvements or to leverage future growth in the TIF district.

Special Service Area (SSA) – As described previously, an SSA could be used for infrastructure, maintenance, or management activities in an area or district defined by the Village of Libertyville. The revenues could support bonding or generate a revenue stream for projects within the service area.

Business District (BD) – A Business District can generate additional sales tax revenue for specific purposes, like the eligible uses for a TIF. It is typically for commercial and mixed-use areas that redevelop for retail uses.

Public/Private Partnerships (PPP) – These partnerships between the Village of Libertyville and a developer can help facilitate proposed development or extension of municipal utilities. The partnerships could be established through legal negotiations and or other agreements.

Other Tools – Tax abatements that support capital projects or sales tax rebates could be applicable.



Foulds Macaroni Factory Building

The Foulds Macaroni Factory Building is a key historic building in Libertyville, representative of the community's early industrial development and a rare example of industrial shed construction in Chicago's northern suburbs. The Village and community stakeholders desire its preservation and reuse as a potential anchor to downtown's east side. Adaptive use possibilities include potential conversion to housing, office, or industrial flex space. Implementation actions should consider proactive participation by the Village and the private sector on project financing and developer recruitment and involvement. Specific implementation aspects include:

Intervention Tools and Financial Packaging

In almost every large-scaled adaptive use project, there will be gaps between the current value of the building and the cost to rehabilitate it. Consequently, some form of intervention, in terms financial incentives or ways to reduce project costs and increase income, is needed to close that gap to make the project financially feasible. The incentives may be "packaged" to include permit fee waivers, façade grants, participation or bridge loans, utility rebates, and infrastructure improvements. Additionally, the package would likely include Federal and State of Illinois Historic Preservation Tax Credits, as well as Low-Income Housing Tax Credits if a housing use is pursued, to form a "capital stack" of project funding sources. The tax credits would likely be syndicated and sold for cash equity.

Historic Structures Report and Determining Adaptive Use Scenarios

Prior to any rehabilitation efforts, the Village, in partnership with the property owner or developer, should commission a historic structures report that provides documentary information regarding the building's history and evolution over time, condition, major architectural features, and proposed treatments and approaches to its preservation and reuse — treatments that must meet certain standards in order to access certain incentives, such as Federal and State of Illinois historic preservation tax credit program. The report will also evaluate and determine alternative uses and any major conflicts those identified uses may present toward building preservation and adaptive use approaches. Costs for conducting a historic structures report vary and are largely determined by the availability of existing information, access to the building, and the type of final report required to make informed decisions. Certified Local Government grants from the Illinois State Historic Preservation Office are available to underwrite a historic structures report.

Stabilization and Environmental Issues

The Village should work collaboratively with the building owner/developer on addressing immediate building stabilization issues that endanger the building's preservation and adaptive use potential. Grant programs are available for stabilization needs, although the Village may need to create a formal public-private partnership or development arrangement to be eligible for such funds. The historic structures report may also identify other stabilization and environmental concerns that could also be funded through outside grants or through local financing tool as part of the capital stack needed to reuse the property.

Convening and Recruiting Developers/Investors

Coordinating proactive efforts in recruiting prospective investors and developers for adaptive use projects could be a potential role for the Village. The Foulds property could be marketed to experienced historic property developers. Alternatively, the Village could convene local investor groups to undertake the project, ultimately organizing as Limited Liability Companies (LLCs) or Limited Partnerships.

Village as Facilitator

Some circumstances may require the Village of Libertyville to be the prime facilitator in a Foulds adaptive use project, especially if the property owner(s) fails to act over a period of time. Possible roles for the Village may include purchasing or condemning the property and then reselling it outright or as part of a Request for Proposals process.

Community as Facilitator

If the private sector continues to not act or participate in adaptive use projects, or the Village cannot serve as the primary facilitator, then a community-initiated effort may be the only viable option. Other organizations and entities could take the lead in facilitating the adaptive use process, by forming developer/investor groups, securing financing, and undertaking the construction and re-purposing of the building.

Incentive Programs

Beyond local sources, the following incentive programs are available to facilitate the Foulds Macaroni Factory Building rehabilitation and reuse.

The 20 Percent Federal Historic Preservation Tax Credit

The Federal Historic Preservation Tax Credit (HPTC) lowers the amount of federal taxes owed by the building owner. The National Park Service in the U.S. Department of the Interior administers the program in cooperation with Illinois SHPO and the U.S. Department of the Treasury. The 20 percent Rehabilitation Tax Credit is available for depreciable properties rehabilitated for commercial, industrial, agricultural, or rental residential purposes, but it is not available for owner-occupied housing. In addition, a property must be individually listed or be in the process of being individually listed on the National Register, be a contributing building in a district that is listed in or is in the process of being listed in the National Register, or be a contributing building in a local historic district specifically certified by the NPS for the purposes of the tax credit program. An application to receive the tax credits must be submitted to Illinois SHPO and work must conform to the Secretary of the Interior's Standards for Rehabilitation.

The 25 Percent Illinois Historic Preservation Tax Credit

The Illinois Historic Preservation Tax Credit Program provides a state income-tax credit equal to 25 percent of a project's qualified rehabilitation expenditures (QREs), not to exceed $3 million, to owners of certified historic buildings who undertake certified rehabilitations. The Illinois program can be used in tandem with the Federal Historic Preservation Tax Credit. The Illinois Historic Preservation Tax Credit Program is administered by the Illinois SHPO in the Illinois Department of Natural Resources and runs through December 31, 2023.

Illinois Certified Local Government (CLG) Grants

Administered by Illinois SHPO, CLG grants are meant to partially underwrite preservation activities, including survey and documentation, National Register nominations, historic preservation plans, historic structures reports, design guidelines, and various education and outreach activities. Such grants require a 30 percent local match.

