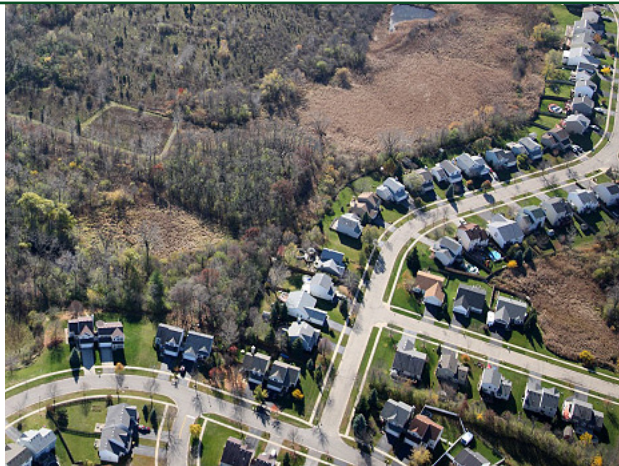




# Village of Round Lake Beach, Illinois Comprehensive Plan

*Adopted August 17, 2020*



# Acknowledgements

The Village of Round Lake Beach would like to acknowledge the efforts of Village residents, elected officials, staff, and all stakeholders who contributed to the creation of this Comprehensive Plan. The contributions of all were instrumental in establishing the vision for the community and will continue to be important in the Plan's implementation.

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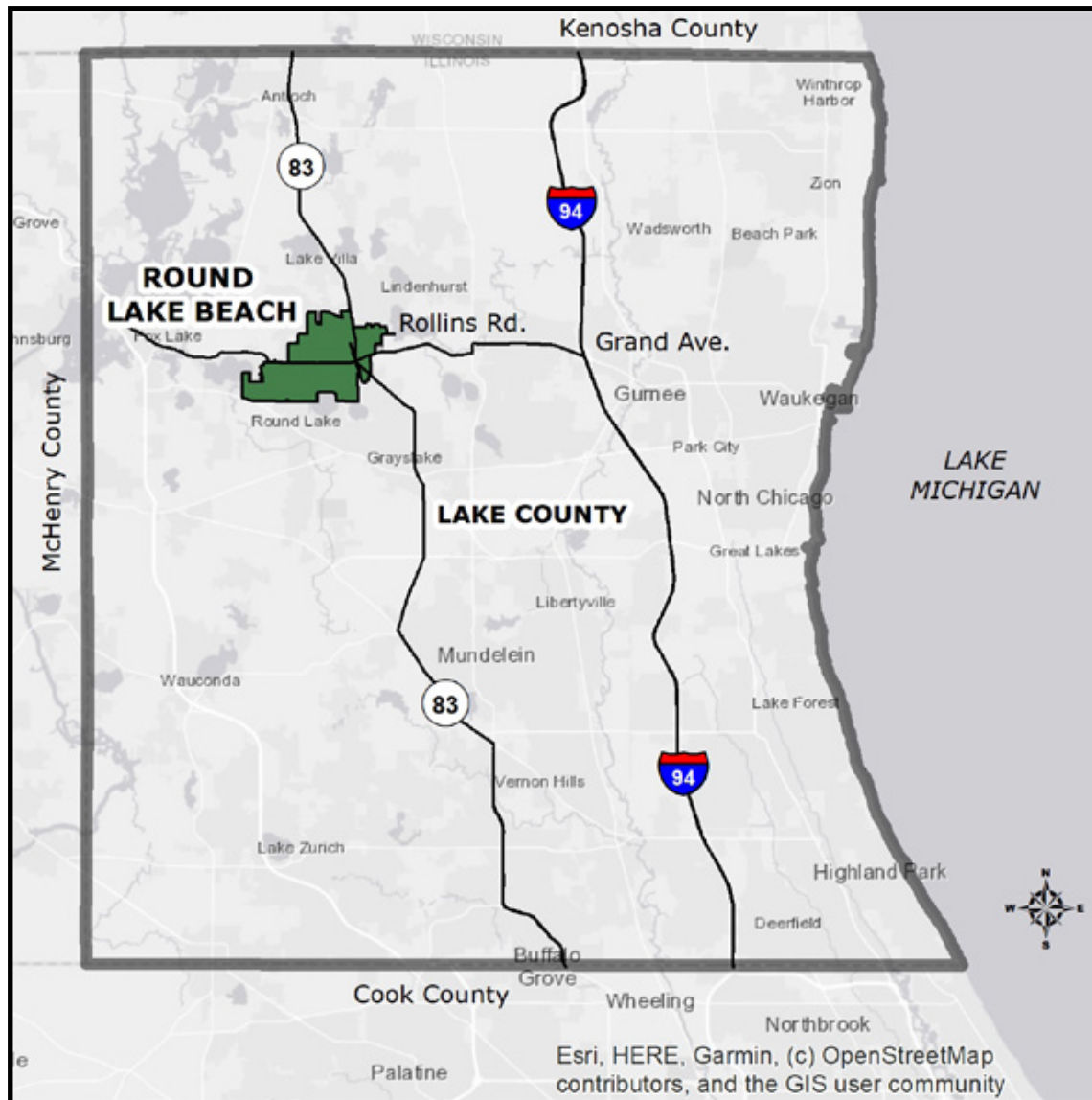
Village Planner & Technical Assistance provided by:



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## Regional Context: Round Lake Beach in Lake County, Illinois



# Plan Organization

The report is organized as follows:

## **Chapter 1: Introduction**

This section outlines the purpose, structure and the organization of the comprehensive plan and planning process. It also reviews the legal planning jurisdiction and boundary agreements.

## **Chapter 2: Community Profile**

This section provides demographic and socioeconomic data from previous years and as it exists now and also provides growth trends.

## **Chapter 3: Vision, Goals & Objectives**

This section provides the overarching vision of the Village, along with planning goals and actionable steps to achieve the long-range community objectives.

## **Chapter 4: Land Use & Development**

This section covers growth opportunities and the future land use priorities the Village has identified, including boundary expansion, development, and conservation.

## **Chapter 5: Village Pathway Plan**

This section outlines the past and present, planning efforts to achieve unified connectivity, and formalizes the Village's commitment to community walkability.

## **Chapter 6: Sustainability Plan**

This section explains previous and current sustainability efforts, and outlines future planning and infrastructure goals furthered by the 2019 Sustainability Plan.

## **Chapter 7: Key Development Areas**

This section identifies specific areas of focused future development, and provides detailed planning recommendations and design guidelines to further the goals for each area.

## **Chapter 8: Plan Implementation**

This section gives the direction of how the Comprehensive Plan should be utilized by the Village in order to accomplish its vision.

## **Chapter 10: Appendix**

Environmental Features Map

Park District Map

Fire District Map

Library District Map

Elementary School District Map

High School District Map

Sanitary Districts Map



# Introduction

## Purpose of the Plan

A Comprehensive Plan (the Plan) is a municipality's guide for growth, development, and overall improvement. A Comprehensive Plan should be reflective of a local community, utilizing community input from the residents and stakeholders to formulate an overall vision that can be achieved by pursuing defined goals and objectives. A Comprehensive Plan should provide a guide on land use patterns, transportation, community facilities, parks and environmental resources, and a community identity.

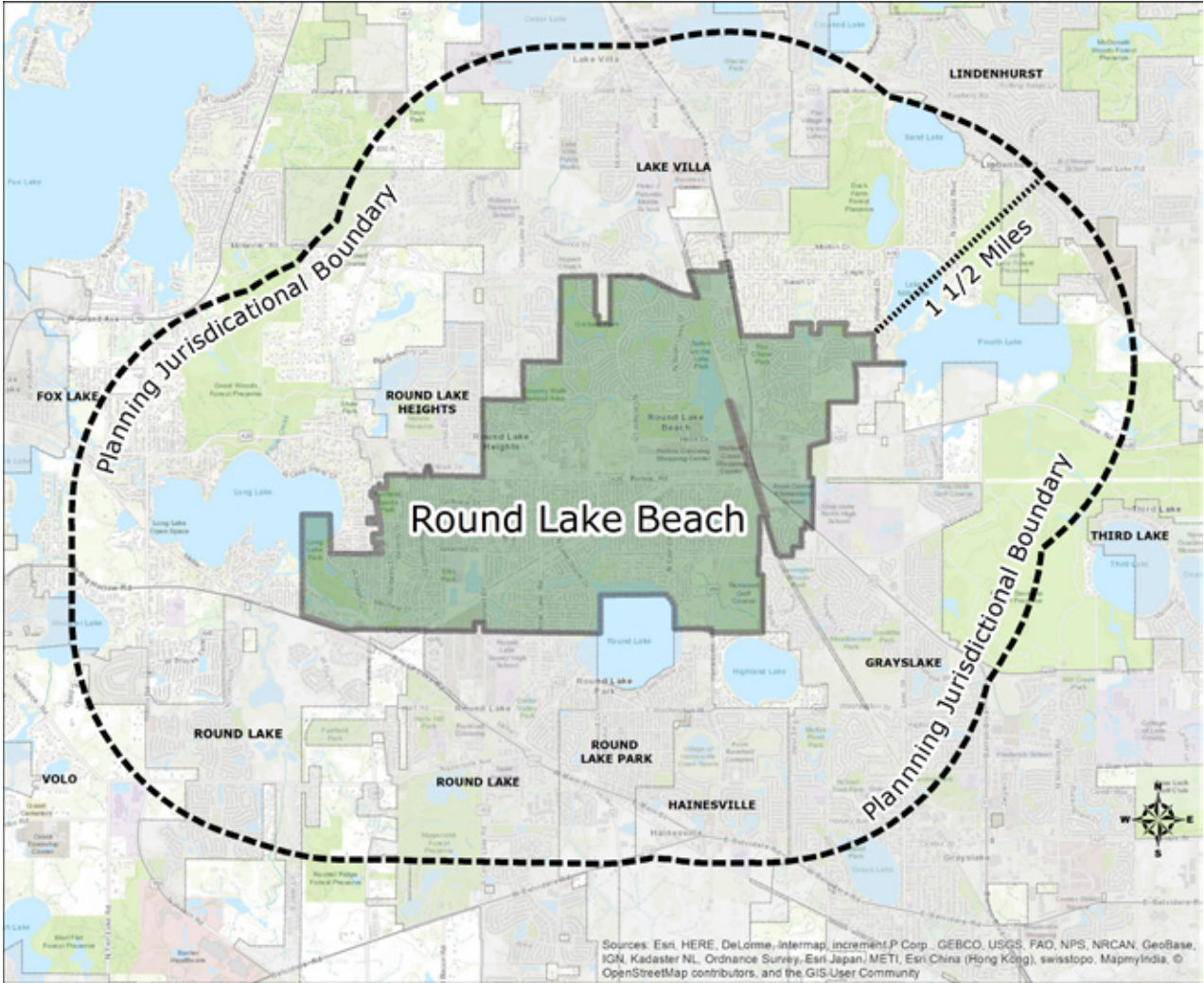
Since its original adoption in 1999 and subsequent updates, the Village of Round Lake Beach has utilized its Comprehensive Plan to continue to affect change within the community and to enhance the Village's overall design, fiscal health, and community character. The purpose of this 2020 Plan Update is to reaffirm those guidelines that have yet to be adopted as well as to provide refinements based upon new development conditions that have occurred in and around the Village. It is hoped this update will continue and expand upon the successes of the previous versions of the Comprehensive Plan.

## Planning Jurisdiction

The Comprehensive Plan addresses issues within the municipal boundaries of the Village as well as unincorporated areas adjacent to the Village. Planning for these unincorporated areas is permitted by state law to promote orderly growth and development. The Illinois Municipal Code (65 ILCS 5/11-12-5) allows a Comprehensive Plan to account for an area extending one and a half (1.5) miles from the current corporate boundary.



# Round Lake Beach Jurisdictional Boundaries for Planning



## Planning Process

The Village enlisted the Planning and Zoning Commission, Committees of the Village Board, and Village Staff to work alongside the consultant on the comprehensive revision to the Village's existing Comprehensive Plan (formerly, the Comprehensive Land Use Plan). All meetings were open to the public, and citizens attending each meeting were encouraged to provide input and respond to proposals that were presented to the Committee. Representation from municipal officials, staff and the general public ensured that policies and guidelines developed as part of the Plan Update responded to key issues and concerns facing the Village. One of the initial steps in the preparation of this Comprehensive Plan was to conduct an inventory of the community's needs, opportunities and constraints.

This was accomplished by:

- A public meeting at the Planning and Zoning Commission.
- A public meeting for input on Key Development Areas.
- Conducting interviews of key persons identified by Village staff, as having a stake in ensuring the continued success of the community.

An inventory of existing land use, natural features, transportation systems, community facilities (i.e. schools, parks, public buildings and utilities) was conducted, and demographic and socio-economic characteristics were analyzed. Data collected, in conjunction with interviews, provided an understanding of the existing community composition, and served as a springboard for determining future land uses and developing goals, objectives, policies, and design guidelines for Round Lake Beach.

The Village supplemented this previous planning process in 2007-08 with a review of the development that has occurred in and around the Village since the adoption of the Comprehensive Plan in 1999. From this review, the Village outlined future planning conditions and concerns to target the continuing development of the Village. The Village intends to focus on the continuing development of commercial and employment uses on undeveloped parcels, as well as infill development within existing commercial and employment centers. The Village affirms its focus and commitment to provide for the orderly and balanced development of the community.

## Plan Implementation

This Comprehensive Plan update is intended to be implemented through the direction and work of the Village Board, the Planning and Zoning Commission, and the Village Staff. Some of the strategies that can be used to achieve the goals, objectives, and policies contained in this Plan are addressed in this section. They include: the amendment of existing ordinances (such as the Zoning Ordinance, Sign Regulations and Subdivision Regulations); the creation of design and development review committees; and the use of the budgetary process to allocate funds. Specific recommendations for implementing land uses, zoning and design guidelines are included for each of the Key Development Areas for which more detailed planning was carried out. These steps can be found in the section entitled Key Development Areas of this land use plan. Additionally, the Plan concludes with the Plan Implementation section that outlines how to utilize the Plan and to keep it current through updates.

## Zoning Regulations

As part of the Village Building Regulations and Zoning Regulations, the Village's Sign Regulations underwent a substantial revision in 1997 along with ongoing refinements afterwards. These regulations provide standards for the number, area, and placement of ground, pole, and wall signs. Village officials find that zoning is one of the best tools to implement plans and policies. The Village has used the direction of previous plan updates to affect change in the Village through the adoption of new and revised zoning regulations in special overlay districts, such as the Lagoons Area Redevelopment District and the Orchard Lane Conservation Area District. The Village should continually evaluate Zoning Ordinance standards to ensure their effectiveness in guiding development. The Village should also update its official Zoning Map annually to reflect changes in zoning designations that have occurred. The following summarizes items that have been recommended to be reviewed at this time for potential revisions to the Zoning Ordinance.

- Review and reconcile provisions for detached single-family home uses existing in R-4, Multiple Family Residential districts.
- Review and reconcile R-1, Single Family Residential bulk standards.
- Review and expand aesthetic design standards for commercial districts.

## Sign Regulations

Continuing to review and adopt amendments that further regulate signs can enhance the aesthetics of the Village's major commercial corridors, without compromising business interest. Specific recommendations are included in the strategies for implementation for some Key Development Areas.

## Subdivision Regulations

Last comprehensively revised in 2005, the Village Subdivision Regulations provide the rules and regulations for the approval of plats, subdivisions and re-subdivisions in the Village. These regulations set minimum standards for the design and development of all new subdivisions, so that existing development will be protected and also adequate provisions are made for public utilities and other public requirements. The Subdivision Regulations set the criteria for the collection of impact fees by the Village. As directed in this Plan, the Village should consider revisions to the Subdivision Regulations.

## Tree Preservation Ordinance

Adopting a Tree Preservation Ordinance will ensure that trees are preserved that contribute to the ambiance and character of Round Lake Beach. These provisions would include trees that are located within the public right-of-way; woodlots and forested lands that surround Round Lake or are located in the Shorewood area; and mature stands of trees that are located on vacant undeveloped land or land that is targeted for redevelopment as part of this Plan.

## Property Dedication & Vacation

Property dedication for public roads, utilities, parks, schools and other public facilities is required through the subdivision approval process. The Village Subdivision Regulations establish the requirements for the amount of property needed to provide public services and facilities. Vacation of street rights-of-way in Key Development Areas could be necessary to accommodate redevelopment options planned for these areas. As part of Key Development Areas, the Village may also encourage and guide the preservation of areas that provide for conservation of environmental resources and spaces intended for public use. These preservation areas will be commensurate with approved regulations that preserve property zoning rights.



## Eminent Domain

For certain public purposes listed in Illinois State Statutes, the Village and other agencies may exercise the use of eminent domain to acquire property. These powers can be used by the Village to obtain property for utilities, roadways, and, in some circumstances, redevelopment.

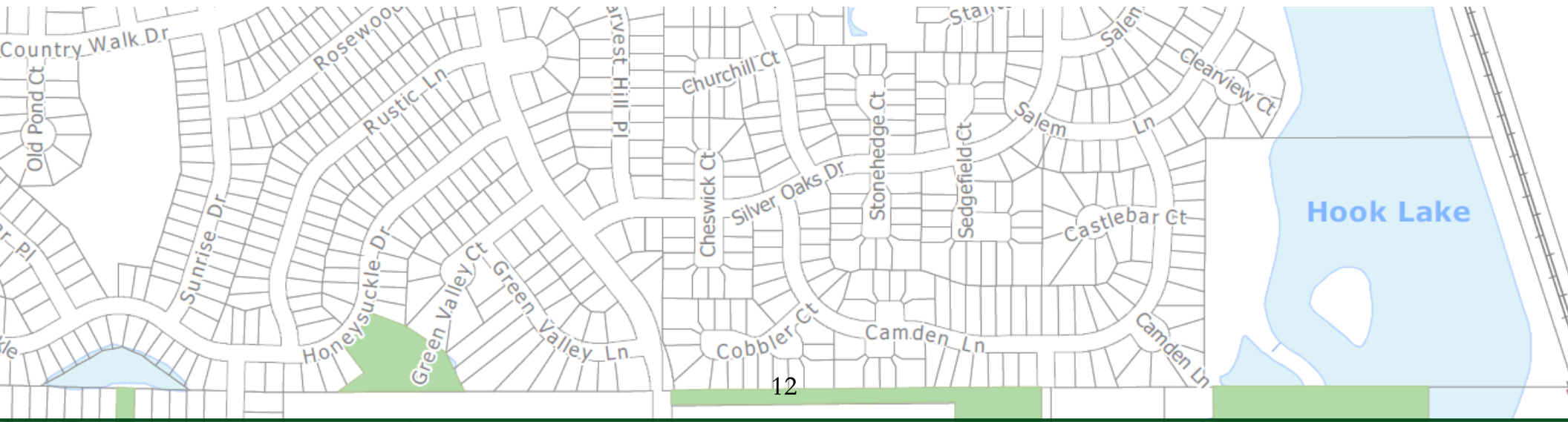
## Buying/Selling Property

As a municipal corporation, the Village may own, buy, or sell property. The Village owns many parcels used for public buildings and facilities and parks and open space, and additional property may be purchased or leased.



## Public Services & Infrastructure

The Village may provide various public services and infrastructure including: police and fire protection, public works services, water, sanitary and storm sewer services, and provide these public services and infrastructure as a means of encouraging annexation or development.



## Economic Development Programs & Tools

*Business and TIF District Designations* - Due to competing uses for public funds, development that provides revenue but does not necessarily increase the demand for public services is highly desirable. Under Illinois law, business and tax increment financing (TIF) districts enable municipalities to take actions that facilitate this type of development. These tools are successful when economic conditions have been unfavorable to business development and opportunities for private investment and commercial growth have been negatively impacted.