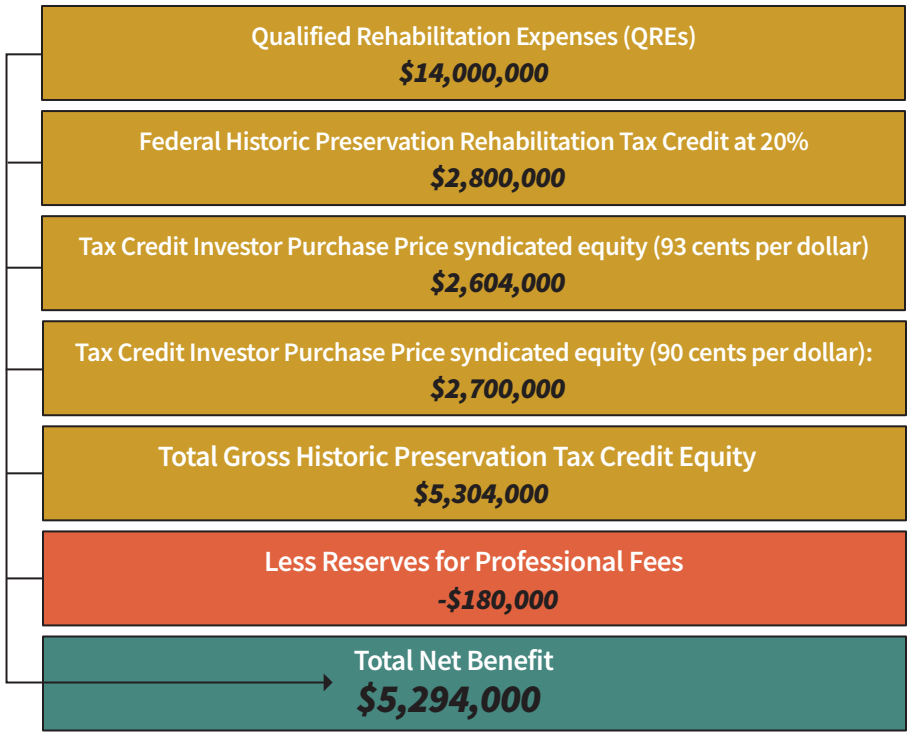
Preservation Heritage Fund

Landmarks Illinois, the statewide preservation advocacy organization, currently manages the Preservation Heritage Fund, which provides grant monies to preserve or protect significant buildings or sites in Illinois. Significant buildings or sites that are under threat of demolition, imminent deterioration, or are of such architectural importance that their preservation will benefit the Illinois public, are considered high priority candidates for the Fund.

Barbara C. and Thomas E. Donnelley II Preservation Fund Grant Program

Landmarks Illinois also manages the Barbara C. and Thomas E. Donnelley II Preservation Grant Program, which funds a variety of preservation initiatives including National Register nominations, building feasibility studies and historic structures reports, design guidelines, and educational initiatives.

Conceptual Foulds Macaroni Factory Building Tax Credit Equity



Accessory Dwelling Unit Strategy

The land use strategy for Libertyville's traditional neighborhoods recommends the introduction of accessory dwelling units (ADUs) as a form of attainable housing within walking distance of Downtown Libertyville and nearby employment centers. An ADU is a smaller, individual residential unit located on the same lot as a single-family home. Such housing is often referred to by different names, such as secondary units and, more informally, as granny flats. An ADU can be attached to the primary residential building or detached as a stand-alone accessory structure. Accessory dwelling units have the potential to increase housing affordability for both homeowners and tenants, create a wider range of housing options in Libertyville, enable aging in place, and facilitate better use of the existing housing fabric in established neighborhoods. Many cities and communities across the country have adopted zoning regulations that permit ADUs in low-density residential areas.

Allowing ADUs in traditional single-family neighborhoods may create concern from existing residents regarding the possibility of ADUs changing neighborhood character or overburdening existing infrastructure. Residents may also have concerns with lower property values or parking shortages, although there is no factual evidence of this in other communities. More probable, ADUs will likely increase the supply of affordable housing and make significant economic contributions through increased construction activity and property taxes generated.

For communities considering ADUs, a common practice is to prepare a housing needs assessment before drafting ADU zoning regulations. This can help determine demographic and land use compatibility between the existing housing supply and current and projected housing demand. This can also help identify challenges associated with allowing ADUs into established single-family neighborhoods, especially in Libertyville's traditional neighborhoods. The Village should consider ADUs by-right in traditional neighborhoods, or other residential areas as deemed appropriate and feasible, subject to design and performance standards. Common standards could include an owner-occupancy requirement for one of the two units on the lot, specific dwelling unit design and off-street parking requirements, minimum lot sizes, and limits on the number of occupants or bedrooms.



Annexation Strategy

The Village's planning area includes unincorporated land mainly to the northwest and north, and some small areas to the east of the Village limits. There is also a parcel of unincorporated land owned by Libertyville Township at the southwest corner of the Village, along Butterfield Road, as well as residential and Lake County Forest Preserve property along Rockland Road, east of the Des Plaines River. There are also pockets of unincorporated land within Village limits. Any parcel proposed for annexation into the Village must be unincorporated and must be contiguous to the Village.

Each property considered for annexation shall have an annexation study completed to identify and evaluate the associated costs to the Village and landowner(s) within the proposed annexation area. As with any annexation action, there are several issues that should also be considered and evaluated in the study, including:

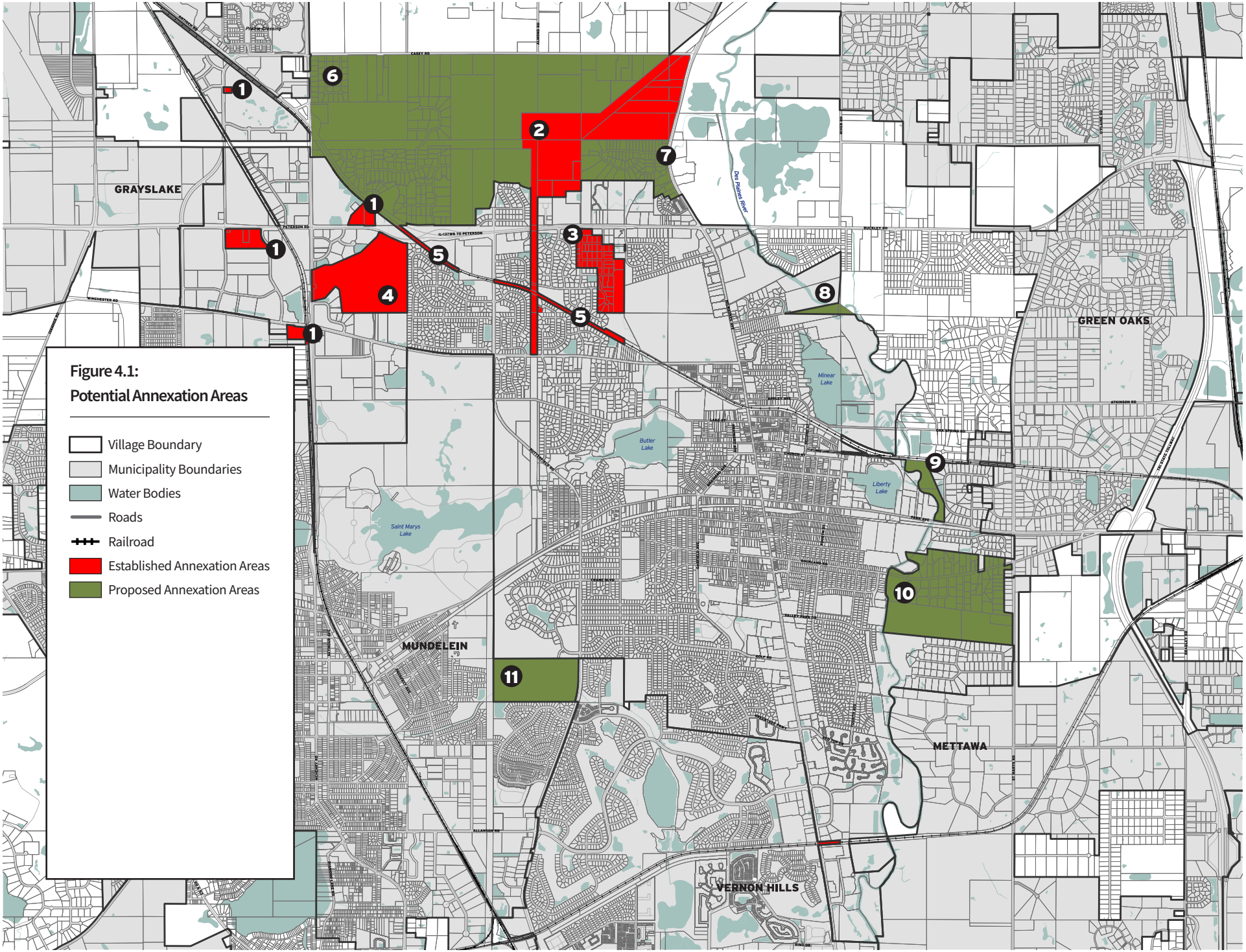
1. The ability for the Village to provide community services and utilities, such as water and sewer extensions and police and fire protection. All infrastructure systems shall comply to Village standards which may require improvements to existing unincorporated systems.
2. The existing and proposed land use for the potential annexation and the impact on neighboring land uses.
3. The fiscal impact on the Village; for example, there is little incentive to annex land owned by Libertyville Township or the Lake County Forest Preserve since there is no tax revenue that can be recovered by these public uses.
4. Proper notice must be given to Village Fire Department, Police Department, Recreation and Sports Complex Department, overlapping taxing districts, and the Cook Memorial Library District if they are providing service to the incorporated area.

Established Potential Annexation Areas

1. Peterson Road/Franklin Boulevard/Miscellaneous Areas
2. Milwaukee Avenue/Commonwealth Edison Areas
3. Sunset Acres Area
4. Libertyville Soccer Complex Area
5. Miscellaneous Railroad and Utility Areas

Proposed Potential Annexation Areas

6. Northeast Quadrant Highway 45/West Casey Road
7. Northeast Quadrant Milwaukee Avenue/Peterson Road
8. Adler Memorial Park
9. Des Plaines River Corridor
10. Rockland Road Neighborhood
11. Libertyville Township Open Space


GRAYSLAKE
MUNDELEIN
VERNON HILLS
METTAWA
GREEN OAKS
Des Plaines River
Minear Lake
Butler Lake
Liberty Lake
Saint Marys Lake
Figure 4.1:
Potential Annexation Areas
Village Boundary
Municipality Boundaries
Water Bodies
Roads
Railroad
Established Annexation Areas
Proposed Annexation Areas

Post-Pandemic Libertyville

In 2020, the Village of Libertyville responded to the global COVID-19 pandemic by providing various forms of support to its business community, including publicizing a range of financial assistance programs offered through the State of Illinois BIG program and the CARES Act Works For All Americans administered by the U.S. Department of Treasury. With a focus on supporting its restaurant businesses during the pandemic, the Village also permitted temporary outdoor dining locations on public and private property during the warmer months of 2020.

While the long-term effects of the pandemic will not be known for some time, there are several possible short and long-term outcomes and implications for Libertyville:

- ***Retaining restaurants and entertainment-related businesses.*** The Village will need to continue promoting available financial assistance programs, or develop new ones, to help retain this key business sector, especially for the downtown.
- ***Promoting multi-channel businesses.*** The rise of online commerce began well before the COVID-19 pandemic and has only accelerated since its onset. Businesses that market and interact with customers using a combination of indirect and direct communication channels – websites, retail stores, mail order catalogs, direct mail, email, and mobile – are more likely to survive the pandemic than those who do not. Providing technical assistance on multi-channel marketing may help to sustain local businesses during the pandemic and put them in a more competitive position once it has ended.
- ***The remote worker.*** It is unclear what changes in employee workplace preferences will persist over the long-term — working remotely or face-to-face. Several states and communities have already evaluated co-worker space needs and developed incentive programs to attract remote workers to their communities. In either case, it is likely that communities with diverse and walkable commercial districts will remain in favor with both residents and employers alike.
- ***General retail impacts.*** Although preliminary, most market forecasters believe the Covid-19 pandemic will accelerate the decline the indoor regional malls but may provide some boost to outdoor retail and strip centers. This is another example of a trend that emerged before COVID-19 and will likely continue to accelerate as a result.
- ***Office and commercial conversions.*** Residential will continue to prove the most resilient land use going forward in the pandemic era. The pandemic may cause companies to free up unused office space, repurposing them as housing and forcing such properties to become lifestyle driven. Similarly, many retail spaces may also find new purpose for institutional, medical, or shared work environments.
- ***Leveraging authenticity and community.*** A heightened appreciation for supporting local businesses will continue to influence consumer behavior following COVID-19. Deepened emotional ties to local businesses and places in Libertyville may shape demand for new businesses, services and experiences, building on the community's strong sense of authenticity.