To use a business district, a municipality begins by creating a plan and boundaries for the district and establishes the district under state redevelopment law. The plan, including the rate of any tax to be imposed, must go through public hearing and be approved by ordinance. An approved business district enables the municipal government to enter into contracts, acquire land and other real or personal property, implement public improvements, apply for grants, eliminate blight, and utilize up to 1% of revenue from business district retailers'/service occupation tax in connection with eligible business

district costs. Once adopted, the business district may provide incentives which will create and retain new job opportunities and commercial businesses in the district.

To use a TIF, a municipality begins by establishing a TIF District under state redevelopment law. The district must meet certain criteria established by the state for redevelopment, and a redevelopment plan must be formulated. Once adopted, the increase in property tax revenues within the district is available to the municipality to retire debt or pay for the costs incurred under the redevelopment plan.

TIF revenues can be applied to uses such as infrastructure, land assembly, parking, and other programs permitted by state redevelopment law.

The Village has three retired TIF Districts, adopted in 1987, 1997, and 1999, respectively. A fourth redevelopment project area adopted in 2011 encompasses Cedar Lake Road, portions of Rollins Road, and an open space area west of North Orchard Lane and remains active at the enactment of this Plan.

*Capital Budget Process* - Capital budgeting is the process of prioritizing public infrastructure projects. The capital budget can be a tool for providing the foundation for the implementation of capital projects directed by this Plan.

*Other Economic Development Tools* - Other economic tools that the Village may investigate for implementing this Plan include:

- Business districts.
- Tax rebates.
- Taxable development bonds.
- Local equity funds.
- Private capital.
- Small business assistance.
- Market assessment and strategic action planning.
- Business incubator zones.
- Comprehensive permit approval.

## Design/Development Review Committees

The Village Board of Trustees, the Planning and Zoning Commission, and Village staff will play an important role in ensuring recommendations for land use and design guidelines included in this Plan are carried out. Other groups that can be established to help implement the Plan include a design review committee and key development area review committees. These groups could be charged with overseeing the quality of development proposed within the Village as a whole or within each of the Key Development Areas, as well as working together to promote recommended land uses and development to developers and financial institutions.

## Plan Amendments & Updates

The Comprehensive Plan is a tool for the Village to guide officials, residents, property owners, and developers on what areas are suitable for various land uses, and for identifying the type, intensity, and quality of development envisioned by the community.

The Plan represents policies, goals and objectives that have been adopted by the Village Board. Generally, the Plan's implementation horizon is expected to span up to twenty-five (25) years.

Almost inevitably, development will not unfold exactly as envisioned in the Plan. Changes that occur may be the result of new market conditions, new policies and policy makers, influences that are beyond the community's control, and conditions beyond predictions at the time the Plan was adopted by the Village Board.

The Plan Implementation section provides more details on the types and processes for updates.



# Community Profile

## History & Setting

Development around Round Lake began in the 1920s as a resort retreat for Chicago's working class. Small, wooded lots with summer cottages were available for as little as \$600.00. Owners would live in their cottages during the summer, and board up the windows and doors for the winter.

By 1937, Round Lake Beach was incorporated as a village with a population of 200 people. As automobile ownership grew, the Village began to attract year-round residents, who would commute between Round Lake Beach and their jobs in Chicago or nearby suburban communities.

By the 1950s, the Village's population continued to grow, primarily south of Rollins Road.

By the 1980s, agricultural land north of Rollins Road was converted to residential and commercial development. In stark contrast to the grid-pattern "postage stamp" style development south of Rollins Road, development north of Rollins Road has occurred in on wider lots that front on curvilinear streets. Since the 1980s, Rollins Road has acted as a boundary between the Round Lake Beach of new and old.

One of the Village's principal past planning efforts has been to unite these two segments of the Village.



## Growth Trends

Within the last four decades, the Village has experienced tremendous residential and commercial growth that has slowed as the Village has become more built out with respect to available vacant land.

Between 1970 and 1980, the Village grew 126% from 5,717 to 12,921 residents, and between 1980 and 1990, the population grew by twenty-seven percent (27%) to 16,434, which represented an annual growth rate of approximately three percent (3%).

Between 1990 and 2000, the population annual growth rate increased to approximately five percent (5%), which resulted in a population of 25,859 residents. Since 2000, the total population growth of the Village has leveled off with the population reaching approximately 28,000 total residents.

Chart 1: Round Lake Beach Population  
1997-2017

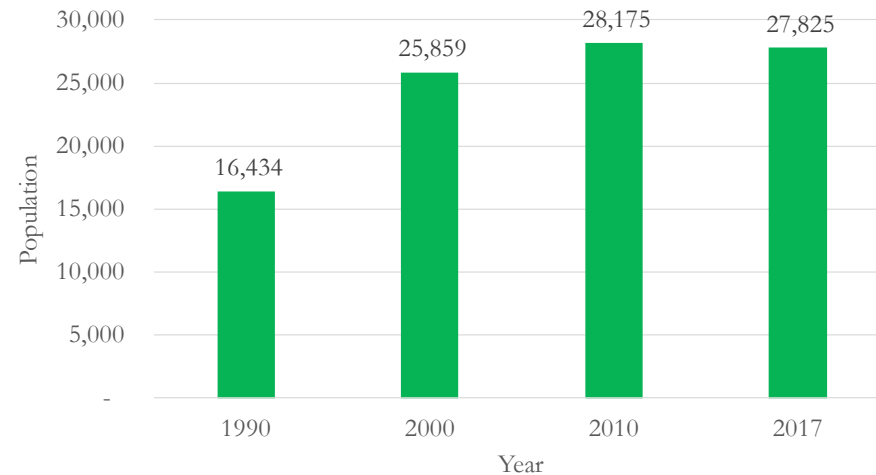
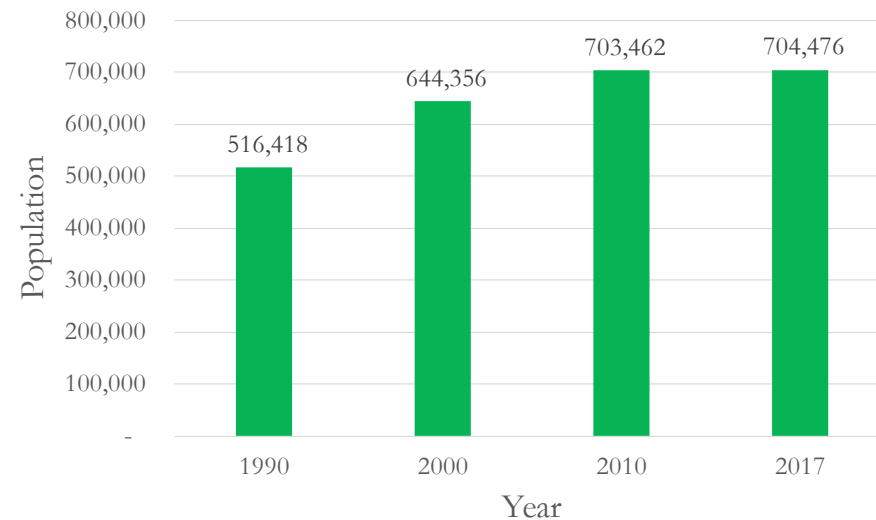


Chart 2: Lake County Population 1990-2017



The Village's population growth resulted from a rapid rate of housing construction which significantly increased in the 1990s with the development of the Sutton on the Lake, Fox Chase, and Country Walk subdivisions.

Whereas the 1970s and 1980s saw housing construction rates of 200 and 130 units per year, respectively, the 1990s housing construction rate increased to approximately 250 units per year with most new construction occurring between 1990 and 1996.

In the past two decades, new housing units have occurred primarily as infill development in existing residential neighborhoods.

In addition to residential growth, the Village under the guidance of its Comprehensive Plan has continued to grow through a variety of other land uses.

The Village has experienced the expansion of larger retail uses through new development and redevelopment of the area around the Rollins Road and Illinois Route 83 intersection, and these changes continue.





While the areas adjacent to this intersection built out, complementary large-scale commercial development occurred at the Illinois Route 83 and Monaville Road intersection. Small-scale commercial infill development continues along Illinois Route 83, Rollins Road, and Cedar Lake Road.

Over the past approximately twenty (20) years, the most dramatic change in the Village's variety of land uses has been in terms of public and quasi-public uses.

Since 2000, the Village has developed its new Village Hall and Police Station, expanded its Metra facilities, and built a new Village Cultural and Civic Center.



The Village has acquired and developed land along Round Lake for the development of a beach front community park. The Round Lake Area Park District has expanded its park holdings within the Village and built its district wide Sports Center in the Village's Town Center. The Round Lake Area Fire Protection District added a new station on Hook Drive just east of Illinois Route 83.

Lake County built its North Branch Court for traffic cases on Nicole Lane just north Rollins Road. The combined growth of this variety of land uses has made the Village one of the main regional community centers for western Lake County.

As of 2017, the U.S. Census Bureau estimates the Village has approximately 28,000 residents. The Chicago Metropolitan Agency for Planning (CMAP) forecasts that the Village's population will approach 31,000 by the 2050. To achieve this figure, the Village would need to add around 3,000 new residents, or an average of 100 people per year for approximately thirty (30) years.

CMAP also forecasts that the number of people per household will drop from approximately 3.4 people per household in the 2020 to approximately 3.3 people per household in the 2050. If this forecast is valid, this condition would represent an increase of approximately 1,100 to 1,300 new households to make up for the overall reduction in the number of people per household.





The primary growth area for this new population may be through in-fill development/redevelopment in the neighborhood areas south of Rollins Road. The Village also has a few larger vacant parcels that could be developed with new residential developments. Population growth might also occur through the annexation of existing, unincorporated, residential neighborhoods on the periphery of the existing Village boundary. If the Village does annex large portions of the available unincorporated territory, the potential exists for even more growth beyond CMAP forecasts.



Considering the forecast for the decrease in the number of people per household, this Plan may also need to consider the potential for changes in some of the new housing types in the Village to include possibly a greater number of attached single family, multiple family, or senior living units in the Village in the future.

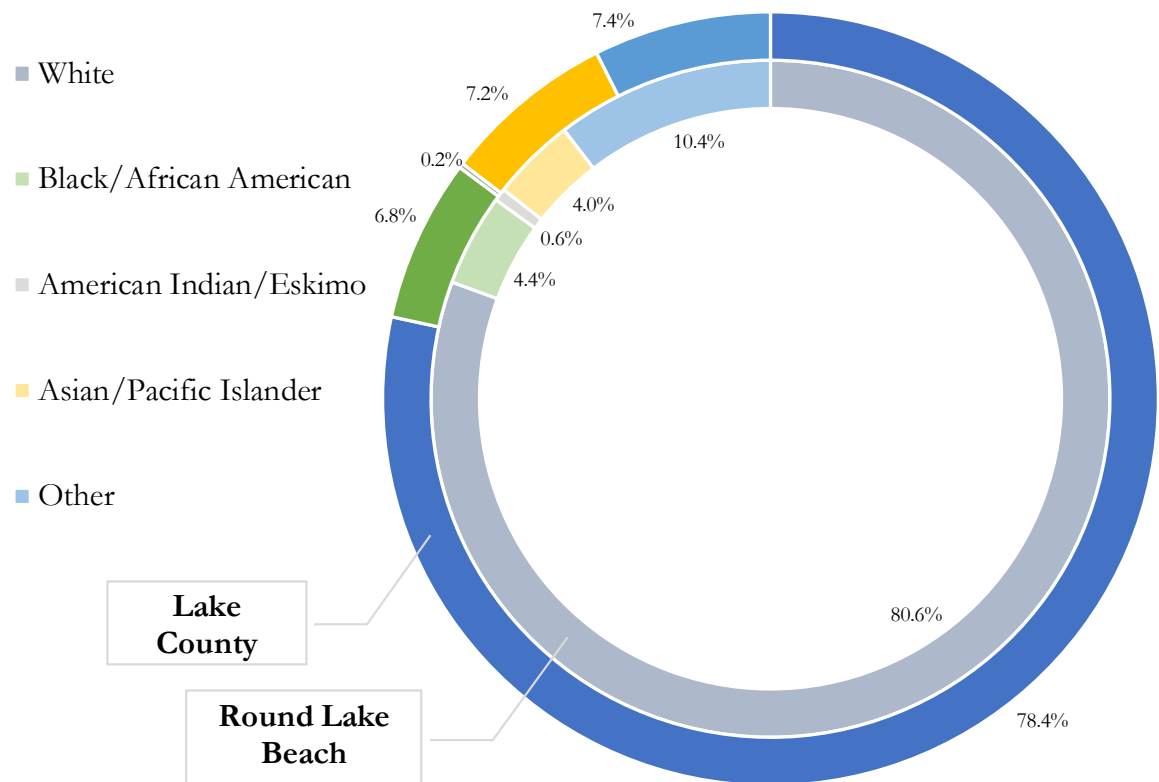
## Demographics & Socio-Economic Analysis

### Population

The Village experienced dramatic population growth from 1990 to 2000, increasing in population from 16,434 to 25,859 (+9,425; +57%). As shown in Chart 1 (page 17), this dramatic growth greatly slowed down between 2000 and 2017. The Village's population increased to around 28,000 and grew by just over 2,000 residents. Compared to the growth rate for the ten (10) years between 1990 and 2000, the seventeen-year growth rate from 2000 to 2017 was just under 10%.

While the Village's growth rate outpaced Lake County (see Chart 2, page 17), particularly between 1990 and 2000, the Village's growth pattern has mirrored that of Lake County in that both grew noticeably between 2000 and 2010, and plateaued between 2010 and 2017. The direction provided in this Plan regarding residential land uses and potential annexations to the Village will influence the Village's future population growth.

Chart 3: Village & Lake County Ethnicity Distribution - 2017

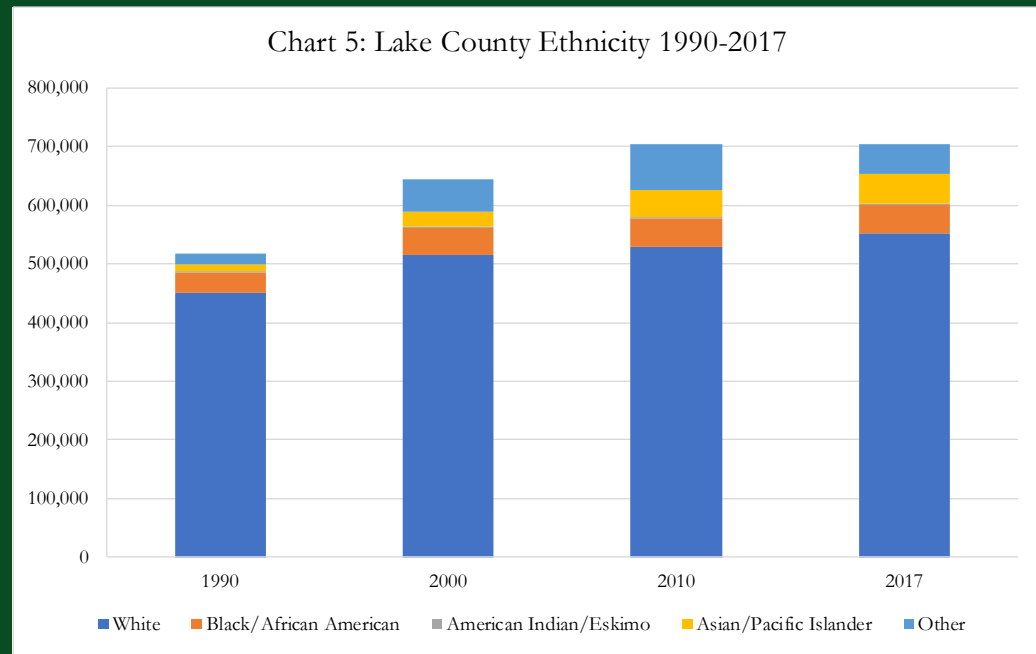
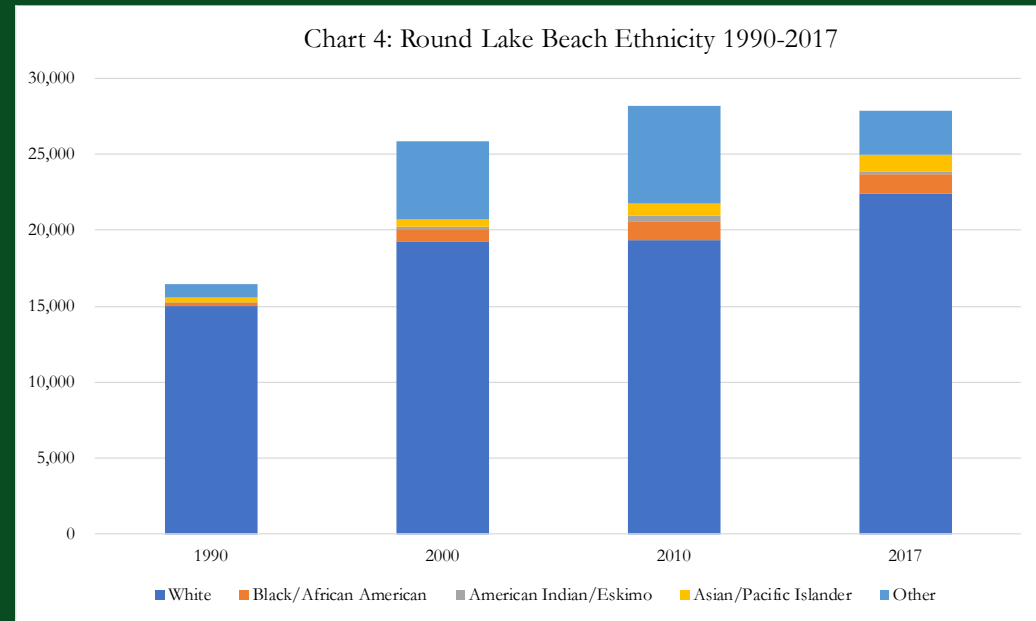


With respect to ethnicity, the general proportions of the population from various ethnic groups have remained consistent from 1990 to 2017 (see Chart 4 ). The Village’s proportions only vary slightly from the population portions as exhibited in Lake County overall (see Chart 3 and 5).

With respect to residents of Hispanic origin, the Village experienced noticeable population growth. The Hispanic population grew from 14% of the population in 1990 to 48% of the population in 2010, when it leveled off similarly to overall Village population growth (see Chart 6).