Implementation Matrix

Matrix Abbreviations

CML - Cook Memorial Library
IDOT - Illinois Department of Transportation
LCTS - Lake County Transportation Staff
MSL - Main Street Libertyville
PACE - Illinois Suburban Bus Division of the Regional Transportation Authority
VAS- Village Administration Staff
VEDS - Village Economic Development Staff
VFS - Village Finance Staff
VPS - Village Planning Staff
VPW - Village Public Works
METRA - Illinois Metropolitan Rail

SHORT - 1 to 2 years (short term)
MID - 3 to 5 years (mid term)
LONG - 5 plus years (long term)

A Vital Downtown Libertyville

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Maintain Downtown Libertyville's commercial vibrancy with a mix of experience-focused retail, restaurants and entertainment, and office, service, cultural and government uses.	1.1 Undertake active business development efforts that attract and retain a mix of experience-focused retail and independent restaurants that compliment and strengthen the existing business mix.	VEDS, MSL	General Operating Revenue, TIF Funds	ONGOING
	1.2 Use public resources and capital improvements where feasible and necessary to attract investment and maintain a desired mix of uses in the downtown.	VPS	Capital Improvement Plan, TIF Funds	SHORT
	1.3 Consider new incentives and programs with private-sector partners that support entrepreneurial activity, including a venture fund that facilitates new restaurant and small business start-ups.	VEDS, MSL	Venture Funding, Community Supported Financing	ONGOING
	1.4 Maintain regulatory requirements that reserve ground-floor spaces in the Downtown Mixed-Use Core for retail, restaurant, and entertainment uses.	VPS	General Operating Revenue, TIF Funds	ONGOING
	1.5 Locate new or consolidated municipal facilities in or near Downtown.	VPS, VAS	General Operating Revenue, Capital Improvement Plan	MID-LONG
Policy 2 - Support Main Street Libertyville as a key partner in downtown management, business development and marketing.	2.1 Maintain funding support on a matching basis for Main Street Libertyville operations.	VPS, MSL	General Operating Revenue, TIF Funds	ONGOING
	2.2 Promote Main Street Libertyville participation in training and technical services offered and provided by the National Main Street Center and other service providers.	VPS, MSL	General Operating Revenue, TIF Funds	ONGOING
	2.3 Continue ongoing volunteer recruitment and retention efforts for Main Street Libertyville committee initiatives.	VPS, MSL	General Operating Revenue, TIF Funds	ONGOING
	2.4 Encourage Main Street Libertyville's involvement in business development programs and initiatives, especially those that facilitate entrepreneurial activity and succession planning with existing merchants.	VEDS, MSL	General Operating Revenue, TIF Funds	ONGOING
	2.5 Explore the feasibility of a Special Service Area as a long-term funding mechanism for Main Street Libertyville.	VPS	General Operating Revenue, TIF Funds	ONGOING
	2.6 Continue funding for façade and storefront improvement incentive programs and provide design assistance through Main Street Libertyville.	VPS, MSL	General Operating Revenue, TIF Funds	ONGOING

A Vital Downtown Libertyville

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 3 - Ensure Downtown's authenticity and historic character.	3.1 Research Downtown's eligibility for listing in the National Register of Historic Places by consulting with the Illinois Historic Preservation Office as a district and pursue a formal nomination if determined eligible. Enable all contributing properties to gain access to Federal Historic Preservation Tax Credits and other sources of funding.	VPS	General Operating Revenue, TIF Funds	SHORT
	3.2 Highlight Downtown's historic architecture and heritage. Prepare and implement a historic building interpretive program that describes individual building histories through signage, plaques, podcasts, and other digital formats to enrich the visitor experience to Downtown Libertyville.	VPS	General Operating Revenue, TIF Funds	SHORT
	3.3 Re-purpose and rehabilitate the Liberty Theatre as a key Downtown entertainment and cultural venue.	VPS	TIF Funds, Capital Improvement Plan, Community Supported Financing	SHORT-MID
	3.4 Continue to diversify and broaden special event and marketing.	VPS, VEDS	General Operating Revenue, Capital Improvement Plan	ONGOING
Policy 4 - Implement urban design and transportation improvements and alternatives that enhance the downtown pedestrian environment and mobility options.	4.1 Focus on additional streetscape and urban design improvements that support walkability and pedestrian comfort.	VPS	General Operating Revenue, TIF Funds, ITEP, RTA	SHORT
	4.2 Coordinate Downtown infrastructure and utility enhancements that meet the needs of desired business types with private providers, such as broadband cable and electric vehicle charging stations.	VPS, VPW	TIF Funds, Capital Improvement Plan, ITEP, RTA	SHORT

Downtown Station Area District

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Pursue development opportunities and implementation of the 2017 Downtown Transit-Oriented Development Plan while focusing on the following objectives and strategies.	***Local Business Incubators.*** Explore opportunities to attract new start-up businesses and foster the growth of local businesses by maintaining some lower-rent and flexible use commercial spaces in the Station Area District or the immediate vicinity.	VEDS	General Operating Revenue, TIF Funds	ONGOING
	Transition auto-oriented uses into active, experiential commercial uses. Explore opportunities to convert auto-serving uses – for example the mechanic's garage at the southwest corner of Milwaukee and Johnson – into retail, dining, or entertainment-oriented use, with related site enhancements, including improved parking lot buffering and outdoor dining space. Reorganize and consolidate parking areas to maximize Station Area development potential.	VPS	TIF Funds, Capital Improvement Plan	SHORT
	Reorient Land Uses to Support Transit. When commercial reuse is not viable, consider allowing redevelopment as mixed-use or residential-only development in the range of three-to-four stories. Research design and use overlays and other regulatory tools to ensure an appropriate land use mix and compatible development design in the Station District Area. Encourage new residential uses in the Station District, in upper-floors, and in available parcels that support higher-density housing in walking distance to the Downtown.	VPS	General Operating Revenue, TIF Funds	SHORT
	Transition auto-oriented uses into active, experiential commercial uses. Explore opportunities to convert auto-serving uses – for example the mechanic's garage at the southwest corner of Milwaukee and Johnson – into retail, dining, or entertainment-oriented use, with related site enhancements, including improved parking lot buffering and outdoor dining space. Reorganize and consolidate parking areas to maximize Station Area development potential.	VPS	TIF Funds, Capital Improvement Plan	SHORT
	Support Entertainment Uses. Strengthen the attractiveness of the Downtown Core as a destination for dining and entertainment by introducing small outdoor dining and gathering spaces and encouraging a mix of complementary business types.	VPS	General Operating Revenue	SHORT