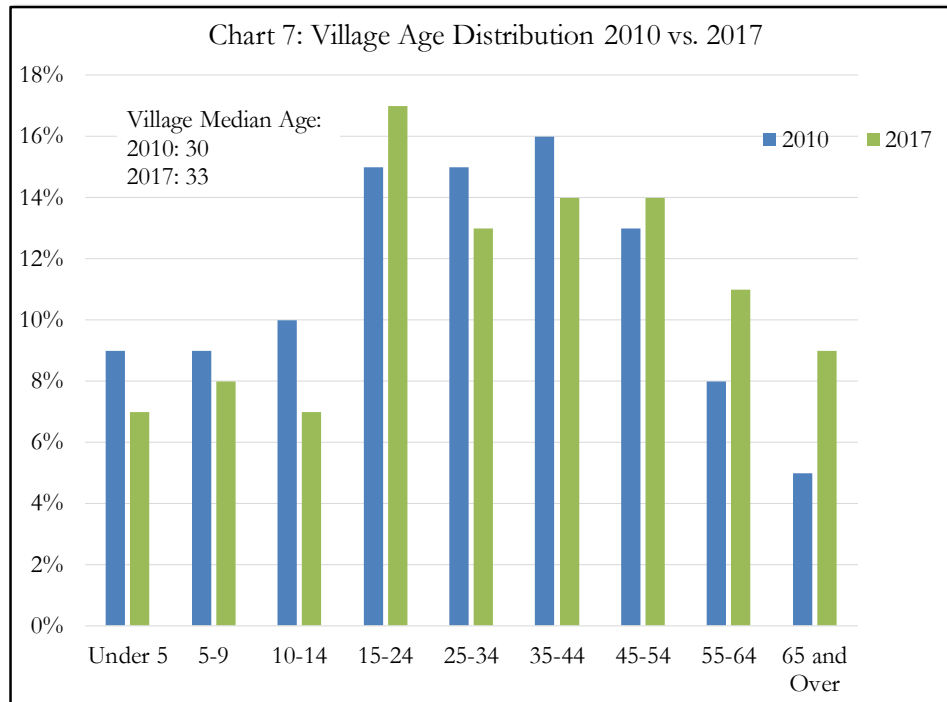
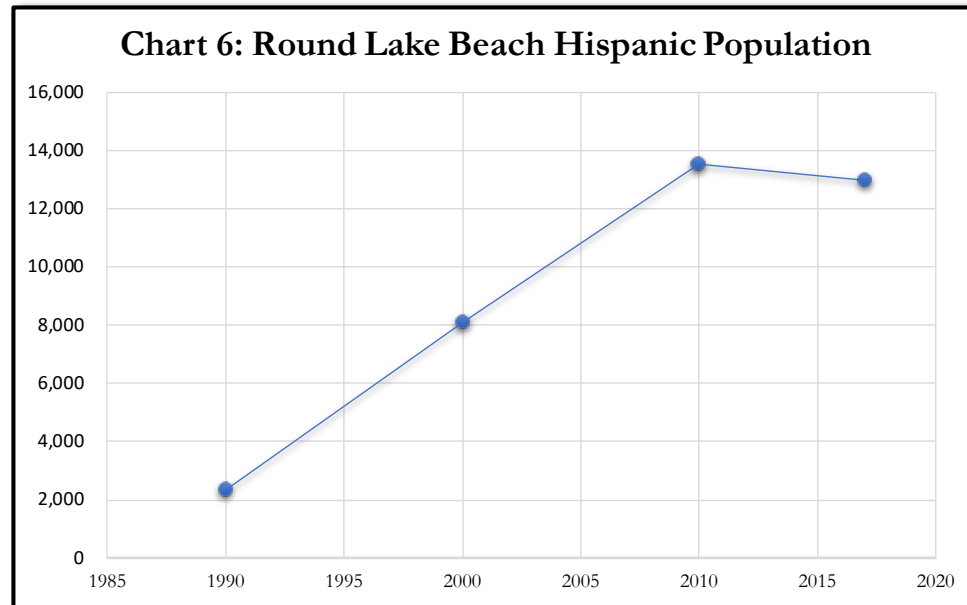
With respect to the general age levels of the population, the Village has been shifting in terms of age, with Village median age rising from twenty-seven (27) in 1990 to thirty-three (33) in 2017, which is reflected in the general proportions of the Village’s population from various age cohorts slowly increasing from younger to older (see Chart 7 ).

These trends reflect overall demographic trends of the “Baby Boomer” generation advancing in age.



While the Village's population trend is advancing age level, the Village's change in has remained younger compared to other neighboring communities, with its median age noticeably below Lake County's overall level, which is thirty-eight (38) as of 2017.

Over the horizon of this Plan, the overall demographic trends of the Village will continue to change primarily influenced by the greater macro-trends occurring in Lake County, as well as the rest of Illinois and the U.S.



## Housing

Matching the Village's population growth, the Village experienced dramatic housing unit growth between 1990 and 2010 when it went from 5,041 units to 8,365 units, a 3,324 unit increase (+66%). This housing unit growth rate exceeded Lake County overall which only grew by 16% over this time period. From 2010 to 2017, the housing growth moderated to around 6%, only adding an additional 518 housing units for a total of 8,883 housing units. This latter growth was also greater than Lake County's growth rate of around 2% for the same time period.

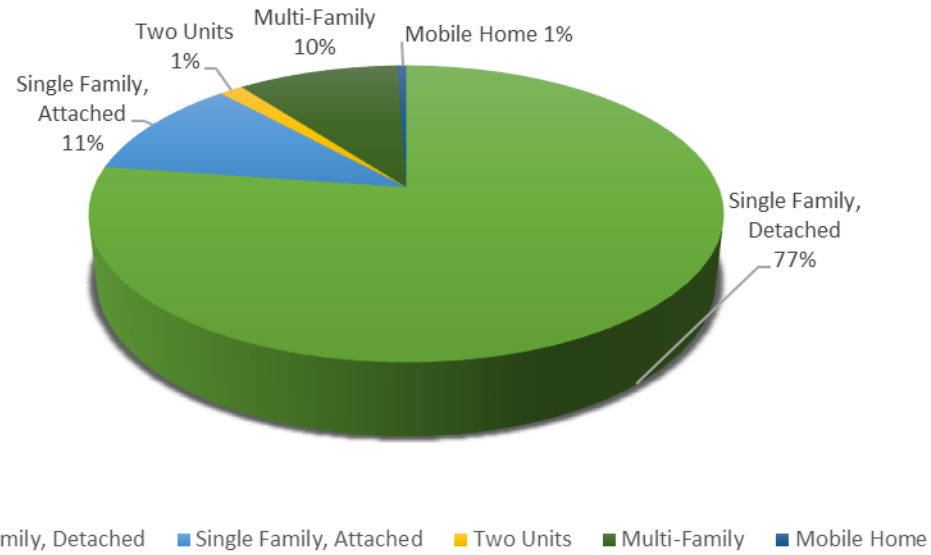
The Village has a fairly diversified housing stock by age of structure. Nearly all of the dwellings built before 1969 were constructed south of Rollins Road (approximately 30%). Since 1969, the community's residential growth has occurred primarily north of Rollins Road, in planned residential subdivisions with curvilinear streets. This pattern of development is typical of the 1970s and 1980s.

The Village has matched the overall Lake County occupancy rate for housing units with around 93% of units being occupied in 2017, but this number represents a decrease prior to 2010 when the Village's housing units were 97% occupied. The Village has remained primarily a Village of owner-occupied housing with 76% of units being in this category in 2017, which is a higher level than Lake County overall at 73% owner-occupied housing units. This level, however, has decreased by approximately 9% since 2000. These trends most likely reflect overall demographic trends occurring within Lake County and Illinois as a whole.

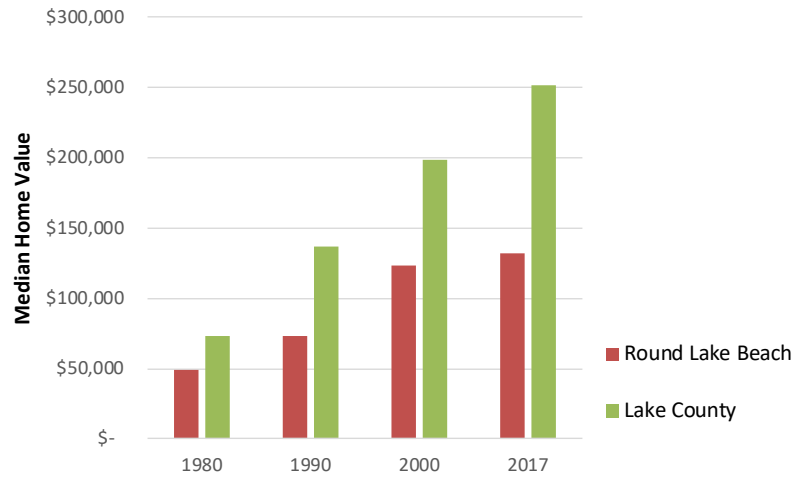
A noticeable feature of the Village has been its relatively high people per household level, which was just below three and a half (3.5) people per household in 2017. Lake County as a whole has remained around only three (3) people per household since 1990. The Village's detached single-family oriented housing stock and the relative affordability of housing units has most likely been the primary reason for this higher level of people per household.

The Village has made it a primary community development effort to maintain and improve affordable housing through its award-winning Home Acquisition and Rehabilitation Program (HARP).

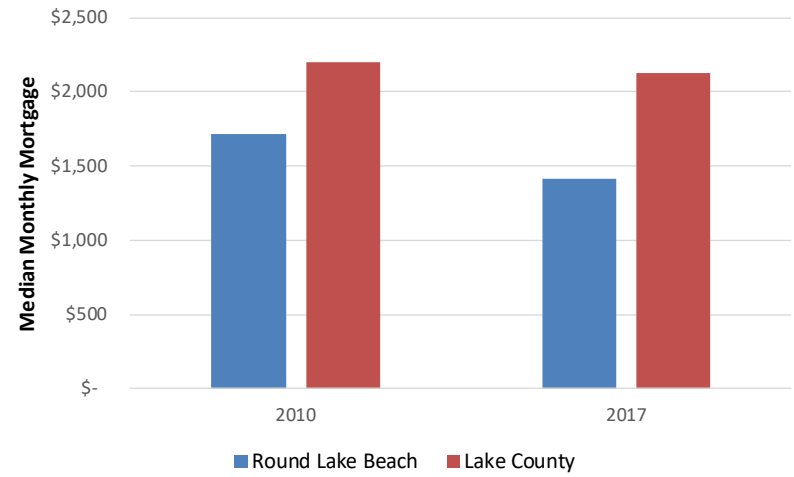
### Housing Units by Type (2013-2017 Avg.) Village of Round Lake Beach



### Median Home Value Village of Round Lake Beach and Lake County



### Median Monthly Mortgage Village of Round Lake Beach and Lake County



## Median Family Income/Poverty Level      Employment

The median family income has risen dramatically between 1990 and 2017 from approximately \$40,000 to \$72,000, an 83% increase (+\$32,000; see Chart 8). Most of this growth occurred between 1990 and 2000 when median family income grew by approximately \$22,000. Despite this increase, the Village's recent relative growth in total median income level has still been less than Lake County's as a whole, which experienced a 119% increase from 1990 to 2017. Despite the Village's family median income growth, the Village has experienced a rise in families with incomes below the poverty level as defined by the U.S. Census Bureau, and the percentage of families in the Village within this category is approximately 2% more than the level of Lake County overall. The continuing direction of this Plan is to provide a more diversified local economy integrated with Lake County in order to help address financial conditions within the Village.

Chart 9 outlines the employment levels of Village residents by various industry groupings. Compared to Lake County as a whole, the Village has tended to have higher percentages of residents employed in the construction, manufacturing, and retail trade industries, but from 2010 to 2017, the levels of residents employed in these industries has decreased. The employment levels in these industries have moved closer to the overall levels of Lake County. Conversely, in the past the Village has had lower percentages of residents employed in the finance, insurance, real estate, and rental and leasing (traditionally abbreviated FIRE);

professional, scientific, management, administrative, and waste management services; and the educational, health, and social service industries. Since 2010, the Village has increased the percentage of residents employed in the FIRE and the educational, health, and social service industries by around 2% each. These shifts indicate that the Village is becoming more reflective of the overall Lake County economy as the Village has gone from a fast-growing, primarily residential community to one that is built-out and more stable with respect to population growth.

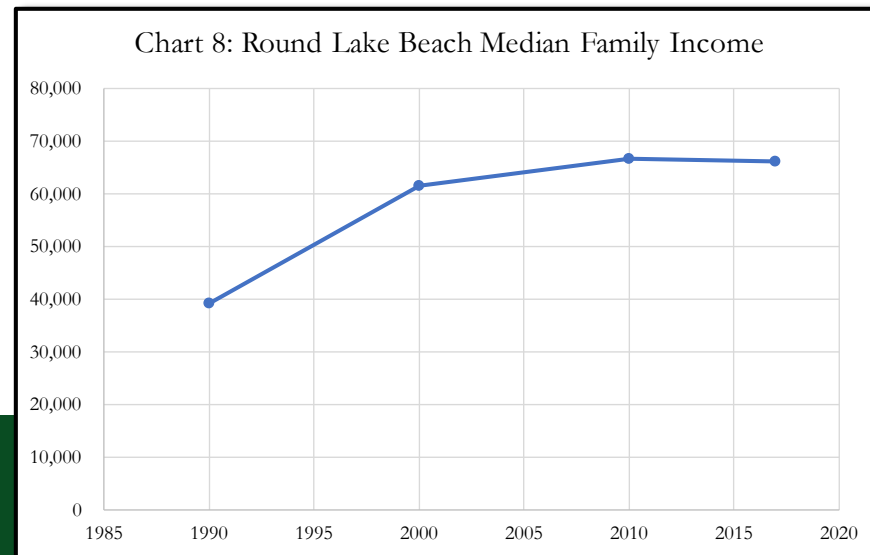
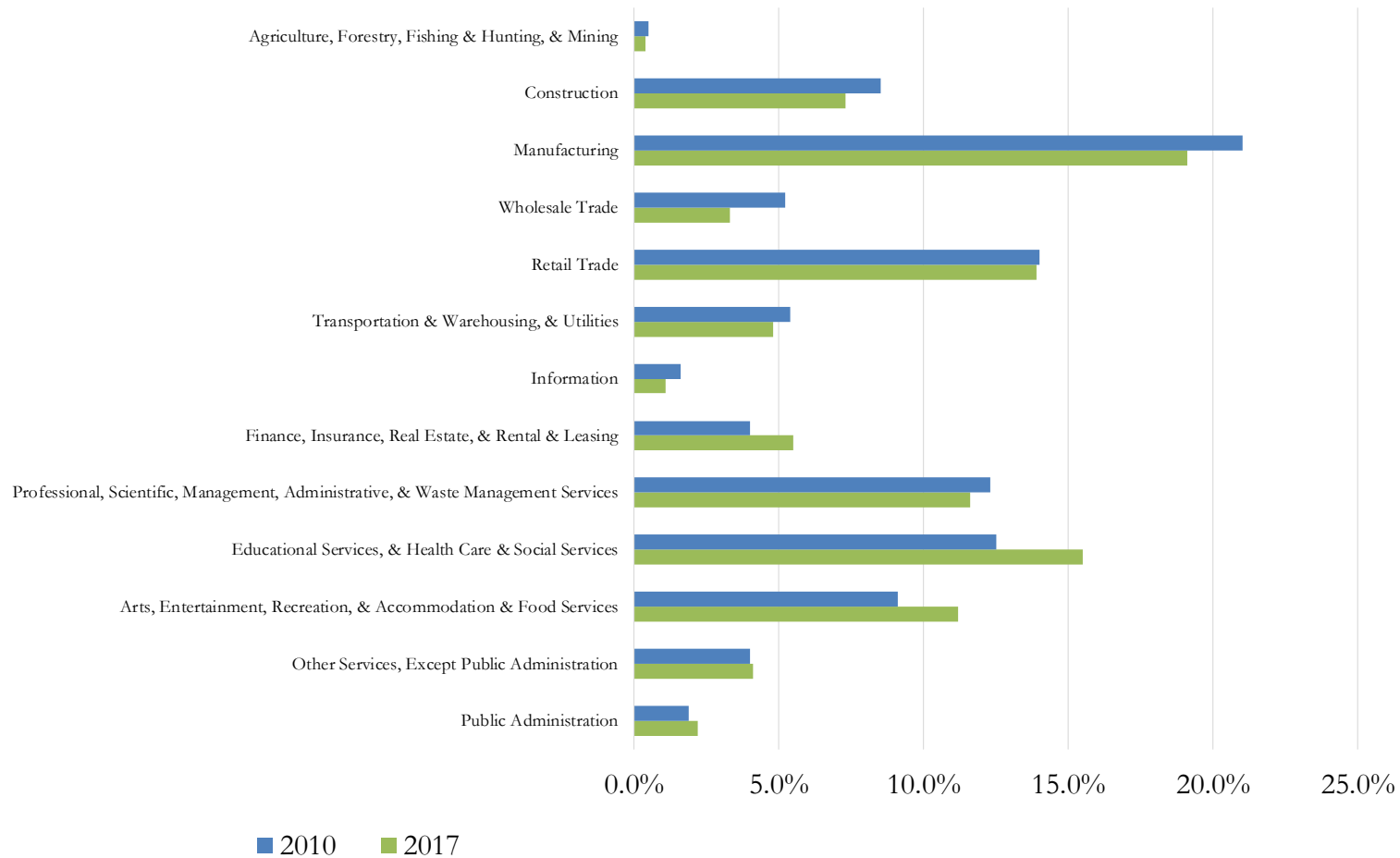


Chart 9: Village Resident Employment Levels by Industrial Groupings  
2010 vs. 2017



Source Data for Charts: U.S. Census Bureau, 1990, 2000, 2010 Censuses & American Community Survey 2010 & 2017 -5-Year Sample Estimates, Lake County Partners-ESRI Forecasts 2005. Prepared by Rolf Campbell Associates, 2019.



# Vision, Goals & Objectives

A Comprehensive Plan is an expression of what a community wants to become over the long-term horizon. The Comprehensive Plan is a carefully crafted policy guide for decision-making and action. The Plan's goals and objectives provide the framework for the entire direction of the Plan including its elements such as the land use map and key development areas.

- **Goals** are long-term, qualitative statements of desirable conditions for the development of the Village.
- **Objectives** are more specific steps which can be scheduled, budgeted and accomplished as a means of trying to achieve the long-term goals.

Together, the goals and objectives are indicative of what the Village wants to accomplish with the Comprehensive Plan, and with other development tools and ordinances. They represent priority topics discussed during the update of the land use plan, and comprehensively address the land use; residential neighborhoods; commercial development; industrial parks; parks and recreation; transportation; open space and natural resources; Village identity and administration.

## Vision Statement

**The Village of Round Lake Beach aspires to be a family-oriented and sustainability-focused community that provides a full range of public and commercial services to its residents at all stages of life.**

**Over the next twenty years, the Village will focus on maintaining a desirable place to live, a diverse and balanced local economy, exemplary public safety services, and public infrastructure designed to meet current and future demands.**

# Goals & Objectives

## Land Use

### Goal

To create compatible and efficient land use patterns, while providing a variety of living, working, shopping, and recreational opportunities for residents of Round Lake Beach.

### Objectives

1. Continue to support and unify the development of the Town Center within the Village's Central Business District to centralize important Village functions and foster social interaction among residents of Round Lake Beach that includes the following uses:

- Village Hall and police station
- Post office
- Recreation center
- Open space and parks
- Commuter train station
- Civic Center with Amphitheater
- Police Memorial

2. Create balanced land use patterns that reduce the need for commuting time between residential land uses and places of employment, shopping, and other public spaces.

3. Introduce senior housing in areas that are close to planned commercial, so that senior citizens can walk to obtain goods and services.

4. Construct sidewalks and bicycle paths that provide access between neighborhoods, schools, shopping and employment centers. Coordinate new sidewalks and bike paths with the Pathway Plan.

5. Diversify the Village's employment base by setting aside land for professional offices and service businesses in order to introduce "white collar" jobs into the community, thereby increasing the median income level.

6. Increase the retail sales tax base by sustaining and expanding the commercial base along Rollins Road, Fairfield Road, Cedar Lake Road, and Illinois Route 83.

7. Encourage the infill of vacant properties in the Village's existing industrial parks.

## Residential Neighborhoods

### Goal

To provide for a high-quality residential environment that appeals to and satisfies the needs of a broad demographic. Toward that end, the Village will initiate and respond to opportunities to upgrade the existing housing stock (particularly south of Rollins Road), enhance walkability, beautify neighborhoods, diversify housing options, and engage the citizenry as partners in these efforts.

### Objectives

1. Maintain the predominantly single-family image and character of the Village with an owner occupancy rate of at least seventy-five percent (75%).
2. Build on the presence of Oak Hill Supportive Living Community to offer a series of housing options for seniors that allows them to remain in the local community as they age. Such options may include home repair and accessibility modification programs, independent living communities, assisted living, and memory care. Explore the feasibility of a senior campus concept that incorporates Oak Hill with other types of senior housing, and allows residents and their families to congregate and share amenities.

3. Plan for the disposition of Village-owned properties in residential neighborhoods, including scattered site lots and assembled parcels. See Disposition strategy.

4. Acquire parcels, where feasible and beneficial, and incorporate into the disposition plan for Village-owned properties. Prioritize acquisition of lots that can be assembled into larger parcels of vacant land in strategic locations. Acquisition tactics include working through the Lake County Land Bank, legislative strategies, utilizing delinquent property tax options and purchase of distressed properties.



5. Create partnerships with the public, private, and not-for-profit sectors in order to leverage resources that foster accomplishing any and all Residential Neighborhood goals and objectives. Such resources may include, but are not limited to, investment capital, grant funding, tax credits or other forms of subsidy, workforce assistance, educational programming and training opportunities.
6. Attract a broader demographic by simultaneously diversifying the housing stock and furthering economic development via mixed-use development, work-live spaces, and buildings of four (4) to eight (8) units. Prioritize such projects in the Village's Central Business District. The Cedar Lake Road, Fairfield Road and Rollins Road corridors are also priority locations for such housing types.
7. Review and revise the building code and fee structure in order to promote the development of housing unit types and designs deemed desirable to the Village.
8. Promote small-scale development and redevelopment of single-family homes, including infill, teardowns, gut-rehabs and projects of less than ten (10) homes. Incentivize developers to incorporate design elements and housing types that will further the overall goals of this Comprehensive Plan and the Village as a whole.
9. Provide initiative and support for the preservation of homes and cultivation of recreational opportunities in the Shorewood and Lakefront Park neighborhoods that contribute to the original resort-like ambiance of those areas.
10. Identify and make programs available to residents and property owners that can assist in making building repairs and improvements. Where feasible, create and offer such programs through the Village.
11. Promote neighborhood beautification by concurrently coordinating numerous resources in identified areas. Such resources may include the Capital Improvement, Sidewalk and Tree Replacement Programs; permitting and code enforcement efforts; resident education; and, if resources allow, creating and administering Village beautification programs.

### **Disposition Strategies**

Village-owned properties are a valuable asset that encompass and affect all aspects of Village life: neighborhoods, commercial districts, places of recreation, infrastructure and environment. By necessity, disposition of individual parcels must be managed on a case-by-case basis to both address the realities of the site and create the most advantageous impact. However, each such disposition will be guided by a broader strategy that considers the purposes and needs of the Village, its preferred land uses, and the goals of neighboring property owners.

Some Village-owned properties border locations that are key to the Village's infrastructure or land use planning goals. Other properties about land owned by, or of importance to, the special taxing districts and community groups with whom we strive to work cooperatively: for instance, schools, park districts, and nonprofit agencies. The ultimate land use for any particular parcel may be affected by both the needs of the Village and the broader community.

While the Village intends to achieve a variety of outcomes through the combined results of property disposition, the end use of each individual parcel will be determined, in part, by the qualities of that parcel and its adaptability to a preferred use. Potential options for these Village-owned lots include but are not limited to:

- Housing development
- Recreation
- Continued retention for anticipated municipal or governmental purposes
- Stormwater Drainage or other infrastructure needs
- Protection of environmental assets
- Public common area and/or green space
- Transfer and consolidation of a vacant lot to an adjacent property

In many cases, one or more intermediate steps will be necessary to accomplish the preferred disposition strategy for a particular lot or series of lots. These steps include:






1. Position parcels for compliance with the Municipal Code through rezoning or utility improvements.
2. Strategically assemble parcels through lot consolidation, lot conveyances, or packaging of scattered-site lots.
3. Develop incentive packages to augment a project's financial viability.
4. Revise construction-related fees to reflect today's market conditions. Impact fees, water-sewer connection fees and the like have not been evaluated or discussed with special taxing districts subsequent to the Great Recession.
5. Determine preferred housing products and designs in advance of any construction or redevelopment.
6. Solidify partnership and/or development agreements.

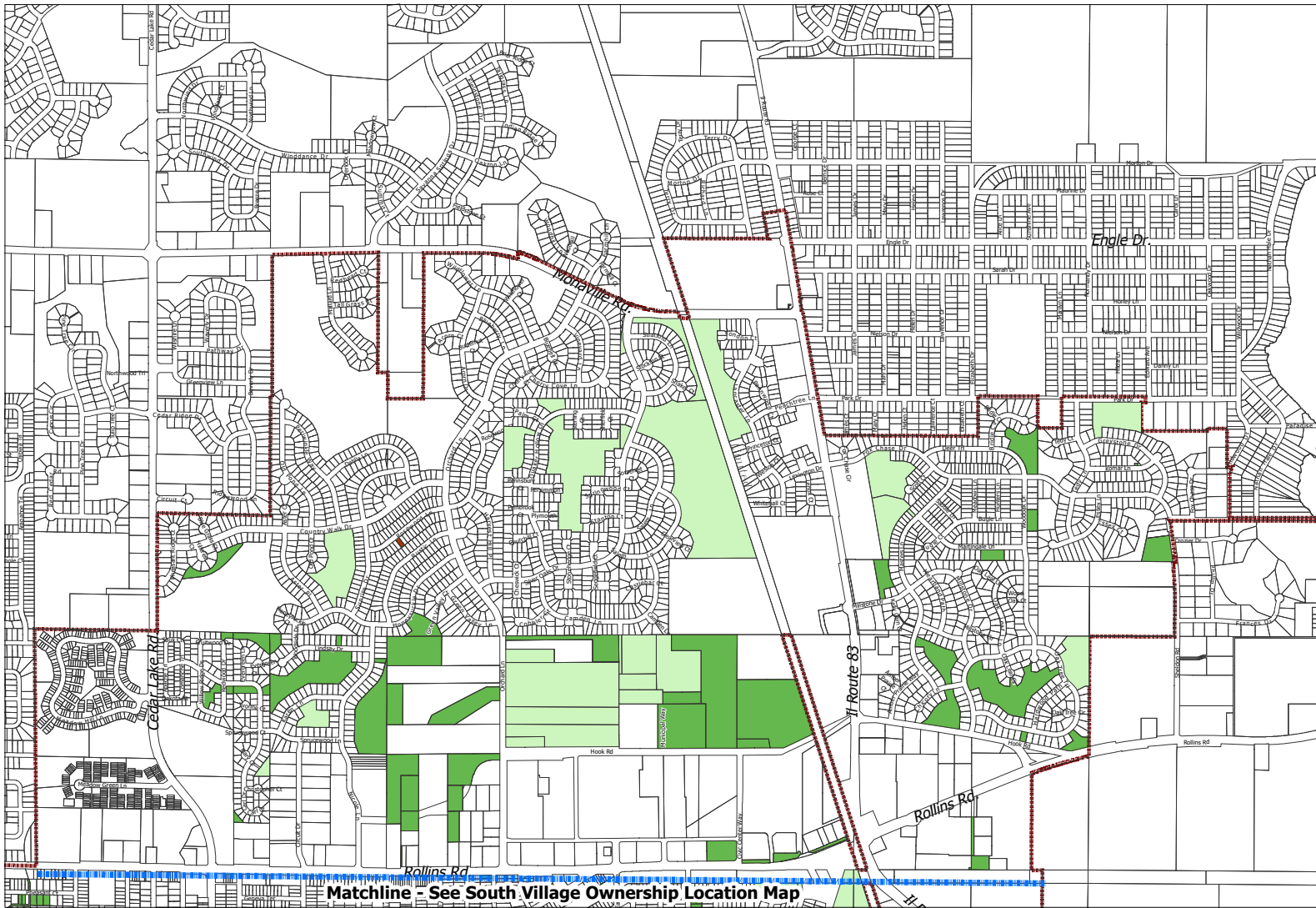
Finally, it should be noted that the combined magnitude and cost of disposition can only be addressed by working with other groups. Realistically, the Village will initiate and implement disposition of only some parcels on its own. To supplement these efforts, the Village will proactively engage the public, private and nonprofit sectors in search of resources and mutually-beneficial partnerships, in addition to exploring the feasibility of opportunities as they arise.



# Village Ownership Location Map North Portion

### Legend

-  Village Boundaries
-  Village Owned Locations Based on Lake County GIS Data
-  Fuller Center for Housing Hero Project Owner
-  School District 116 Properties
-  Round Lake Area Park District Properties



Matchline - See South Village Ownership Location Map

Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, 2019.



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1"=500'  
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250 0 250 500 750 1,000  
Feet








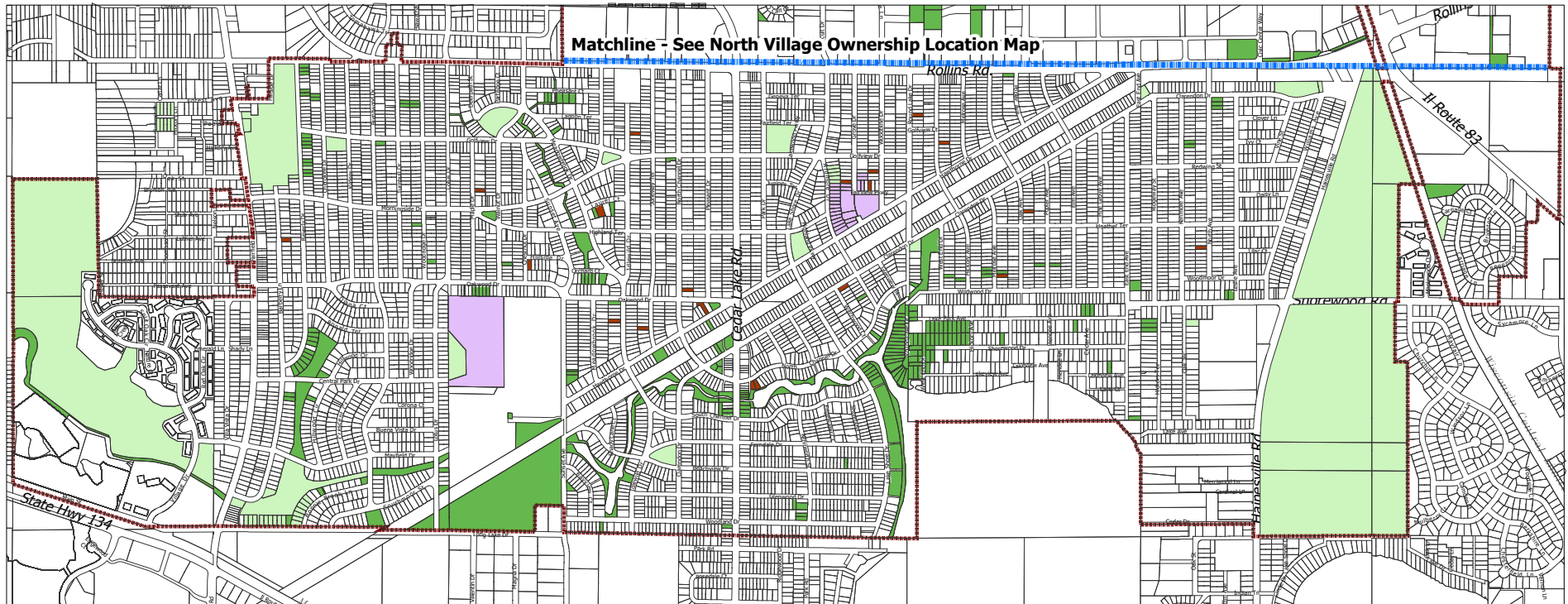
Date: 2/5/20  
Rev. Date: 2/26/20



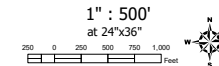
# Village Ownership Location Map South Portion

## Legend

-  Village Boundaries
-  Village Owned Locations Based on Lake County GIS Data
-  Fuller Center for Housing Hero Project Owner
-  School District 116 Properties
-  Round Lake Area Park District Properties



Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, 2019.



Date: 2/5/20  
Rev. Date: 2/26/20

## Commercial Areas

### Goal

To promote a system of commercial development that secures the regional significance of Round Lake Beach as a retail, entertainment, and cultural experience center, while providing local residents with easily accessible neighborhood commercial facilities.



### Objectives

1. Promote new regional-scale commercial development and redevelopment along Rollins Road, which attracts both residents of the Village and those of the surrounding communities.
2. Promote the development of experiential dining and leisure uses, such as unique ethnic restaurants and live entertainment, that bolster the Village's commercial areas as a regional destination.
3. Revitalize existing businesses along Rollins Road through landscaping, façade improvements, unified lighting, and reduced signage.
4. Encourage the establishment of professional office and service uses to locate in Key Development Areas in order to increase the range of employment opportunities and strengthen and expand the Village's tax and economic base.
5. Discourage the establishment or extension of strip commercial development along Fairfield and Cedar Lake Roads. Instead, encourage the grouping of retail, office and commercial activities in centers of unified design character (including signs, lighting, etc.), according to established standards.
6. Require new commercial buildings to be constructed predominantly of brick, a durable material, in order to reduce maintenance and promote high quality structures that are permanent in appearance.
7. Avoid strongly contrasting or harsh color schemes that draw attention to a building in the same manner as a sign.
8. Require developers to provide sidewalks along both sides of major arterial streets for pedestrian access to commercial centers, and promote internal pedestrian linkages within commercial developments. Coordinate new sidewalks with the Pathway Plan.

9. Require owners and proprietors of business and professional properties to provide adequate off-street parking and loading for their respective operations, in accordance with Village codes and ordinances.

10. Promote site planning that addresses the needs of people with disabilities according to good planning practice, in addition to state and federal requirements.

11. Update and expand the Zoning Ordinance as necessary to provide the tools necessary to implement the land use components of this Comprehensive Plan.

12. Consider further amending the Zoning Ordinance to require more detailed standards to be applied to new or redeveloped properties in the following instances:

- Screen trash bins or dumpsters with masonry enclosures.
- Screen outdoor storage areas with fences, walls and/or landscaping.

- Soften paved areas by installing perimeter yard landscaping that includes at least one (1) shade tree for every thirty (30) lineal feet.
- Promote compatibility between commercial uses and existing or planned residential or institutional properties by installing landscaping screening.
- Screen off-street parking and loading from public streets and existing or planned residences or institutional uses.

13. Identify and make available to small business owners programs that can assist in making building repairs and improvements. Where feasible, create and offer such programs through the Village.



## Industrial Areas & Employment Uses

### Goal

To develop a light industrial base that ensures a diversified economy, complements other types of local development, strengthens the tax base, and provides employment for Village residents.



### Objectives

1. Direct non-polluting, light industrial and employment land uses to existing industrial parks.
2. Consider further amending the Zoning Ordinance as needed, possibly to require the following more detailed standards:
  - Landscaped setbacks from adjacent streets that are at least twenty-five (25) feet wide.
  - Twenty-foot (20') wide landscaped buffer yards between existing or planned commercial and industrial uses.
  - Landscaped screening where industrial uses abut existing or planned residences. Such screening should be accomplished by installing three- to four-foot (3'-4') tall berms in perimeter yards that are at least twenty-five (25) feet wide and planted with a combination of three-inch (3") caliper shade trees, six-foot (6') to ten-foot (10') tall evergreen trees and understory shrubs.
  - Landscaped screening of parking and loading from public streets and existing or planned residences or institutional uses.

3. Require new buildings constructed in the Village's existing industrial parks to be compatible in form, textures, and colors, in order to unify development within these employment centers.

4. Encourage the development of light industry, assembly, and office/research that maximizes use of the local labor force.



# Transportation

## Goal

To provide and maintain a balanced transportation system that provides for safe and efficient movement of vehicles and pedestrians, reinforces surrounding land development, and enhances regional transportation facilities.



## Objectives

1. Work with Pace to maintain and expand bus line services on Rollins Road and Cedar Lake Road to link residents to the train station and other shopping and employment opportunities east of Round Lake Beach.
2. Minimize and consolidate the number of curb cuts provided for by new development along Illinois Route 83, Cedar Lake Road, Fairfield Road, and Rollins Road in order to maximize the safety and operational efficiency of these roadways.
3. Continue the development of the Hook Drive extension as envisioned in Key Development Area #3 to improve vehicle and pedestrian east-west movements without requiring travel on Rollins Road.
4. Promote cross-access agreements between existing and planned commercial properties as a way of minimizing curb cuts.
5. Promote the construction of sidewalks and bicycle trails to provide residents an alternative to driving their cars to schools, shopping, parks, and employment centers. Coordinate new sidewalks and bicycle trails with the Pathway Plan.
6. Evaluate options for connecting streets to improve access to the Shorewood area, in order to decrease emergency response time to properties in this part of the Village.
7. Require all new streets to be constructed according to specifications included in the Subdivision Regulations.
8. Monitor Lake County's previous plans for the potential development of an underpass and interchange at Fairfield Road, Illinois Route 134, and the railroad tracks to ensure compliance with the Village's planning for the area.
9. Evaluate expanding Metra train service potential to include express trains, and work with surrounding municipalities for potential shared commuter shuttle service.

## Parks & Recreation

### Goal

To promote adequate, well-designed parks and recreational opportunities to serve the needs of all segments of the Village's population.



### Objectives

1. Continue to cooperate with the Round Lake Area Park District in projecting needs, carrying out plans, and coordinating projects.
2. Encourage continued park/school joint use agreements.
3. Implement the Pathway Plan that identifies pedestrian and bicycle linkages from residential areas to parks, forest preserves, schools, shopping areas, and employment areas within the Village and adjacent communities, and identify grants and other sources of funding to implement the plan.
4. Work with the Park and Forest Preserve Districts to identify and acquire open space and floodplains in the vicinity of Round Lake for the purpose of:
  - Protecting sensitive environmental resources.
  - Providing opportunities for passive recreation, such as bird watching.
  - Constructing multipurpose pathways that link together open space and recreational resources throughout the community.
5. Continue to collaborate with the Round Lake Area Park District in the implementation of its Master Plan and other improvement programs.
6. Continue to work with the Lake County Forest Preserve District on completing the Millennium Trail path through the Village that conforms to the Village's open space and transportation goals and plans.
7. Continue to seek improvements to Lakeshore Park as outlined in its Master Plan.
8. Work in conjunction with the Round Lake Area Park District to establish shoreline restoration plans along the channel, and coordinate efforts with U.S. Army Corps of Engineers.

**9.** Encourage the development of public and private sector recreational uses that provide affordable activities for families and teens. Such facilities or activities could include:

- An Ice skating rink or trampoline park.
- A YMCA or Water Park.
- Parks and playlots large enough to accommodate ½ basketball courts and softball, soccer, or other sport courts.
- Outdoor amphitheater for plays and concerts.
- Revival of the “after-school club” program.

**10.** Develop passive recreation uses, including paths and educational exhibits, as part of the Orchard Lane Conservation Area.



# Open Space & Natural Resources

## Goal

To protect and preserve existing natural resources, and plan for future open space needs.