Downtown Station Area District

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
	Capitalize on Catalytic Redevelopment Opportunities. For strategic sites within the district, explore parcel consolidation, public/private partnerships, and phased approaches in support of comprehensive redevelopment efforts. Redevelop key development sites and capitalize on new opportunities to introduce and expand commercial, residential, and mixed uses in the Station Area District. Implement streetscape and public improvements concurrent with new development in the Station Area District and opportunity sites and incorporate green design and stormwater management features where feasible and desired.	VPS, VEDS	TIF Funds, Venture Fund, Community Supported Financing, Capital Improvement Plan	SHORT/ MID
	Grow the daytime employment base. Support office and other service or institutional uses that increase the district's daytime population provide a major boost to retail and dining establishments.	VPS	General Operating Revenue	SHORT
	Historic Preservation. Include the rehabilitation and reuse of existing historic commercial buildings within the Station Area District to retain key character buildings and provide lower-cost space for business start-ups.	VPS	TIF Funds, Capital Improvement Plan	SHORT
	Parking, access and mobility. Explore consolidating Metra parking on the west of Milwaukee Avenue to reduce pedestrian crossings. Study feasibility of establishing private shuttle routes to connect the Station Area to job centers. Coordinate with Metra to evaluate the success of the Milwaukee District- North reverse commute pilot and explore expanding transit options on the Metra North Central Service line by markings, signs, and additional measures if necessary. Upgrade pedestrian crossings in proximity and with direct access to the Station.	VPS, VPW, METRA	TIF Funds, Capital Improvement Plan, FTA Grants, ITEP, RTA	SHORT/ MID

Corridors

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Pursue investment activities in existing corridors that facilitate enhancements to existing commercial centers and the reuse and redevelopment of commercial properties where feasible and preferred.	1.1 Identify and target opportunities to foster reinvestment and reuse of underperforming, underutilized and vacant commercial buildings, strip centers or vacant land for appropriate redevelopment, such as stand-alone residential or mixed-use development, especially in feasible locations near Downtown and employment centers.	VPS, VEDS	General Operating Revenue	SHORT
	1.2 Revitalize targeted underperforming or vacant strip commercial uses through strategic investments in parcel assembly, parking lot reconfigurations, street and parcel and connectivity, and site and urban design.	VPS, VEDS	General Operating Revenue	MID
	1.3 Recruit appropriate commercial uses, hotels, office, employment uses and other appropriate businesses not currently present along Libertyville corridors in accordance with Village economic development goals.	VEDS	General Operating Revenue	ONGOING
	1.4 Discourage future strip commercial development along corridors, except in specific infill situations, and encourage development design that incorporates side or rear parking.	VPS	General Operating Revenue	ONGOING
	1.5 Broaden permitted land uses that support full utilization of corridor ground floor spaces.	VPS	General Operating Revenue	SHORT
	1.6 Maintain eligibility of corridor commercial properties for Village-sponsored building improvement incentive programs.	VPS	General Operating Revenue	ONGOING
	1.7 Continue to monitor the health of existing commercial centers by evaluating sales revenue, lease rates, and vacancies.	VPS, VFS	General Operating Revenue	ONGOING

Corridors

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 2 - Transition existing corridor land uses to accommodate residential and mixed-use development.	2.1 Consider participation in parcel and land assembly activities for more catalytic corridor redevelopment projects with benchmarks including feasibility of parcel assembly, locations near employment centers, Downtown and transit access, and potential to leverage private investment.	VPS, VEDS	General Operating Revenue	SHORT/ MID
	2.2 Create and use an overlay code and design standards for corridor transitional areas providing regulatory flexibility for encouraging high quality mixed-use development and to promote high quality design, façade appearances, and signage.	VPS	General Operating Revenue	SHORT
	2.3 Consider higher standards of development design in gateway areas through additional standards or requirements stipulated within an overlay code.	VPS	General Operating Revenue	SHORT
	2.4 Establish funding mechanisms, such as Tax-Increment Financing and Business Improvement Districts to underwrite parcel assembly and necessary infrastructure needs needed to spur corridor redevelopment.	VPS, VFS	General Operating Revenue	SHORT
	2.5 Purchase right-of-way in strategic locations and intersections where needed to improve sidewalk and streetscape conditions and promote a comfortable pedestrian environment. Prepare streetscape enhancement plans with participation from the Illinois Department of Transportation focused on key elements such as landscaping and pedestrian crosswalk treatments, median installation, and other feasible traffic- calming and beautification measures.	VPS, VPW, VFS, IDOT	Capital Improvement Plan, Motor Fuel Tax, FTA Grants, RTA, SRTS	MID/ LONG
	2.6 Explore a phasing and feasibility plan for burying the overhead utilities along South Milwaukee Avenue as part of an overall streetscape improvement plan.	VPS, VPW	Capital Improvement Plan	ONGOING
Policy 3 - Promote high quality and unified corridor urban design conditions, including new development design, wayfinding, gateways, landscaping and other placemaking treatments.	3.1 Update the Libertyville brand image for use for new gateway and wayfinding signage installations. Enhance gateways in traditional neighborhoods with new gateway and streetscape features, such as branded street signs and upgraded streetscape amenities. Create quality corridor gateways in partnership with property owners and other entities with potential easements to control gateway areas.	VPS	Capital Improvement Plan	SHORT