## Objectives

1. Identify, protect, and preserve important natural areas and resources, by setting these areas aside as permanent open space.
2. Further the goals of the 2019 Sustainability Plan when reviewing and approving new residential and nonresidential development.
3. Preserve the Village's existing, mature trees, by:
  - Adopting a tree preservation ordinance.
  - Altering development proposals to avoid impacts to existing, mature trees.
  - Requiring developers to post tree preservation bonds during construction.
  - Enforcing tree protection through regular inspections.
4. Continue the development of the Orchard Lane Conservation Area to be a natural resource for all residents to experience.
5. Continue to promote the clustering of housing to preserve trees and other important natural resources that exist on a developable site.
6. Prevent urbanization of floodplains and encourage the use of flood prone land for public open space, recreational activities, wildlife habitat, and pedestrian trails.
7. Require and improve stormwater management retention/detention ponds, rain gardens, bioswales, and other infrastructure that enhance the Village and mitigate the risks of flooding.
8. Maintain the existing channels that extend between developed properties and protect them from erosion and sedimentation through dredging and revegetation as necessary.
9. Provide convenient access between open space and residential areas through the provision of pedestrian easements, bicycle paths, and open space areas.
10. Coordinate open space plans with township, county, region, state, and federal open space plans and programs.

# Technology & Communication

## Goal

To promote and assist with the continuing incorporation and development of technological and telecommunication infrastructure to meet the needs of Village residents and businesses.



## Objectives

1. Encourage utility and telecommunication providers to maintain and improve their local infrastructure to meet increasing demands of services and facilitate eventual upgrades in dependent technology.
2. Encourage businesses and public uses to provide “wifi” or similar technology to customers to increase access to the internet.
3. Work with Lake County and other governmental jurisdictions, agencies, and service providers to maintain the Village as part of the regional technological and telecommunication network.
4. Monitor the requirements for emerging technologies, such as autonomous and electric vehicles, and ensure the Village is able to respond and support the standards and infrastructure to facilitate such technologies in the Village.

# Village Identity & Administration

## Goal

To provide a strong and positive Village image and identity through the creation of a distinct town center, revitalization of commercial corridors, landscaping, property maintenance code enforcement, and Village sponsored beautification programs.



## Objectives

1. Create well-defined entrances into the Village through special treatments of signage, landscaping, and other streetscape design techniques, including landscaped rights-of-way and building setbacks.
2. Work with Lake County, Round Lake Community Unit School District 116, Round Lake Area Park District, and the Lake County Forest Preserve District to develop unified, distinct signage and features (e.g., landscaping, public art, etc.) to signify public areas within the Village as distinct components of the Village and its character.
3. Encourage local groups to participate in the beautification of local parks and other public spaces through the planting of flowers, trees, and shrubs. Recognize these groups by installing plaques or other small signs in these areas.
4. Develop and implement a plan to preserve, replace, and plant trees and other vegetation in public spaces, including public rights-of-way.
5. Implement recommendations for Key Development Areas as a way to improve the identity and image of Round Lake Beach by:
  - Enhancing the Town Center in the Village's Central Business District
  - Continuing to improve Lakeshore Park and the lake channel areas.
  - Seeking to upgrade and revitalize properties along Rollins Road, Fairfield Road and Cedar Lake Road.
6. Continue to monitor and refine the Village's Sign Regulations to enhance the residential, commercial, and light industrial climate of the Village by promoting the reasonable, orderly and effective display of signs.
7. Initiate an "Adopt-a-Highway" program to keep streets clean and free of debris.

**8.** Promote the Village as a culturally diverse community. Hold special events and festivals that celebrate the heritage of the community’s population, including its ethnic and racial groups.

**9.** Continue to work with local school districts as necessary to assist with the expansion of existing schools and the locating of new of schools within the Village. As feasible, collaborate with these school districts on the development of their respective facilities plans.

**10.** Work with the local school districts to enhance the quality of education in order to attract families to the Village.

**11.** Support the Round Lake Area Gang Task Force, and work with schools and other social service organizations to address any local issues involving gangs.

**12.** Maintain up-to-date development controls that will provide for future growth in accordance with desired type and intensity illustrated on the land use map.

**13.** Continue to enforce property maintenance codes, thereby improving the appearance of properties in some of the community’s residential neighborhoods (i.e. removal of weeds and “junk” cars).

**14.** Continue to upgrade existing roads and utilities throughout the Village, and promote the relocation of existing overhead utilities along the Village’s arterial streets to eliminate conflicts between utility lines and existing or proposed trees to enhance the appearance of Village streets and improve the reliability of power.

**15.** Provide and maintain a high level of municipal services, including: police and fire protection; water and sewer services; and other governmental functions.

**16.** Work with other taxing districts to maintain a high level of services and facilities to enhance the community atmosphere of the Village.



# Land Use & Development

## Planning Area & Annexation

As allowed for under Illinois law, the Village's planning area includes both the areas within the Village's corporate limits as well as a large portion of the unincorporated areas within its mile and a half jurisdictional planning boundary. The Village envisions the potential for annexing several unincorporated areas, when determined appropriate, and the need to provide development guidance on these potentially annexable areas. The Village also wishes to make it clear to other governmental jurisdictions the range and intensity of development it expects for future land uses in these unincorporated areas in order to coordinate complementary land uses with the Village's planned community character.

## Existing & Future Land Use

Table #1, Existing and Future Land Use, provides an analysis of existing and future land uses within the Village. While this Plan outlines a slight reduction in the relative level of residential uses compared to the whole of the planning area (52% to 46%), the total acreage of residential land uses will increase by over 590 acres, if all the available areas are annexed into the Village (See Figures #1 and #2). The types of dwellings proposed as part of this Comprehensive Plan Update include high-end medium density dwellings, senior housing, and traditional single-family homes. Providing a diverse housing stock allows for residents to remain in the community at all stages of the life cycle. Fifteen percent (15%) of Round Lake Beach's total projected land area has been planned for commercial uses, which represents an increase of nearly 600 acres in commercial land (See Table #1 and Figure #2). The Village has planned primarily for the potential to increase its commercial land area through the development of land along the Fairfield Road, Monaville Road, Cedar Lake Road, and Illinois Route 83.

New office park and industrial uses have been planned principally along the corridors of Fairfield and Rollins Roads.

Although professional office and industrial use represents a small percentage of the overall distribution of land uses proposed for Round Lake Beach (0.7%), the sixteen (16) acres planned for development of these uses represents an approximately 70% increase over that which existed in 1999 (See Table #1). Parks and open space are important to Village residents and Village officials. More than twenty-two percent (22%) of its total land area has been set aside for recreation and open space, to ensure that residents have ample land area for both passive and active recreation activities (See Table #1). This Plan also promotes the continued cooperation between the Village and the Round Lake Area Park District to acquire land for open space and recreation and, once acquired, to improve these properties for such purposes.

## Existing and Future Land Use

Table 1

| Land Use Classification  | Existing Land Uses within the Village- 1999 |         | Future Land Uses within the Planning Area |         | Future Land Use Change |
|--|---|---------|---|---------|------------------------|
|  | Acres                                       | Percent | Acres                                     | Percent | Percent Change         |
| <b>Low Density Residential</b><br>(4 Units per Gross Acre or Less) **    | 119   | 3.3%    | 1,407                                     | 26.4%   | 23.1%                  |
| <b>Medium Density Residential</b><br>(4-7 Units per Gross Acre) **       | 1,610                                       | 44.8%   | 1,031                                     | 19.3%   | -25.5%                 |
| <b>High Density Residential</b><br>(Greater than 7 Units per Gross Acre) | 141   | 3.9%    | 22  | 0.4%    | -3.5%                  |
| <b>Commercial</b>  | 213   | 5.9%    | 802                                       | 15.1%   | 9.2%                   |
| <b>Office/Business Park</b>  | 0   | 0.0%    | 12  | 0.2%    | 0.2%                   |
| <b>Industrial</b>  | 23  | 0.6%    | 27  | 0.5%    | 0.1%                   |
| <b>Municipal &amp; Government/Institutional</b>                          | 104   | 2.9%    | 152                                       | 2.9%    | No change              |
| <b>Parks &amp; Open Space*</b>   | 648   | 18.0%   | 1,199                                     | 22.5%   | 4.5%                   |
| <b>Agricultural</b>  | 45  | 1.3%    | 0   | 0.0%    | -1.3%                  |
| <b>Vacant</b>  | 693   | 19.3%   | 0   | 0.0%    | -19.3%                 |
| <b>Right-of-Way</b>  | 0   | 0.0%    | 678                                       | 12.7%   | 12.7%                  |
| <b>Totals</b>  | 3,596                                       | 100.0%  | 5,330                                     | 100%    |                        |

Existing Land Uses by Planning Resources, 1999.

\*Includes large water body areas

Prepared by Rolf Campbell Associates, Inc. February 2020.

\*\* Zoning reclassification occurred for a number of existing subdivisions north of Rollins Road from Medium Density Residential to Low Density Residential. For Low Density classification, the subdivision must meet the condition that four (4) units per acre or less when combined with dedicated open space.

## Residential Land Uses

### Low Density Residential

(4 Units per Gross Acre or Less)  
This land use category consists of traditional single-family detached unit lots with the gross density of an overall development being four (4) units or less per gross acre.

### Medium Density Residential

(4-7 Units per Gross Acre)  
This land use category consists of smaller lot detached single-family units platted primarily in the oldest part of the Village and unincorporated areas as well as lower-density attached single family units such as duplexes and townhomes. The gross density of such developments range between four (4) and seven (7) units per gross acre.

### High Density Residential

(Greater than 7 Units per Gross Acre)  
This land use category consists of attached multiple unit buildings, primarily with common entrances. The style of these buildings includes multiple story buildings, with some of the tallest buildings in the Village within this category being specialty senior housing facilities. The gross density of developments in this category exceed seven (7) units or more per gross acre.

## Commercial & Employment Land Uses

### Commercial

This land use category consists of developments oriented to providing retail products and services directly to customers. For this land use category, the Village intends most of the floor area in developments to be occupied by primarily retail establishments such as general stores and grocery stores, and destination entertainment uses, such as restaurants and movie theaters. In addition to these uses, it is expected some small-scale service uses, such as hair salons/barber shops, tax/insurance services, and banks, will be allowed to provide convenient access to customers of the primary uses in the area.

The Plan shows a balance of land uses that are typical for a community of its size. Village officials believe that the implementation of this land use plan will improve the standard of living for existing and future residents. To ensure the development of compatible and harmonious land uses abutting the borders of its corporate limits, Round Lake Beach plans to participate proactively in the public planning processes of its neighboring communities.

The following describes the general development characteristics of the different land use categories. More detail on the specific character and quality of developments for various areas of the Village are covered under the Key Development Areas portions of this plan.



### **Office/Business Park**

This land use category consists of developments oriented to non-intensive employment uses, such as professional offices, medical offices/clinics, self-storage facilities, and other larger scale service uses, that have limited external effects, such as traffic, noise, vibrations, and emergency access considerations. It is anticipated that some uses in this category might have a limited retail element, such as outlet stores for bakeries and artist studios, which will need to be reviewed for parking and access considerations that such accessory uses might generate.

### **Industrial**

This land use category consists of employment uses that can have more intensive external effects, such as traffic, noise, vibrations, and emergency access considerations. These uses will include businesses involved in manufacturing, warehousing, automobile repair services, and similar uses. It is expected that some uses might have a direct customer-oriented element, such as automobile repair services and breweries, which will require considerations for parking and access to readily accommodate these uses

## **Public Land Uses**

### **Municipal**

This land use category consists of Village owned property and buildings, which include the Village Hall, pump stations, and public works facilities.

### **Government/Institutional**

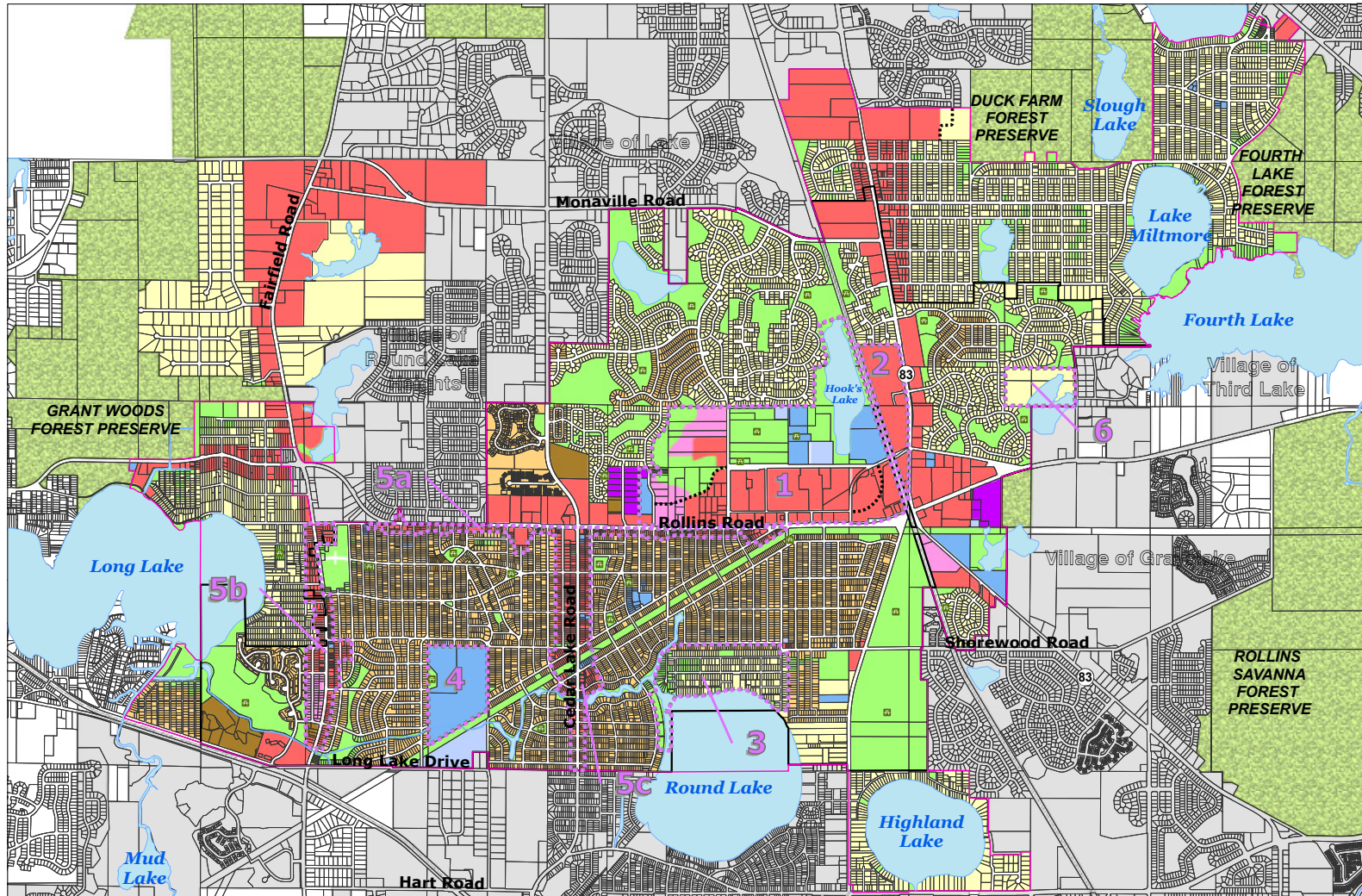
This land use category consists of government and institutional properties not owned by the Village, which includes the Lake County North Branch Court, the Lake County Health Department - Midlakes Health Center, schools, churches, and other similar public land uses.

### **Parks & Open Space**

This land use category consists of active recreational parks and passive preservation area open space, either owned by a governmental entity or quasi-public entity like a home owners association. This land use category also includes any open water in the Village, such as Round Lake and Hook Lake.

Village of  
Round Lake Beach  
Lake County, Illinois  
**COMPREHENSIVE PLAN  
2009**

**Fig. 1  
EXISTING LAND USE**



**Legend**

- Village Boundary
- Surrounding Municipalities
- Planning Boundary
- Key Development Area

**Land Uses**

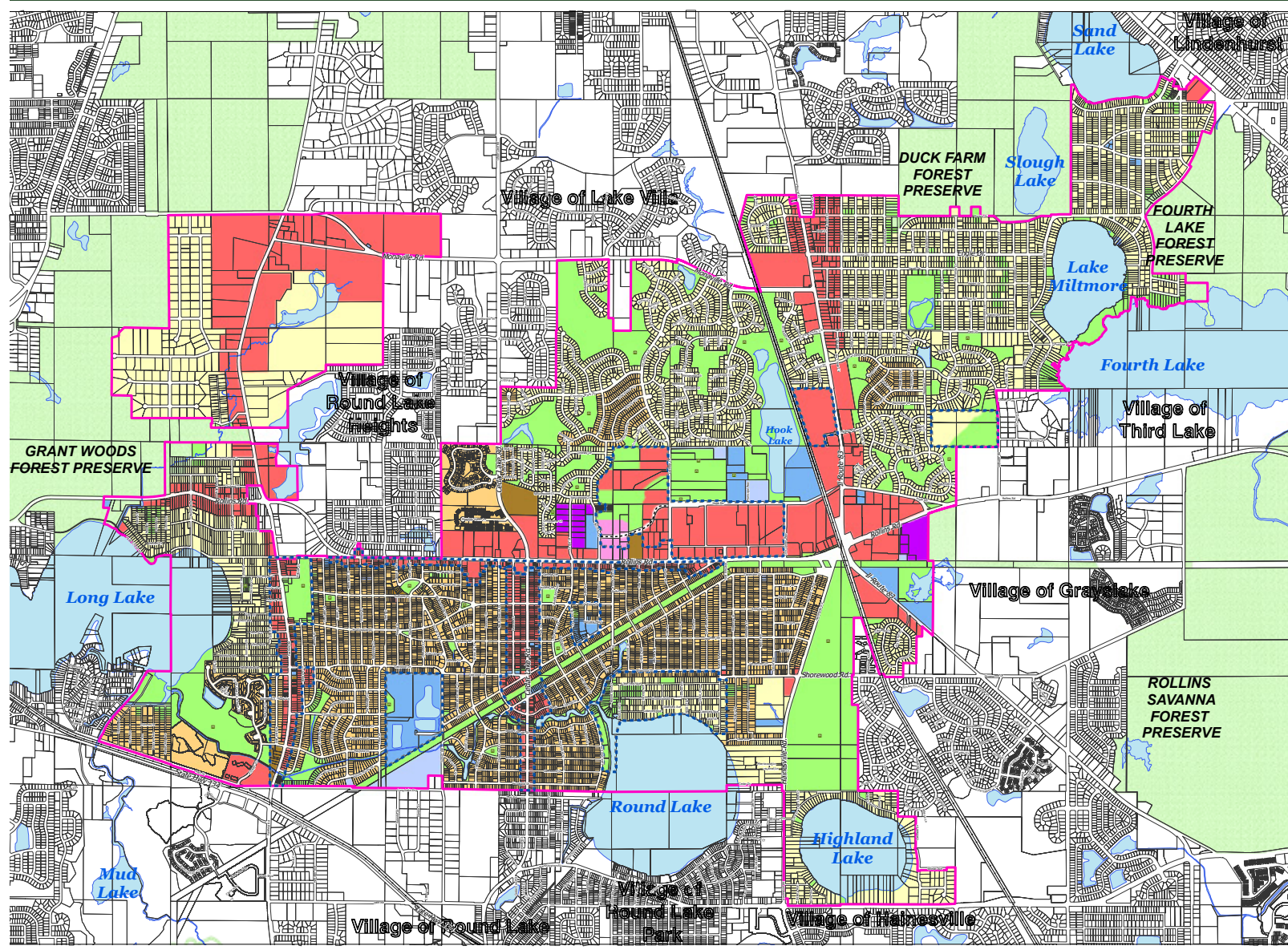
- Low Density Residential (4 Units per Gross Acre or Less)
- Medium Density Residential (4 - 7 Units per Gross Acre)
- High Density Residential (Greater than 7 Units per Gross Acre)
- Commercial
- Office/Business Park
- Industrial
- Municipal
- Government/Institutional
- Parks & Open Space
- Park Locations & Facilities
- Water
- Proposed Roadways

Date: 02/09/09  
1"=1000'

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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, January & April 2007.

**Fig. 2  
FUTURE LAND USE MAP**



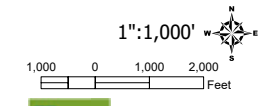
**Legend**

- Village Boundary
- Surrounding Municipalities
- Planning Boundary
- Key Development Area

**Future Land Uses**

- Low Density Residential  
(4 Units per Gross Acre or Less)
- Medium Density Residential  
(4 - 7 Units per Gross Acre)
- High Density Residential  
(Greater than 7 Units per Gross Acre)
- Commercial
- Office/Business Park
- Industrial
- Municipal
- Government/Institutional
- Parks & Open Space
- Park Locations & Facilities
- Water
- Proposed Roadways

Date: 1/31/2020



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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, 2019.

# Village Pathway Plan

## Overview

As a municipality that has matured under various development regimes and with various local, county, and state jurisdictional roadways, numerous types of pedestrian pathways have been installed in the Village, including sidewalks, carriage walks/snow shelves, and multi-modal regional trails. In 2008, the Village sought to develop a unified system for existing pathways and further future connections by adopting its Sidewalks Program. This program provided a schematic plan showing existing and proposed pathways. Progress in making connections has occurred since that time. This Comprehensive Plan update includes the Sidewalks Program 2008 schematic plan as an appendix. The Village will continue to work with developers to build pathways in conjunction with new developments and small-scale developments/redevelopments. The Village will continue to contribute escrow funds for future pathways to be developed when the opportunities are economically feasible and physically practical. The Village will continue to utilize the escrow to support grant applications for pathway funding, particularly near schools.

To further support the development and connection of pathways in the Village, this current Plan update includes this section to formally adopt a comprehensive Pathway Plan that details the design and continued development of a pathway system in the Village.

### **Pathway Funding and Development:**

This Pathway Plan is both strategic and opportunistic in its design for continued pathway development. The Village intends to actively pursue the development of pathways through traditional budgeting actions, including its special purpose sidewalk escrow fund. These strategic actions will prioritize the development of pathways where they make logical sense given physical, financial, and timing constraints. This strategic approach will vary from year to year in terms of the location, quantity, and funding of pathways planned to be developed, and the Village will look to the community to provide input on priority areas for connectivity. The Village will also look to coordinate these efforts with

other governmental jurisdictions - Round Lake Community Unit School District 116, Round Lake Area Park District, Lake County, and Lake County Forest Preserve District – to maximize connections to existing pathways and supplement their efforts.

Corresponding to these strategic efforts, the Village will pursue opportunistic actions, particularly grants and developer contributions, to develop pathways. The following describes these two opportunistic action scenarios:

### **1) Grants:**

Under the guidance of the Sidewalks Program 2008, the Village has successfully obtained Congestion Mitigation and Air Quality (CMAQ) Improvement grants and Safe Routes to School grants to develop segments of sidewalks specifically to help promote pedestrian transportation to reduce automobile usage and to improve safe travel for school children, respectively. The Village will utilize this Pathway Plan as the foundation for pursuing such grants as may be available. It is expected this plan will provide a variety of possible locations where such special purpose grants will be applicable. The Village may also seek larger scale grants that will allow bigger portions of pathways to be built at once as well as seeking to combine grants to complete larger sections of pathways where feasible.

### **2) Developer Contributions:**

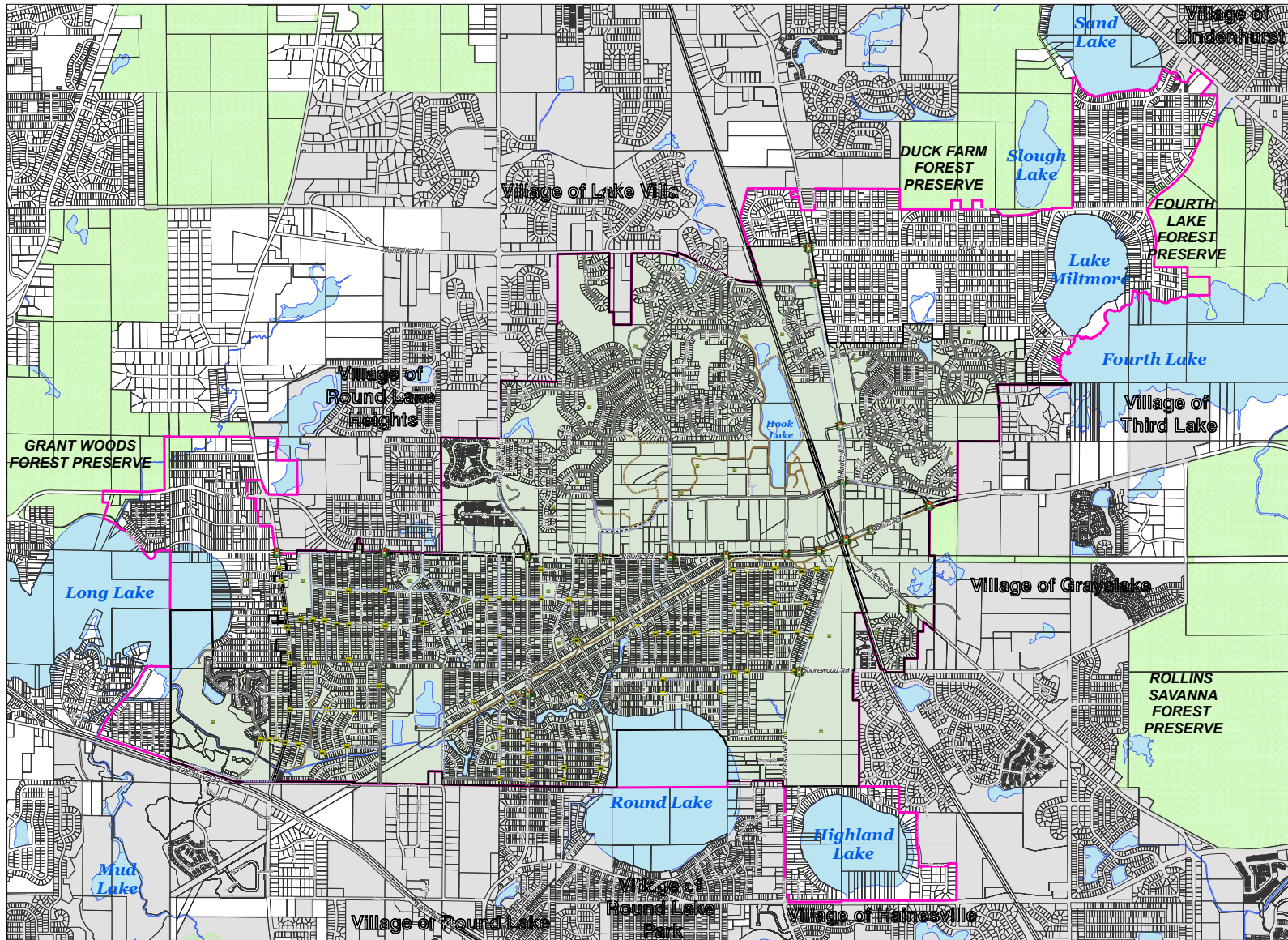
The Village has effectively used its current Subdivision Ordinance requirements to develop sidewalks within new neighborhoods as well as during the redevelopment of major areas. For property redevelopments, the Village has also been able to secure escrow contributions for the future development of sidewalks in its special purpose Sidewalk Fund. The Village will continue these efforts to secure either the development of pathways or escrow funds for the future development of paths. The Village may also use such opportunities to develop paths, on its own or with a developer, adjacent to developments where it makes logical sense in terms of physical, fiscal, and timing constraints.

In addition, the Village will pursue pathway retrofitting, refurbishment, and replacement as needed to maintain and improve Village-wide usability. Combined, these coordinated efforts will help the Village continue to expand residents' access to pathways and therefore access to the community amenities.

### **Pathway Plan Map and Types:**

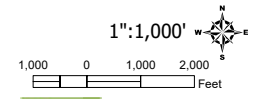
Figure 3: Pathway Plan Map shows the location and type of existing and proposed pathways in the Village. As shown on the map, the Village has a variety of types of paths within its boundaries and under ownership of various public entities. The following describes the types of pathways in the Village and their expected functional use.

**Fig. 3  
PATHWAY PLAN MAP**



- Legend**
- Village Boundary
  - Surrounding Municipalities
  - Planning Boundary
  - Water
  - Park Locations & Facilities
  - Traffic Signal
  - School Bus Stop
  - Proposed Roadways
  - Carriage Walk/Snow Shelf
- Sidewalk**
- Existing
  - Proposed
- Trailway**
- Existing
  - Proposed

Date: 1/31/20



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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, 2019.

## Sidewalks:

### Existing:

The map shows where sidewalks, concrete walking paths separated from roadways by parkways, exist in the Village. Most of the existing sidewalks shown on the map are owned by the Village, but along major roadways, such as Rollins Road and Illinois Route 83, they are owned and maintained by Lake County. The Village designs sidewalks primarily to accommodate local pedestrian traffic to ensure safe walking conditions to areas of interest, such as schools, parks, and shopping areas. Since 2004, the Village has been successful in building, by itself and in conjunction with other partners, numerous sidewalk connections throughout the Village to improve safe walking conditions for pedestrians.

### Proposed:

The map indicates the locations where the Village would like to prioritize future sidewalk development as part of its strategic and opportunistic efforts. These locations are based on the 2008 Sidewalk Plan and the installation of sidewalks in relevant locations for pedestrian traffic flow. While the map shows prioritized locations, the Village may develop other sidewalk locations based on opportunities and funding that may be presented to the Village as it implements this Pathway Plan. The design for these proposed sidewalks will be based on the physical conditions of the area, the functional use level of the sidewalk, and surrounding pathway connections.



## Trailways:

### Existing:

The map shows the location for multi-modal trails that are capable of accommodating pedestrian, bikes, horses, and other non-motorized modes of transportation. Unlike sidewalks, the trails are intended to accommodate both local and regional connections for non-motorized travel. To accomplish these connections, trails cut across parks and other open space parcels and are not restricted to locations next to roadways. For the most part, the trails in the Village are owned by Lake County or the Lake County Forest Preserve District. The design for such trails varies in terms of physical sizing and materials based on the type of transportation modes they will serve and their level of service. The materials for trails can include asphalt, concrete, crushed gravel, and combinations of different materials for different sections.



## Carriage Walks/Snow Shelves:

## Implementation:

### Proposed:

The map shows where the Village would like to develop multi-modal trail connections. For the most part, the Village will coordinate with its governmental jurisdictional partners on the development of trails to ensure sensible regional connections. The Village will also try to focus the development of trails on areas that might be of regional interest, such as park facilities and memorials. The design of such trails will be such that they can accommodate the modes of transportation needed for their intended functional use and level of service.



The map shows the locations of existing carriage walks that were developed adjacent to major roadways primarily intended to accommodate snow plowed from roadways as opposed to pedestrians (i.e., snow shelves). These pathways primarily are asphalt areas **directly bordering curbs with no parkway separation from the adjacent roadways. While these connections do provide pedestrian access, they are substandard compared to sidewalks and trails in terms of location, efficiency, and safety.** The Village has been able to replace such carriage walks with sidewalks as parcels along major roadways have undergone redevelopment. The Village will continue to seek to replace these carriage walks when they make sense with respect to budgeting or the redevelopment of parcels. For the most part, the redevelopment of these carriage walks will require coordination with Lake County for county and state jurisdictional roadways.

As discussed, the Village plans to be both strategic and opportunistic with the implementation of this Pathway Plan. The Village will be active in the implementation of this plan with funding as available for logical pathway connections that promote efficient and safe pedestrian movements. The Village will also pursue grants to build connections that achieve the same effects. The Village also understands the underlying need to coordinate with its public and private transportation partners on the development of pathways. As such, the Village will work with its partners to develop pathways that improve the access conditions for pedestrians in terms of safety and efficiency.

# Sustainability Plan

## Overview

The Village of Round Lake Beach recognizes the need to promote sustainability in order to provide exceptional services and a healthy environment for its residents. In 2016, the Village adopted the Greenest Region Compact (GRC), and is now a part of the GRC-2. In 2019 the Sustainability Plan was adopted. The plan outlines achievements and future goals in ten categories:

- Air quality
- Economic Development
- Energy
- Land Use
- Leadership
- Mobility
- Municipal Operations
- Sustainable communities
- Waste & Recycling
- Water & Wastewater

The overarching goal of the 2019 Sustainability Plan is to incorporate greener infrastructure into all future planning efforts and take actionable steps to incorporate sustainability into all future development. Initial efforts began with recycling of paper, plastic, glass, and aluminum and expanded to hazardous materials, electronics, and pharmaceuticals.

## Greenest Region Compact

The Village of Round Lake Beach has joined 94 other communities across the state in making a commitment to reducing our carbon footprint by enacting sustainability practices that benefit all citizens.

Municipal electric aggregation has gained favor and achieved success in Illinois, and as such, the Village participates in electric aggregation. Every electricity account is analyzed for its unique consumption pattern, and electricity is supplied through a combination of ComEd and renewable energy suppliers. Residents who are serviced through ComEd don't need to do a thing to participate, and billing continues from ComEd. 100% of the Village of Round Lake Beach's power consumption is offset by REC's (renewable energy certificates) and the Village is now designated a US EPA Green Power Community. The 100% Green Community Aggregation program has resulted in significant savings for the community, collectively saving residents hundreds of millions of dollars.

## Sustainability Achievements

Recognizing the opportunity to actively divert waste from landfills, the Village of Round Lake Beach partnered with Waste Management and Solid Waste Agency of Lake County (SWALCO) for the collection of refuse, recycling, and yard waste materials. Recent efforts have expanded to include opportunities for Village residents to properly dispose of household chemicals, pharmaceuticals, electronics, textiles, and FOGs (fats, oils, and grease).

As a member of the Metropolitan Mayors Caucus and along with 114 other Illinois communities, the Village of Round Lake Beach worked closely with the IL EPA's Partners for Clean Air to coordinate emission reduction strategies. The Village passed clean air policies and in 2009 the Village received the Clean Air Counts Bronze award.

The Village participated in the SolSmart program in 2018, and in 2019 received the SolSmart Bronze designation. SolSmart is a national designation program designed to recognize communities that have taken key steps to address local barriers to solar energy and foster the growth of mature local solar markets. The Village has created policy around sustainability, with the Alternative Energy Ordinance supporting renewable energy technologies in both residential and commercial applications.

The Village has also enacted natural resource protection through policy measures. The Subdivision Design Standards prioritize conservation of isolated mature trees, wooded areas, watercourses, scenic views, ponds, flood plain areas and other features. The Orchard Lane Conservation Area demonstrates how Village Code has been amended in support of sustainable development and conservation design.

The municipal government operations of the Village are also becoming reflective of sustainability. Many of the Building Department's fleet vehicles are energy efficient, including some hybrid vehicles.

**Other accomplishments:**

The Natural Areas Management Plan was completed and presented to the Board in 2019. The plan and presentation highlighted the following:

- Significant maintenance conducted by the Village in natural areas
- The various community benefits of wetland areas
- Prominent challenges at wetland sites and goals for overcoming each challenge
- Short and long term outcomes of the Plan if implemented
- Plan implementation costs and funding opportunities

**Implementation Goals:**

1. The Village will work with our Engineering consultants to apply for assistance from the U.S. Army Corps of Engineers for Channel Restoration, which will include implementing coir logs, vegetated geogrids, and/or rip rap to prevent erosion and support stream stabilization.
2. The Village and the Park District will conduct a prescribed burn in the Town Center through an Intergovernmental Agreement.
3. Over the next three years, the east and west entrance ponds at the Metra Station will be cleared of invasive species and native plant species will be restored.
4. Over the next three years, invasive species will be removed to create a 3-foot setback line for properties adjacent to natural areas.
5. The Village will continue to work towards implementation of the Orchard Lane Conservation Area District concept, and secure funding for the creation of recreation and environmental education opportunities.

## Key Development Areas

Detailed planning and design guidelines, as well as recommendations for specific land uses, zoning, and design have been developed for the following areas in the Village (See Figure #2, Future Land Use Map). These areas are either experiencing development pressures due to their size, location and market demands, or are vacant and large enough in size to promote new development that is commensurate with the type, intensity, and quality envisioned by the Village. The planning and design guidelines that follow provide a level of detail for each of these areas that is greater than that which can be provided by either the Village's Future Land Use Map or the goals and objectives. The text that follows is intended to serve as a tool for developers, Village staff, the Plan Commission, and the Village Board as specific projects for new development, revitalization, or redevelopment of underutilized properties are presented to the Village.

### Key Development Area 1 - Hook Area

#### Location

On both sides of Illinois Route 83, generally north of Millstone and south of Fox Chase Drive (See Figure #4)

#### Existing Conditions

This area is composed of two largely vacant areas on both the east side (10 Acres) and west side (25 acres) of Illinois Route 83. Bordered by an existing single-family home subdivision (Silver Oaks) on its eastern and northern borders and a commercial center on its southern border, the eastern area is vacant with approximately 1,000 feet of frontage along Illinois Route 83 with the ability to access that roadway via a non-lighted roadway intersection with Fox Chase Drive on its north end. Similarly, bordered by the SOO Line Railroad on its western border and a commercial

development on its southern border, the western area is primarily vacant, containing only an existing residence and farm buildings, with approximately 1,000 feet of frontage along Illinois Route 83 with access to this roadway via a lighted intersection at Millstone Drive on its south end. The parcels south of these vacant parcels developed with commercial uses between 2000 and 2006. The eastern area is zoned C-3 PUD and the western area is zoned C-3. While the development of these adjacent parcels indicated future development of these largely vacant parcels could occur since the previous full Comprehensive Plan update, such development has not yet occurred in part due to the economic downturn in 2008 and general changing patterns of commercial development.

## Policy Statement

### Proposed Land Uses

Senior, Townhome, and Mid-rise Housing  
Professional Office/Commercial

In 1999, the Comprehensive Plan identified the Hook Area as a Key Development Area for a potential unified business center with professional offices and small-scale retail uses. As the economic market and development patterns changed, other portions of the Illinois Route 83 corridor became a destination for these types of commercial uses. Areas south of the current Key Development Area developed with a Home Depot and branch bank, and areas north of the Key Development Area have added more retail uses such as a Walmart, an Office Depot, and a small retail shopping center (Sweetwater Crossings). Based on the development in these other areas, conditions have arisen to provide the Village with an ideal opportunity to expand its housing options and retail commercial efforts with the development of these two primarily vacant parcels. With limited space available in other portions of the Village for large-scale commercial (unified retail shopping center) developments, Key Development Area #1 has the unique potential for pedestrian-oriented

housing and commercial development. These developments would strengthen the Village by combining with the other developments in the Illinois Route 83 corridor to bolster the Village's economic base and employment opportunities. As with the rest of Lake County, the Village has seen an increasingly aging population with its Baby Boomer generation population moving into its senior years. With this aging population, the Village has seen an increasing demand for senior residential facilities to provide continued housing opportunities for residents to remain in the Village as they transition to their senior years. A portion of the eastern area could provide a suitable location for a senior-care facility, such as a memory care facility, that could serve as a transitional land use between the existing single-family subdivision on the east the planned commercial uses along Illinois Route 83. The Village will need to review whether such a use is ultimately appropriate for the site and as what scale.