Livable Neighborhoods

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Promote development of diverse housing types that meet anticipated future housing needs.	1.1 Identify opportunity sites for more diverse housing types and development transitioning corridor locations within and adjacent to employment centers, and near transit facilities and arterial roadways.	VPS	General Operating Revenue	SHORT
	1.2 Promote and provide regulatory flexibility for attached housing types, multifamily and mixed-use developments that attract young professionals, families, empty nesters, retirees, and non-traditional households.	VPS	General Operating Revenue	ONGOING
	1.3 Continue to support creativity and flexibility in achieving quality design in neighborhoods and locations where small lot housing development is encouraged to accommodate a variety of housing needs.	VPS	General Operating Revenue	ONGOING
	1.4 Encourage new housing to locate in areas cost-efficiently served by existing or planned public infrastructure and with minimal to no impact on present natural resources and stormwater management.	VPS	General Operating Revenue	ONGOING
	1.5 Maintain and implement programs for lifecycle housing and universal design for seniors and creating full accessibility for all residents.	VPS	General Operating Revenue	ONGOING
Policy 2 - Encourage attainable for-sale housing that serve the needs of working professionals and families.	2.1 Identify and resolve any barriers that impede the development of attainable housing.	VPS	General Operating Revenue	SHORT
	2.2 Support market-based and administrative mechanisms such as fee waivers to increase the supply of attainable housing.	VPS, VFS	General Operating Revenue	ONGOING
	2.3 Prioritize attainable housing development near commercial areas, employment centers, and transit services, and, where appropriate and feasible, integrate attainable housing into new mixed-use developments.	VPS	General Operating Revenue	SHORT
	2.4 Consider clustered detached single-family homes or small lot residential development, emphasizing detached or attached home or townhome developments in alley-loaded configurations, in desired and appropriate locations.	VPS	General Operating Revenue	SHORT
	2.5 Provide incentives or allowances for accessory dwelling units in traditional neighborhoods close to Downtown.	VPS	General Operating Revenue	SHORT

Livable Neighborhoods

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
	2.6 Adopt and implement an inclusionary housing program and monitor its effectiveness on an annual basis, adjusting program requirements based on developer participation and the number of attainable housing units created.	VPS, VEDS	General Operating Revenue	SHORT/ MID
	2.7 Work and collaborate with non-profit housing partners to create and maintain attainable housing units.	VPS	General Operating Revenue	SHORT
Policy 3 - Preserve historic and character-rich neighborhoods and reinforce their unique identity and visual appeal.	3.1 Explore potential incentives and administrative allowances that facilitate housing rehabilitation and preservation.	VPS	General Operating Revenue	SHORT
	3.2 Prepare a neighborhood housing rehabilitation manual to inform property owners on proper rehabilitation features, designing new additions, and integrating green design features.	VPS, VFS	General Operating Revenue	SHORT
	3.3 Maintain safe and attractive connections from surrounding traditional neighborhoods through street tree plantings, pedestrian and bicycle infrastructure where feasible, and pedestrian-scale lighting.	VPS, VPW, VFS, IDOT	Capital Improvement Plan, Motor Fuel Tax, FTA Grants, RTA, SRTS	MID/ LONG






Employment Centers

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Achieve build-out of developable land and growth in the Village's industrial northwest quadrant.	1.1 Reserve and retain existing industrially zoned land and recruit primary employers and primary jobs for appropriate employment and industrial uses in the northwest quadrant.	VPS	General Operating Revenue, Special Service Area	SHORT
	1.2 Cluster combined office and industrial uses on remaining land at key arterials intersections and other strategic locations.	VPS	General Operating Revenue, Special Service Area	MID
	1.3 Promote high-quality design for industrial development in scale with adjacent industrial buildings and settings.	VPS	General Operating Revenue, Special Service Area	ONGOING
	1.4 Encourage site improvements and other urban design and streetscape improvements that buffer industrial uses and provide better integration with surrounding land uses.	VPS, VPW	General Operating Revenue, Special Surface Area, Motor Fuel Tax	ONGOING
	1.5 Promote and integrate landscape and urban design amenities, and stormwater management treatments to new industrial development where desired and feasible.	VPS, VPW	General Operating Revenue, Special Surface Area, Motor Fuel Tax	ONGOING
	1.6 Plan and implement installation of green design elements in employment centers for stormwater management purposes.	VPS, VPW	General Operating Revenue, Capital Improvement Plan, Special Service Area	ONGOING
Policy 2 - Maintain industrial and employment uses in Libertyville's East Side and position the area to capture flex and other forms of manufacturing.	2.1 Accommodate diverse forms of employment and industrial uses in the East Side, including start-ups with potential to grow into more significant employment uses for the Village.	VPS	General Operating Revenue, Special Service Area	SHORT
	2.2 Accommodate diverse forms of research, office, flex, and light-manufacturing land uses in Innovation Park.	VPS	General Operating Revenue, Special Service Area	SHORT
Policy 3 - Support office and other related uses in Innovation Park and other employment centers.	3.1 Encourage high-quality office development on available or redeveloped small parcels in appropriate locations along commercial corridors and other employment locations.	VPS	General Operating Revenue, Special Service Area	ONGOING
	3.2 Promote the improvement and rehabilitation of any vacant or obsolete office industrial buildings wherever practical.	VPS, VEDS	General Operating Revenue, Special Service Area	ONGOING





Main
Entrance







CROSSFIT FREEDOM


Historic Preservation

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Preserve historic and character-rich neighborhoods and reinforce their unique identity and visual appeal.	1.1 Nominate and list the Foulds Macaroni Factory property in the National Register of Historic Places. Explore options for adapting the Foulds property or other housing adjacent to downtown into live-work spaces. Consider adaption and reuse of the Foulds property into flex business and industrial incubator space if housing development is not pursued.	VPS	Capital Improvement Plan, General Revenue Bonds, Venture Fund, Community Supported Financing	SHORT
	1.2 Conduct intensive level surveys of Libertyville's traditional neighborhoods to identify potential landmarks and districts. Consider windshield or reconnaissance surveys of Post-World War II neighborhoods and commercial areas to determine the need for more in-depth survey documentation needs in consideration of potential landmarks and districts.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing	MID/ LONG
	1.3 Consult with the Illinois Historic Preservation Office regarding next steps in becoming an Illinois Certified Local Government, permitting the Village to be eligible for future preservation grant opportunities.	VPS, MSL	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	SHORT
	1.4 Prepare an annual study to list and designate new local landmarks as identified in previous survey and documentation activities.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	MID/ LONG
	1.5 Adopt neighborhood conservation district provisions within the Village zoning code to permit the establishment of local conservation districts as identified and determined by local survey initiatives.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	MID/ LONG
Policy 2 - Adopt new preservation tools and procedures that strengthen local preservation and conservation efforts.	2.1 Maintain a database of property survey information accessed through the Village's website.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	ONGOING
	2.2 Consider historic or conservation districts in traditional neighborhoods to manage teardowns and facilitate appropriate rehabilitation to historic housing. Create additional design guidelines as needed for established neighborhood conservation districts.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	MID/LONG

Historic Preservation

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
	2.3 Consider creation of a historic building design manual as a companion piece to the Village's Appearance Review Guide and geared toward design management for landmarks and historic districts.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	MID
	2.4 Prepare educational publications and information brochures describing various incentive programs for historic preservation, such as the Federal and State Historic Preservation Tax Credit programs, the City's historic districts and landmarking process, and the overall benefits of preservation to Libertyville residents and stakeholders.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	MID
	2.5 Create information toolkits that assist local property owners on researching the history of their homes or commercial buildings, on installing appropriate energy efficiency treatments, and other general preservation topics.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	MID
Policy 3 - Create and maintain new educational tools, publications, and programs that inform investors, business owners and residents on the benefits of rehabilitation and preservation-based community development efforts.	3.1 Create a crowd-sourced history as depositories for historic photos, exhibits, postcards, maps and drawings, and oral histories. Enhance the online resources of the Cook Memorial Library, such as a database of Libertyville photographs to aid building owners in their property research.	VPS, MSL, CML	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	MID
	3.2 Organize regular outreach and educational programs on building rehabilitation, and storefront and signage design to property and business owners.	VPS	Capital Improvement Plan, Venture Fund, Community Supported Financing, General Operating Revenue	SHORT

Arts and Culture Programming

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Enhance public spaces through public art and placemaking initiatives.	1.1 Create a public art plan that identifies sites, public spaces, streetscapes, buildings, and parks that can integrate and accommodate public art.	VPS	Illinois Arts Council Funding	MID
	1.2 Require all new Village or government-constructed buildings and facilities to include art or aesthetic treatments or consider additional requirements within capital improvement programs to fund public art installation on or near municipal facilities.	VPS, VAS	Capital Improvement Plan	SHORT
	1.3 Explore and consider a public art fee for new construction activity to help provide funding for public art, placemaking, and other arts and culture initiatives.	VPS, VAS	General Operating Revenue	ONGOING
	1.4 Promote collaboration between the Village and the Fine Arts Commission with Libertyville residents to create, review, and approve temporary placemaking projects addressing design and public safety concerns.	VPS, VAS	Capital Improvement Plan	ONGOING
	1.5 Organize and promote free art instruction or "art day events" at Village facilities and local schools and churches. Create public art events, such as the use of temporary media and digital projections, to encourage community gatherings and conversations.	VPS, VAS	Capital Improvement Plan	ONGOING
Policy 2 - Coordinate and support arts and culture efforts through the Libertyville Fine Arts Commission and partnerships with other community arts entities.	2.1 Consider the creation of an arts and culture "brand image" that can be used in marketing Village- sponsored events, and other activities that might be Village-funded or supported, to heighten the awareness of Libertyville cultural arts activities locally and regionally.	VPS, VAS	Illinois Arts Council Funding	SHORT
	2.2 Explore opportunities to provide training and technical assistance services to local artists and new start-up arts entities. Establish a mentorship or orientation program for new artists, start-up and existing arts entities centered on providing information on Village and area resources.	VPS, VAS	Illinois Arts Council Funding	ONGOING
	2.3 Consider the creation of an arts and culture "brand image" that can be used in marketing Village- sponsored events.	VPS, VAS	Illinois Arts Council Funding	SHORT
	2.4 Coordinate creative actions and space collaborations with other Village departments and entities, including the , Cook Memorial Library, and local schools for the delivery of arts programming at the local level.	VPS, VAS	General Operating Revenue	SHORT

Arts and Culture Programming

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
	2.5 Conduct on-going Fine Arts Commission development activities, including preparing grants for specific initiatives, and identifying and training future members of the Commission.	VPS, VAS	Illinois Arts Council Funding	ONGOING
	2.6 Conduct regular visits with area businesses and corporations to discuss possibilities for private-sector involvement and funding of cultural arts initiatives.	VPS, VEDS	General Operating Revenue	ONGOING

















Transportation

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Prioritize and implement traffic-calming and pedestrian safety improvements in downtown, key locations, and complex intersections throughout the Village.	1.1 Work with IDOT to replace actuated pedestrian signals with automated pedestrian signals, removing the need for pedestrians to push a button to activate the pedestrian signal. Where possible, add leading pedestrian intervals to improve safety and highlight the pedestrian priority. Ensure signalized intersections throughout the Village accommodate pedestrians safely and efficiently by incorporating pedestrian countdown signals, coordinating with IDOT and Lake County where necessary.	VPS, VPW, IDOT	FTA Grants, Motor Fuel Tax, ITEP, STP	SHORT
	1.2 Establish and publicize a periodic crosswalk enforcement initiative to educate motorists that the law requires them to stop for pedestrians in a crosswalk. At locations with significant incidences of pedestrian crashes, explore implementing leading pedestrian intervals to improve safety throughout the Village. Reduce crossing distances for pedestrians at complex intersections and in areas of high pedestrian traffic, outside of downtown.	VPS, VPW	FTA Grants, Motor Fuel Tax, ITEP, STP	SHORT
	1.3 Identify opportunities for pedestrian refuge islands, removal of right-turn slip lanes, or curb bump-outs to reduce distances, focusing first on intersections with higher incidences of crashes: Petersen Road/U.S. Route 45, Petersen Road/Butterfield Road, Petersen Road/Milwaukee Avenue, Winchester Road/U.S. Route 45, and Park Avenue/Butterfield Road.	VPS, VPW	FTA Grants, Motor Fuel Tax, ITEP, STP	SHORT
	1.4 Mark a crosswalk at the intersection of Milwaukee Avenue and School Street, working with IDOT to ensure the appropriate design for a high-visibility crossing.	VPS, VPW, IDOT	FTA Grants, Motor Fuel Tax, ITEP, STP	SHORT
Policy 2 - Explore means and methods to reduce truck traffic through Libertyville's residential neighborhoods.	2.1 Evaluate local truck routes based on surrounding land uses.	VPS, VPW	General Operating Revenue	SHORT
	2.2 Establish truck restrictions on local roads where truck routes are not specified.	VPS, VPW	General Operating Revenue	SHORT