**Fig. 4**  
**NW CORNER OF RTE 83 & E**  
**MILLSTONE DRIVE AREA MAP**



**Legend**

- Village Parcels
- Proposed Road R.O.W.
- Key Development Area
- Water
- Proposed Roadways

**Land Uses**

- Commercial
- Townhomes
- Mixed-Use

Date: 2/19/2020

1"=100'

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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, 2020.

## Strategies for Implementation

1. For the eastern area, maintain the existing C-3 PUD zoning classification, but review modifications to PUD requirements as necessary to encourage efficient development.
    - Based on the overall aging population trend, the Village should review the potential need and demand for a possible senior-care facility on the eastern half of the property.
    - Any such senior-care facility should be at or above the design requirements described below and should be considerate of the adjacent residential land uses in terms of scale, architectural design, and screening/buffering.
  2. For the western area, maintain the existing C-3 zoning classification, but require development in this area to be processed as a planned development or special use.
  3. In addition to the Village's architectural design guidelines and following the thematic design scheme of the other recent developments in the Key Development Area, review establishing the following design standards specifically for this area:
    - Buildings to be set back sixty (60) feet or more from Illinois Route 83.
    - Twenty-foot (20') landscape and berming setback along Illinois Route 83 to screen views of parked cars and create aesthetically pleasing sight lines.
    - Forty-foot (40') building setbacks and twelve-foot (12') wide, landscaped parking setbacks from interior streets.
    - Separation between interior sides of buildings that is one and half (1.5) times the height of the building or forty (40) feet, whichever is greater.
- Landscaped perimeter yards along the side and rear lot lines that are ten (10) feet, except where they abut, or are across the street from residential properties. In this instance, these yards should increase to twenty-five (25) feet.
  - Trees and shrubs to be installed in perimeter yards at a ratio not less than one (1) tree and six (6) shrubs for each thirty (30) lineal feet. Review variations to this standard only when allowing for the opportunity for creative landscape design.
  - Install high-branched shade trees and low-growing shrubs or perennials in parking lot, landscape islands. Encourage developers to provide such parking islands in the range of one (1) for each fifteen (15) to thirty (30) parking spaces. The Village may consider opportunities to increase areas of consolidated green islands by allowing the combination of parking lot islands to provide for more flexibility in development.

- Outdoor storage to be screened from public view by a combination of fencing, walls or landscaping to achieve a year-round opacity of seventy-five percent (75%).
  - All roof-mounted mechanical equipment must be completely screened from public view on all four (4) sides and should appear as an architectural feature of the building façade.
  - Require signs to conform to Zoning Code provisions as well as:
    - i. Prohibit box or “can” signs.
    - ii. Monument signs made from the same masonry material as buildings.
    - iii. Visible address(es) or address ranges lettering on all monument signs.
  - Trash bins and compactors to be screened with masonry enclosures, designed to match the principal building, that are as tall as, or taller than the tallest bin.
  - Off-street loading areas to be interior to the building or fully screened from public view by landscaping and decorative fencing.
4. Prepare a development prospectus that describes the assets of the properties and the proposed uses, and market to developers.
  5. Adopt design standards that will be uniformly applied to all buildings:
    - Allow buildings to range from one (1) to three (3) stories in height, with a maximum height of forty (40) feet.
    - Require buildings to be constructed of brick, or a combination of brick and other decorative masonry materials.
    - Install decorative pole lighting within the twenty-foot (20’) landscape setback and parking lot areas matching the Village’s theme as well as the thematic lighting styles of other recent developments.
  6. Limit the number of right-in/right-out accesses points to one (1) or two (2) along Illinois Route 83 with primary eastern access from Fox Chase Drive and Millstone Drive for western access.
- Construct sidewalks within the twenty-foot (20’) landscape setback, unless otherwise designated, and/or connected with the existing sidewalks from neighboring developments. Coordinate new sidewalks with the Pathway Plan. In addition, sidewalk connections within the site are encouraged and should enable pedestrian travel between each use in Key Development Area #1.
  - Establish guidelines for color styling, so that windows and entry doors are highlighted by contrasting colors and overhead loading doors painted to match the adjacent walls.

For the eastern area, the primary access should be developed off Fox Chase Drive with coordination to add a signalization at the intersection with Illinois Route 83, which is over a quarter mile north and south of signalized intersections. The development should also review the ability to get access to the commercial development to the south to provide a continuous connection network for vehicles and pedestrians.

For the western area, the primary access drive and signalized intersection at Illinois Route 83 and Millstone Drive provides an existing access point for this area along with connection to the commercial developments to the south. As a result of this signalized intersection as well as the ability to access a right-in/right-out outlet onto Hook Drive to the south, sufficient access already exists within the western area to limit the number of new access points in the northern portion. Informing potential developers of the desire to limit new access points can be beneficial in maintaining a realistic development schedule and facilitates the process of discussing shared access

opportunities. Limiting new access points will ensure safe and efficient movement of cars and trucks across Illinois Route 83 and between the two developments. It will also minimize the number of points of conflict along Illinois Route 83 as vehicles enter and exit the property, thereby maintaining the safety and operational efficiency of traffic along this arterial street.

7. Direct businesses that have needs for off-street loading to properties that abut the railroad right-of-way.
8. Require street trees in parkways along interior streets to be spaced no further than forty (40) feet apart.



9. Encourage the use of stormwater detention and retention ponds as recreational amenities by:
  - Landscaping with trees, shrubs, and perennials
  - Constructing pedestrian paths that extend from public walks to these areas
  - Installing benches or picnic tables
10. Incorporate unified sign standards for tenant signage which controls the size, style, materials, and method of illumination for all signs.
11. Require the installation of curb and gutter throughout the site to improve stormwater management, maintenance and aesthetics.



Potential Future Development Concept Plan  
"Hook Area" Key Development area

4/14/2020



## Key Development Area 2 – Central Business District

### Location

North of Rollins Road, south of the Sutton on The Lake subdivision and Hook Lake, between the Soo Line Railroad and Orchard Lane (See Figures #5 and #6)

### Existing Conditions

Much of the development that occurred within Key Development Area #2 has been since the adoption of the 1999 Comprehensive Plan. Central to this new development has been the establishment of the Village's Town Center, which contains a variety of community facilities including the Village Hall, the Police Station, the Village Cultural and Civic Center, the Post Office, Round Lake Area Park District's Sports Center, and a Metra station. Along with these public facilities, the Village also partnered with the Round Lake Area Park District to provide land for the development of various park facilities, including a skate/BMX Park, Teen Center, and Sports Center Park facilities. This Town Center has created a central community focal point for the Village, which bolsters the area's local and regional significance.

In addition to the Town Center, the area has also seen an expansion of commercial uses along Rollins Road which have included the build-out of Rollins Crossing Shopping Center and the development of Orchard Lane Marketplace. This build-out has included both the development of anchor stores as well as the outlots fronting Rollins Road. Most recently, the former Mallard Creek shopping center has undergone a complete redevelopment with a new large anchor store and associated roadway connections.

The largest key driver for future redevelopment to occur in the area has been the Rollins Gateway Project completed in 2015. This project provided for the grade separation crossing of the Metra railroad tracks from Rollins Road and the associated realignments of Illinois Route 83 and Hainesville Road, including lane expansion of for the various roadways. This project has provided for more efficient traffic movement in terms of capacity, travel timing, and pedestrian connections. These improvements have enhanced the regional access and visibility of the Key Development Area, which will continue to make it a viable location for future development and redevelopment.



Within the context of these existing developments and new improvements, the Key Development Area identifies two areas for continuing development and redevelopment – the former Kmart site along with portions of the Rollins Crossings Shopping Center and the Municipal Government campus. Presently, the southern portion has C-2 and C-2B zoning, and the northern portion has S-P and C-2A zoning.

In 2011, the Village enacted TIF District #4, which includes the Cedar Lake Road corridor south of Rollins Road, areas to the east of this corridor south of Rollins Road and north of Hawthorne Drive, and most of the Western Development Area. Overall, the TIF District and its Redevelopment Plan are tools through which the Village can bolster and implement the goals and objectives outlined for the development of this Key Development Area. The Redevelopment Plan specifically states that it is intended to support several goals and objectives of the Comprehensive Plan. For this Key Development Area, it also provides objectives to facilitate

infrastructure investments for development and replacement in the area and to assist with the removal of blighting conditions and impediments to allow for future development of the area. Utilization of the TIF District and its provisions will be vital in achieving the successful implementation of the Key Development Area's objectives.

The potential for redevelopment opportunities are likely to occur for the Rollins Crossing Shopping Center. The center currently has C-2 zoning and sits directly south of the Town Center. The shopping center is currently experiencing a transition in its major retail tenant spaces. The redeveloped Mallard Creek Shopping Center to the east was facing similar conditions a few years ago and was part of the impetus for the previous Comprehensive Plan update. The complete redevelopment of the Mallard Creek Shopping Center has helped to continue to make the area viable as a regional shopping destination. The Rollins Gateway project's completion has also greatly increased the potential redevelopment options for the Rollins Creek Shopping Center.

### **Proposed Land Uses**

Mixed use area, consisting of retail commercial, food and beverage, institutional uses and commuter rail station (Town Center)

### **Policy Statement**

This 340-acre Key Development Area functions as the Village's central business district. It contains the Village's regional-scale shopping facilities and the majority of its governmental and other public uses. The development of this Key Development Area provides the Village with a distinctive focal point and geographical identity within the greater surrounding region. Overall, the area presently functions as the most significant component of its retail tax base as well as the community's primary hub for social and cultural events. This Plan envisions the developed areas to maintain these features in the future and strengthen their functions as the Village matures to its ultimate build-out size.

The continuing development of the Town Center is contingent on the collaboration between a variety of interests, including the Village, the Park District, and Metra. The Village wishes to work with the Park District on the continuing enhancement of Hook Lake as a community wide, open space amenity. These efforts would include a continuing dialogue between the Village and Park District about ways in which the area could be used in conjunction with other open space amenities in the vicinity to attract Village residents to enjoy the active and passive recreation the area affords.

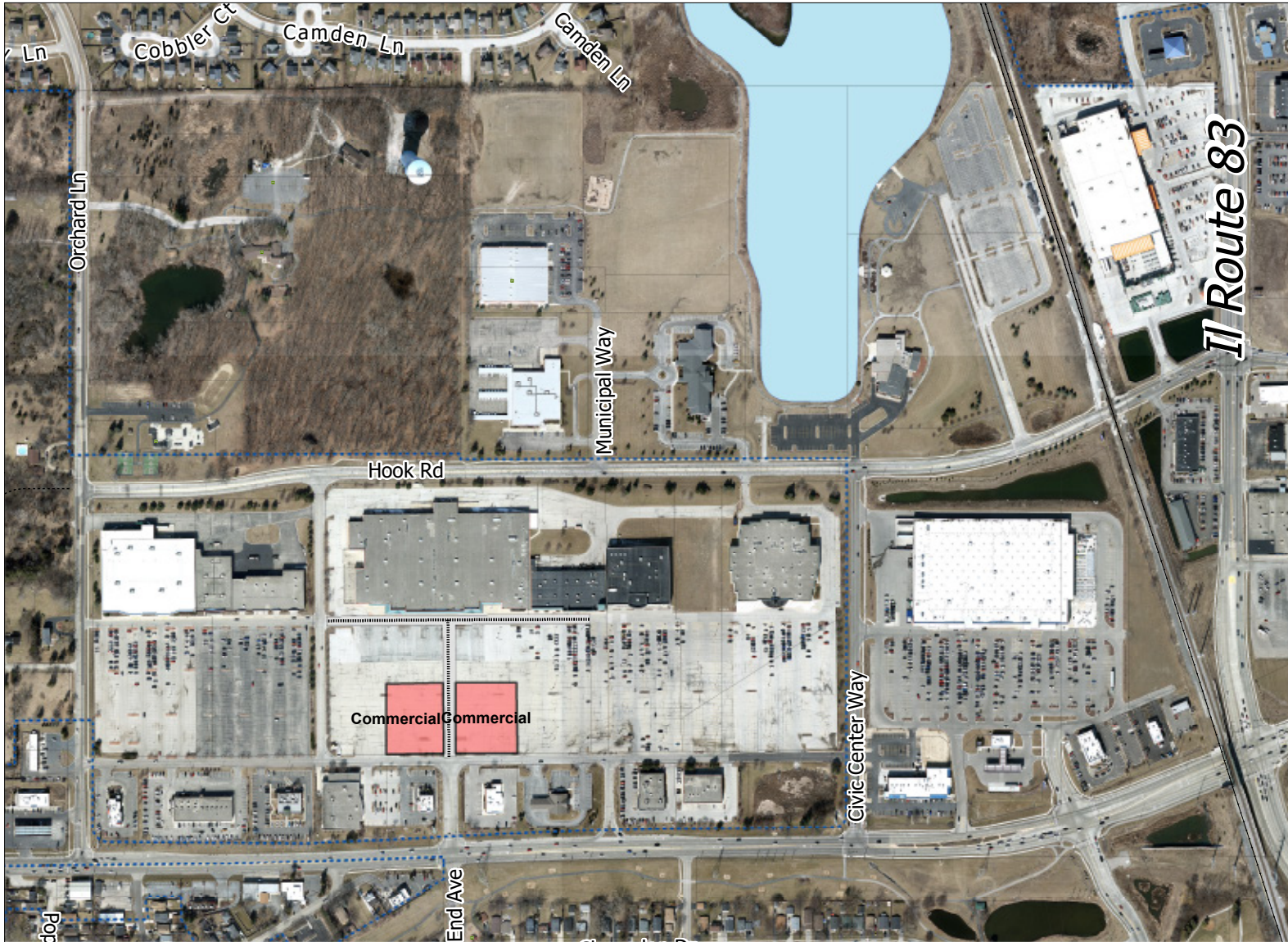


### **Mixed Use Area**





The Village would like to explore the potential for a mixed use area that would provide a main focal point for the redevelopment of the center. The development of such an area could create a distinct and recognizable component of the Village. The final considerations of allowing mixed use buildings on the site will be contingent on the final considerations of the Village for the appropriate distribution of uses in the area. The Village, however, envisions the potential may exist for the redevelopment of the area with two (2) to four (4) story buildings containing commercial retail uses on the ground floor and condominiums in the upper stories. The layout of the buildings should be situated around a plaza with a central open space amenity. The plaza area

should contain decorative features such as gardens, fountains, public art, gazebos, and other such elements. Restaurants and cafés should incorporate outdoor seating areas within the plaza area for seasonal use. Buildings should be of unique designs and incorporate primarily masonry facades. The number of residential units allowed in upper stories should be of a sufficient amount to aid with supporting the sustainability of the retail commercial uses in the redevelopment area, but it should not exceed twelve (12) units per gross acre for the entire redevelopment area. Residential units should provide a range of bedroom mixes from one (1) to three (3) bedrooms with a sufficient number of units designed to accommodate the needs of senior aged residents. When feasible, parking, especially for residential units, should be underground to open up additional space for landscaping and public areas.

# Key Development Area #2 Option A

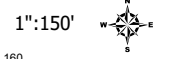


**Fig. 5  
CENTRAL BUSINESS  
AREA**

- Legend**
-  Village Parcels
  -  Proposed Road R.O.W.
  -  Key Development Area
  -  Water
  -  Proposed Roadways

- Land Uses**
-  Commercial

Date: 2/19/2020

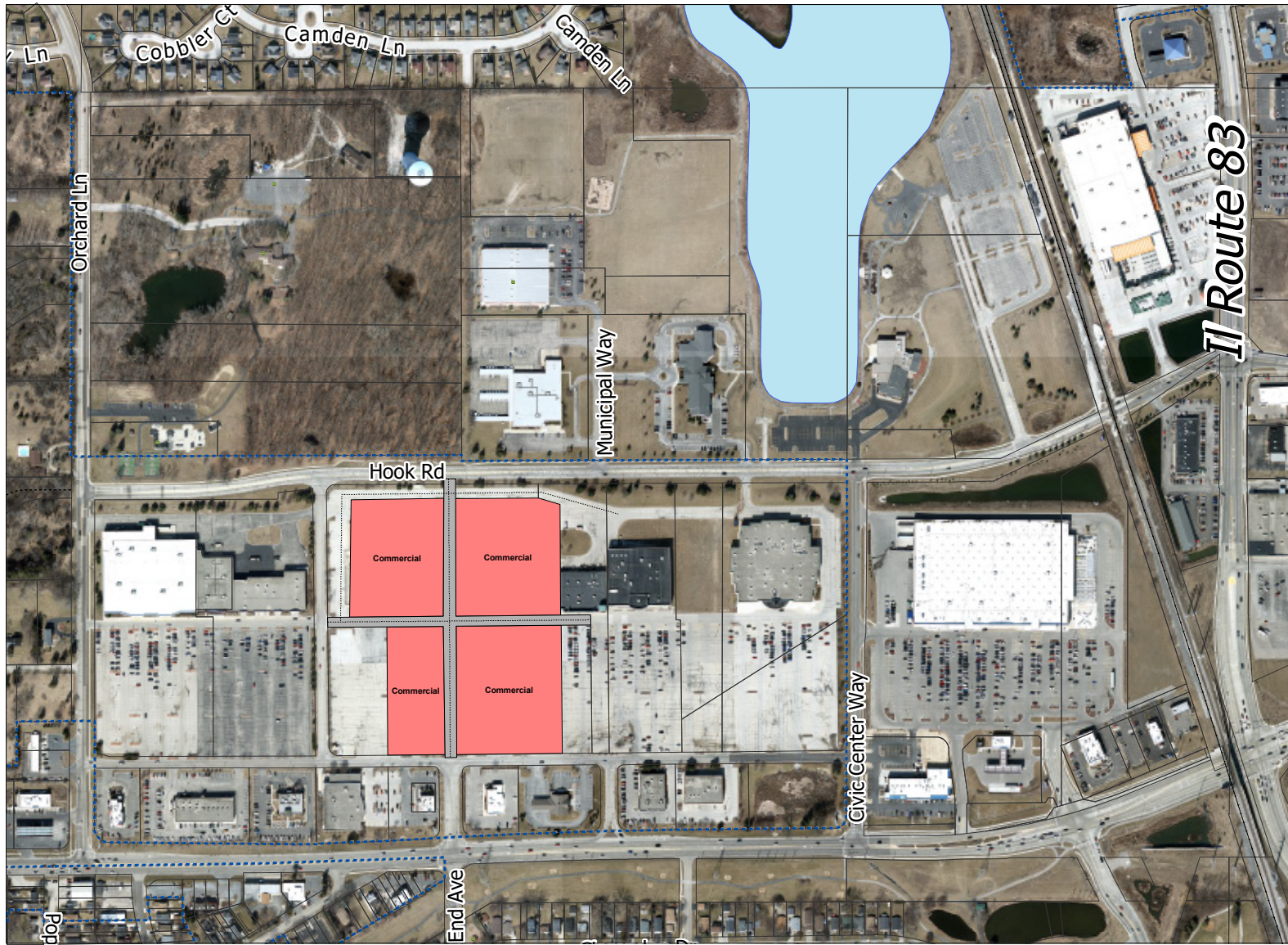


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
Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division.2020.

## Key Development Area #2 Option B



**Fig. 6  
CENTRAL BUSINESS  
AREA**


**Legend**

-  Village Parcels
-  Proposed Road R.O.W.
-  Key Development Area
-  Water
-  Proposed Roadways

**Land Uses**

-  Commercial

Date: 2/19/2020

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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, 2020.