Transportation

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 3 - Prioritize and implement traffic-calming and pedestrian safety improvements in downtown, key locations, and complex intersections throughout the Village.	3.1 Initiate a community bicycle plan to establish a Village-wide network of routes. Work with Lake County to implement the planned bike routes through Libertyville in the Lake County 2040 Transportation Plan. Identify missing continuous connections from bike trails to community destinations and transit, such as to Cook Park, Adler Park, Cook Memorial Library, schools, and the Metra stations.	VPS, LCTS	FTA Grants, Motor Fuel Tax, Capital Improvement Plan, TAP, CMAQ, IDNR	MID
Policy 4 - Establish complete streets with a full network of sidewalks and bicycle routes to encourage active transportation.	4.1 Build out the sidewalk network throughout the Village, prioritizing sidewalks along routes to key destinations.	VPS, VPW	FTA Grants, Motor Fuel Tax, Capital Improvement Plan, General Operating Revenue, SRTS	MID
	4.2 Establish safe pedestrian crossings across major roadways to tie neighborhoods together at a maximum spacing of quarter mile, following IDOT guidance for the design of uncontrolled crossings.	VPS, VPW	FTA Grants, Motor Fuel Tax, Capital Improvement Plan, SRTS	MID
	4.3 Identify and install additional bike parking at key locations throughout the Village. Inventory the supply of bike parking throughout the Village and survey the public and business community on the need for additional bike parking to identify locations of need.	VPS, VPW	Motor Fuel Tax, General Operating Revenue, CMAQ	MID
Policy 5 - Improve the transit experience and accessibility to increase ridership and support transit users.	5.1 Work with Pace to identify potential to add bus shelters at higher ridership stops and upgrade existing shelters with digital signs providing real-time bus arrival information. Ensure each Pace bus stop has sidewalk connections and inventory all Pace bus stops; document the quality of pedestrian connections to nearby destinations and the existing sidewalk network; and, identify and prioritize gaps based on the length of the gap, feasibility of sidewalk installation, and potential to coordinate with other roadway, utility, or private development projects.	VPS, VPW, PACE	FTA Grants, PACE Funding, CMAQ	MID/ LONG
Policy 6 - Work with Metra and PACE to expand service schedules to meet commuter needs and complete bus service gaps between the Metra Stations and employment centers.	6.1 Explore and establish convenient transit connections to local employment centers.	VPS, VPW	FTA Grants, Motor Fuel Tax, RTA, CMAQ	SHORT

Community Infrastructure

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 1 - Update the community stormwater management system through an interconnected system of constructed and green infrastructure to alleviate flood risk and improve environmental quality.	1.1 Implement the drainage improvements outlined in the 2019 Stormwater Master Plan.	VPW	Capital Improvement Plan	MID
	1.2 Determine a dedicated funding source to increase stormwater maintenance and capital improvements.	VPW	Capital Improvement Plan	MID/ LONG
Policy 2 - Improve water quality in the Village's rivers, creeks, channels, ponds, and wetlands to enhance the natural environment and overall community quality of life.	2.1 Enforce the Village's existing stormwater ordinance (Lake County Watershed Development Ordinance) to preserve special management areas and reduce stormwater pollution associated with construction and development.	VPS, VPW	Capital Improvement Plan	ONGOING
	2.2 Expand the Village's education and outreach programs to continue to educate Libertyville citizens on stormwater issues.	VPS, VPW	Capital Improvement Plan	SHORT
	2.3 Implement green Infrastructure such as rain gardens and rainwater harvesting on Village owned property.	VPS, VPW	Capital Improvement Plan	SHORT
Policy 3 - Provide reliable and cost-effective water and sewer services throughout the Village.	3.1 Continue to participate in the Des Plaines River Watershed Workgroup to address changing wastewater regulations.	VPW	Capital Improvement Plan	ONGOING
	3.2 Complete upgrades to the Wastewater Treatment Plant as necessary to maintain system performance and comply as necessary to new regulations.	VPW	Capital Improvement Plan	LONG
Policy 4 - Adequately fund the water and sewer systems to keep up with evolving regulations and changes in demand.	4.1 Perform new water rate studies periodically and as demand changes.	VPW, VFS	Capital Improvement Plan	ONGOING
	4.2 Investigate alternate funding sources as necessary to fund water and sewer system improvements.	VPW, VFS	Capital Improvement Plan	SHORT

Community Infrastructure

Plan Policy	Implementation Strategy	Primary Responsibility	Potential Funding Source	Timing
Policy 5 - Regularly assess, maintain, and improve Village roadways.	5.1 Complete periodic Pavement Management Studies to assess the conditions of the Village roads.	VPW	Capital Improvement Plan, Motor Fuel Tax	ONGOING
	5.2 Perform repaving and maintenance on roadways to prevent advanced deterioration that would require roadway reconstruction.	VPW	Capital Improvement Plan, FTA Grants, Motor Fuel Tax	SHORT/ MID
	5.3 Continue to leverage federal, state, and local funding sources for roadway projects.	VPW	Capital Improvement Plan	ONGOING
Policy 6 - Improve water quality in the Village's rivers, creeks, channels, ponds, and wetlands to enhance the natural environment and overall community quality of life.	6.1 Update or complete stormwater, sanitary and water system master plans every 20 years.	VPW	Capital Improvement Plan	ONGOING
	6.2 Prepare an updated infrastructure and capital improvement program based on master plans.	VPW	Capital Improvement Plan	SHORT/ MID
	6.3 Implement an asset management program that allows for an assessment across all levels of infrastructure to assist in cost-effective planning of capital projects.	VPW	Capital Improvement Plan	LONG
	6.4 Implement the 2018 Libertyville Parks Master Plan.	VPS, VPW	Capital Improvement Plan	ONGOING