## Strategies for Implementation

1. Coordinate with the Park District on the continuing enhancement of Hook Lake through the addition of further functional and aesthetic improvements, when feasible, that will attract more users to enjoy active and passive recreation opportunities. These efforts should pursue to make the area more functional for individuals on a daily basis as well as for community festivals.
2. Pursue the development of the Civic Center outdoor amphitheater concept in order to attract regional users to a public amenity within the Town Center.
3. Consider reviewing zoning ordinance provisions for allowing mixed use developments in commercial districts to accommodate the potential redevelopment of Rollins Crossing.
4. Require the development of a collector drive that connects the Rollins Crossing Shopping Center with Hook Drive.
5. Continue to promote unified design for the undeveloped portions of the Key Development Area to reflect existing development taking into consideration:
  - Install ornamental street lights that are similar to those already in place in the Town Center area along public rights-of-way and in parking lots. Ensure that the light fixtures used focus light down toward the pavement. Encourage the display of colorful banners from these poles.
  - Landscape public rights-of-way with shade trees spaced thirty (30) feet on center.
  - Introduce brick pavers as a common theme at key locations, to tie the parts of the Town Center visually together. Examples of areas where pavers should be encouraged or required are as follows:
    - i. Around the base of the ornamental light poles.
    - ii. As accents in walkways and pedestrian areas and at the front entryways of new buildings.
- Install high-branched shade trees and low-growing shrubs or perennials in parking lot, landscape islands. Encourage developers to provide such parking islands in the range of one (1) for each fifteen (15) to thirty (30) parking spaces. The Village may consider opportunities to increase areas of consolidated green islands by allowing the combination of parking lot islands to provide for more flexibility in development.
6. Require new structures to be constructed primarily of masonry materials (brick is preferred). Also, encourage the design of buildings in each development to be architecturally compatible with existing or proposed buildings, as well as with buildings that have already been constructed at other locations in this Key Development Area:
  - Promote subtle changes in color styling between buildings within individual development areas.
  - Discourage the use of brightly colored materials or surfaces.

- Encourage the use of cedar, where siding is proposed, rather than aluminum or vinyl.
7. Explore the redevelopment of the Rollins Crossing Shopping Center with mixed use buildings. Overall, the area would require a unique design and distinct architecture in order to facilitate mixed use buildings. Such a design and architecture would:
- Layout structures in a manner that creates a public plaza area.
  - Incorporate outdoor seating areas, gardens and landscaping, and public amenities (fountains, gazebos, public art, etc.) within the development.
  - Provide for direct and efficient pedestrian and non-motorized path connections to surrounding areas, especially to the Town Center and Metra station to the north.
  - Improve the existing storm water detention pond in the northwest corner of the area so it functions as an outdoor amenity.
  -
- Review allowing for a number of residential units that will provide routine, daily customers for the retail commercial uses in the area, but the number of units should not exceed twelve (12) units per gross acre over the entire redevelopment area.
  - Incorporate sustainable building elements, such as green roofs, where feasible.
  - Seek to incorporate parking for mixed use buildings below structures to increase landscaping and public space areas.
  - Ensure that a sufficient number of condominium units have “senior friendly” designs to facilitate the growing needs of an overall aging population.
8. Pursue the possibility of constructing a Police Memorial on the Village Hall campus.

## Key Development Area 3 – Western Development Area

### Location

North of Rollins Road, south of the Country Walk and Silver Oaks subdivisions, between Orchard Lane and Nicole Lane (See Figure #7)

### Existing Conditions

The Western Development Area is the location of a primarily vacant area of approximately ninety (90) acres located between Nicole Lane and Orchard Lane. This Western Development Area contains an approximately twenty-two (22) acre wetland in the central and northwest portions. Interspersed throughout this area are also existing large lot single family homes, and an service station with a car wash occupies the southeast corner of the site. The Oak Hill Supportive Living Community fronting Rollins Road in the south-central area was built in 2011. As part of this new development, a portion of the new east-west roadway (Hook Drive extension) was built and dedicated. A branch bank was developed on the property adjacent to this supportive senior living facility. Presently, the majority of the southern portion has C-2B and C-3 zoning, and the northern portion has E-R, R-3, R-4, I-1, and C-3 zoning.

### Proposed Land Uses

Retail Commercial, Transitional Office/Senior Housing.

### Policy Statement

The Village also wishes to expand upon its successes from the previous 1999 Plan and now focus its attention primarily on the largely vacant Western Development Area. The direction for the development of this area is to expand the availability of retail commercial and office-service uses as well as potentially residential uses that will enhance the long-term vitality and viability of the area.

### **Retail Commercial Uses**

The Plan anticipates that the roadway frontages in the east and southeast portions of the focus area along Rollins Road and Orchard Lane south of Hook Drive will provide the ideal visibility for the development of retail commercial such as a Pharmacy.. Furthermore, the proximity to Orchard Lane Marketplace to the east should provide the needed synergy to support this new commercial development. As was done with the development of the senior supportive living facility, the Village may support mitigation of any minor wetland conditions located in this area in order to expand commercial uses into this area. The Plan envisions the architectural design and materials as well the site design and landscaping to be at or above the levels of developments to the east. These provisions would include the incorporation of brick and masonry products into facades, well landscaped parking areas, decorative building and street light fixtures, and site sensitive color and aesthetic appearance elements.

### **Office/Service Uses**

The Plan designates two (2) pods for office/service uses within the southwest portion of the Western Development Area. The planned uses for the pods could be similar to the Advocate Condell Medical Center or the branch bank, as well as other professional office and employment uses located west of the area. Ideally, the Plan envisions that these pods could be occupied by uses that have a significant number of employees that will generate customers for the retail uses in the area. This Plan would consider allowing buildings of approximately one (1) to three (3) stories in the office/service use pods depending on their potential relationship to surrounding uses and the provision of unique, high-quality architectural design and materials.

### **Transitional Office/Senior Housing:**

The Plan designates two (2) pod areas in the northeast portion of the Western Development Area for a mixture of office, service, and possibly senior housing uses. The planned design for developments in these pods should be mindful of the adjacent residential and open space land uses and function as a transition area from the more intensive commercial uses in the south to the less intensive residential uses to the north. To this end, the architecture and uses would transition from smaller one-story residential style buildings, including pitched roofs, shingled roofs, masonry facades, and other similar elements, with appropriate landscape screening and buffering treatments. In terms of scale, the buildings closer to Orchard Lane generally should be low-profile one-story buildings. Towards the interior of this development area adjacent to the proposed conservation area, the potential exists for buildings to increase in height at most up to four-stories dependent on the topography and provision of exceptionally high-quality architecture and design.

The types and styles of senior housing units in this area should be designed to address the various activity and support levels preferred and/or required for senior residents to age in place. To reflect these conditions, the housing units located along and closer to Orchard Lane are envisioned as being detached single-family, duplex, and/or townhome units of one or two stories in height for independent active seniors. To the west of these units, the next group of units would be housed in small scale buildings of two to three stories in height that act as senior supportive or congregative living facility, which include a range of services to support daily living needs as well as activities. Finally, the furthest west areas could contain buildings up to four stories for a sheltered care and/or nursing home type facilities. The Plan anticipates that the distribution of uses among office and service uses and senior housing will be determined primarily by market conditions, but it is strongly encouraged that the development find ways to contribute to the professional office employment opportunities available in the Village.

### **Conservation Area:**

Due to its size and relatively high quality, the Plan intends for the majority of the interior central wetland and surrounding natural areas to be conserved and enhanced as open space. As identified in reviews conducted by Conserve Lake County and the Lake County Stormwater Management Commission in 2012, the wetland is of high-quality, has a discernible connection to the Fox River, and supports a number of significant vegetation areas in and around it, which include an area of native prairie remnant. This proposed Conservation Area will also act as a buffer area for the existing residential uses located northwest of the Western Development Area. In addition, the Plan envisions enhancement of the area with improvements such as sidewalk/trail connections, benches, educational signs/placards, water fountains, public restroom facilities and/or access to facilities in neighboring developments, and other pedestrian friendly elements that will promote the use of the area as an open space amenity for relaxation, reflection, and serenity.

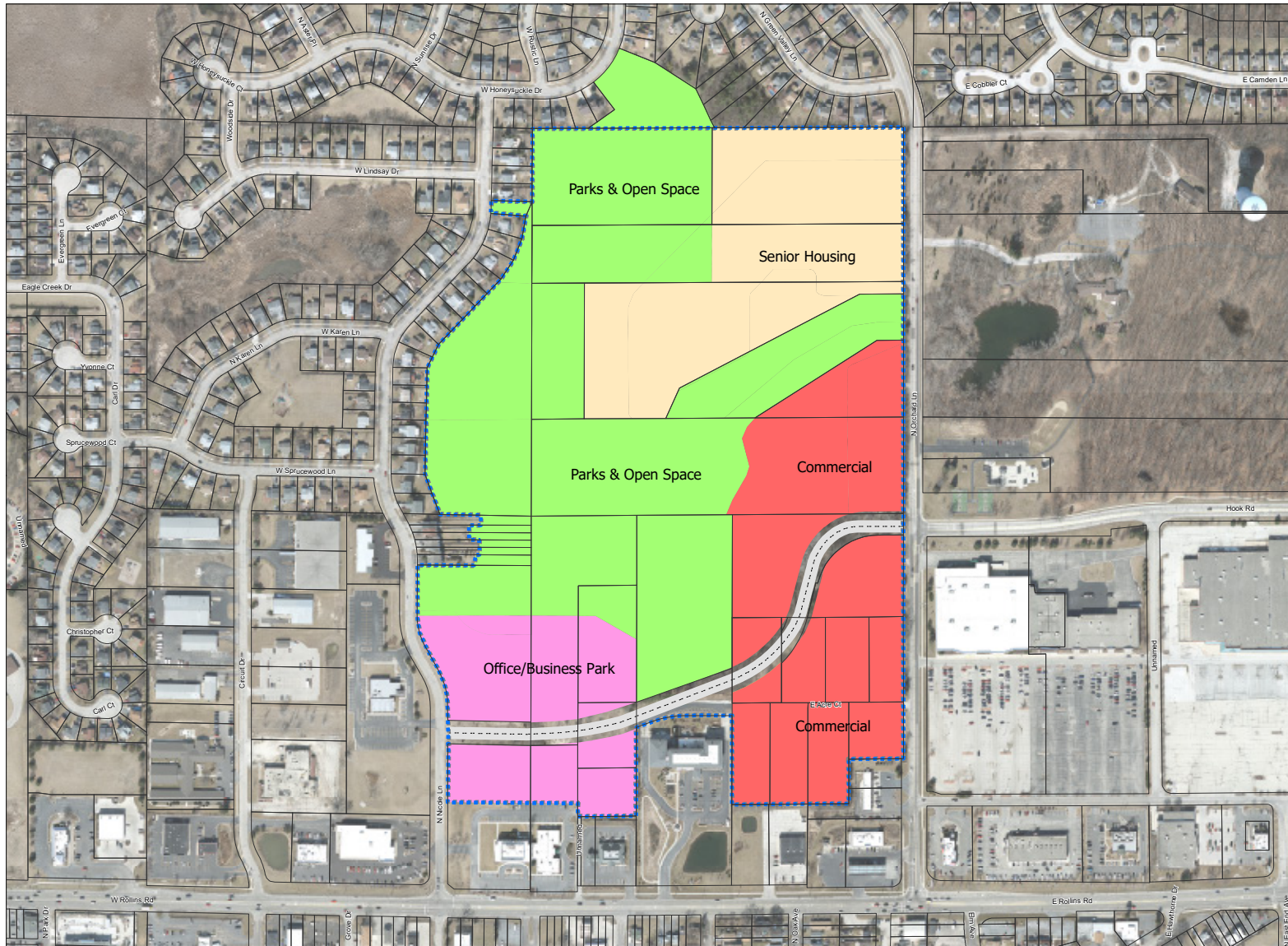
The Village will need to explore and review options to facilitate the creation of the Conservation Area including outlining policies and procedures for required dedications and contributions and outline responsibilities of the public and private sectors for facilitating and protecting the area. The Village as well will need to determine best management practices for the Conservation Area and delegate the management of the area to an organization capable of guaranteeing its sustainability. This organization may be an existing governmental or not-for-profit agency or a newly created organization specifically tasked with the management of this area. As part of this review process, the Village will also need to determine and adopt standards and measures for surrounding developments to limit any adverse impacts they may have on the Conservation Area in order to preserve its role, quality, and function. In order to provide some small scale parking opportunities for visitors and users of the area, the Village can review ways to possibly reserve public parking

spaces in private developments adjacent to the area, consider possible sites for and development of small public parking areas, or some combination thereof. These parking areas are to be compatible with the environmental character of the area, are not envisioned as being large scale parking lots, and should be connected to the area pathway system. While intended to be small in scale, some potential parking accommodations could be included for a limited number of large vans or buses to facilitate access for educational field trips by schools and other groups.

### Strategies for Implementation

1. Review and take steps to preserve and restore the highest quality natural resources in the central and northwest portions of the Western Development Area as a consolidated Conservation Area:
  - Review and establish policies for creating (e.g. dedications, contributions, etc.) and regulating the Conservation Area and provide direction on how and by what parties it will be owned, managed, and funded and the roles and responsibilities of the private and public sectors for facilitating its creation, management and sustainability.
  - Review and amend Villages ordinances and codes to accommodate the creation and management of the Conversation Area.
  - As already being done by the Village, preserve as much of the twenty-two (22) acre wetland area and the other significant environmental features in the northwest corner of the area through continued acquisition of property and reservations via the development approval process .
- Review and identify drainage patterns and how developments might incorporate sustainable stormwater drainage systems (e.g. rain gardens, natural vegetation water quality filtration systems, etc.) that will limit the impact of stormwater runoff on the condition of the natural resource preservation areas.
- Preserve and restore, where possible, significant trees, woodland groves, and vegetation areas through reservations as implemented during the development approval process.
- Actively protect flora and fauna in the area while realizing that the area is completely surrounded by a developed community. Such activities could include the installation of bird habitat structures for native species.
- Consider improvement and restoration of the Conservation Area by additions to it such as a possible wetland development bank area or planting of locally endangered native botanical species.

**Fig. 7**  
**WESTERN DEVELOPMENT**  
**AREA MAP**



**Legend**

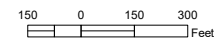
- Village Parcels
- Western Development Area
- Hook Road Extension

**Future Land Uses**

- Commercial
- Office/Business Park
- Parks & Open Space
- Senior Housing

Date: 2/19/2020

1"=150'



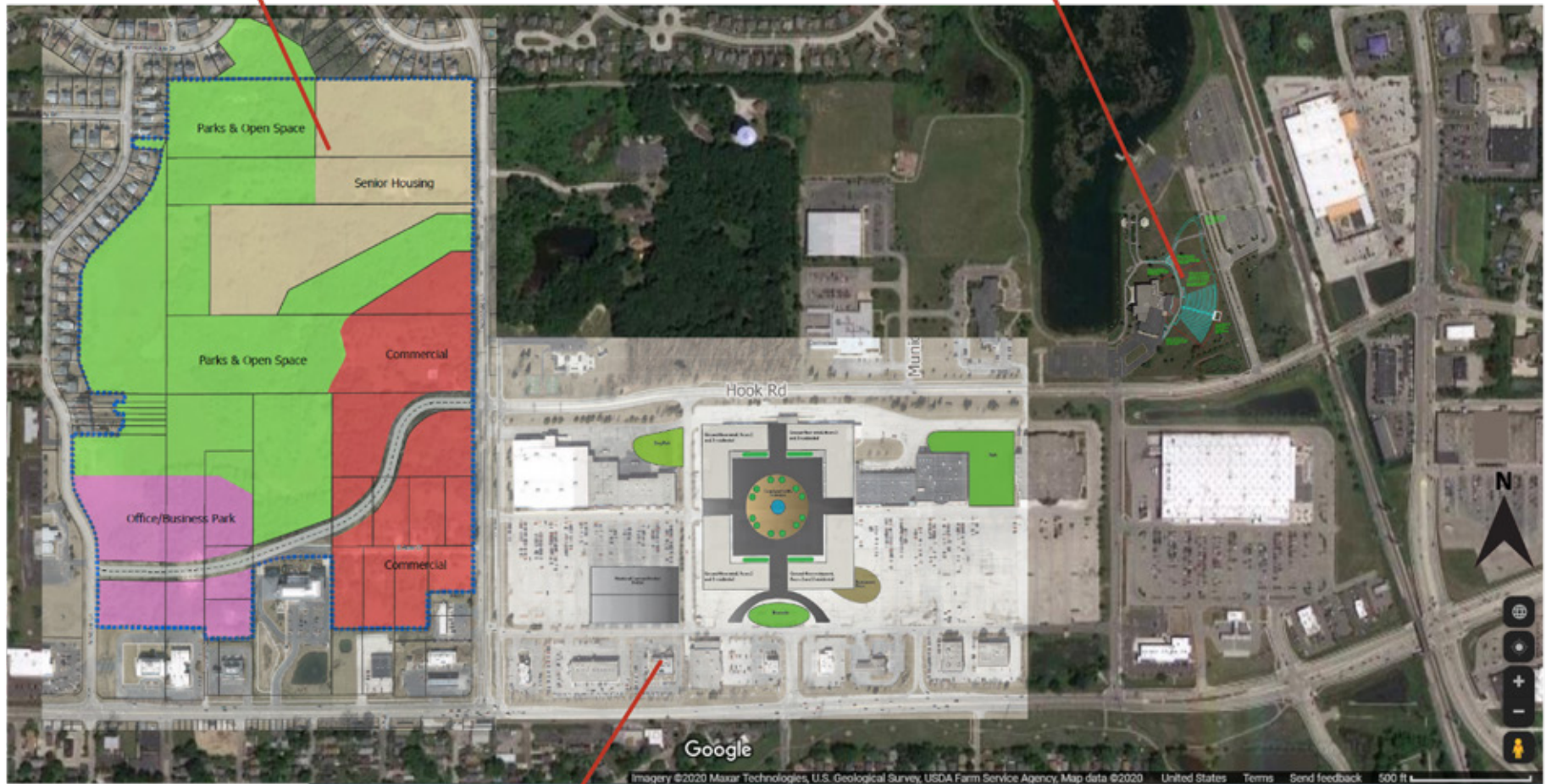
Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, 2020.

- Continue to explore potential grant or not-for-profit foundation funding for acquisition, preservation and/or enhancement of the high quality natural resources in this area.
  - Explore developing a program that will allow local companies and organizations to adopt portions to have an active and/or contributory role in the maintenance of the Conservation Area. Such a program could include naming rights sponsorship for particular areas.
  - Seek to reserve public parking spaces in adjacent private developments, review the possible development of a specific public parking lot, or some combination thereof for use by visitors to the Conservation Area via pathway connections. Review providing some larger parking spaces for vans and buses to facilitate access to the area for educational field trips by schools and other such groups.
2. Build upon the natural resources in the area as a key amenity about which to incorporate and complement private sector development in the Western Development Area.
    - Develop walks/trails that provide linkages to the natural resource areas, new surrounding developments, and existing network linkages , such as those recently developed as part of the Oak Hill Supportive Living Facility. These linkages should incorporate both public and private connections in order to build a comprehensive and easily accessible network.
    - Develop pedestrian amenities (e.g. benches, gazebos, water fountains, etc.) and possibly interpretive/educational elements (kiosks, identification signs, etc.) throughout the Conservation Area and the overall Key Development Area #1 that encourage use by local residents, students/school groups, and area workers as a place for learning, relaxation, and serenity.
    - Review providing restroom facilities and/or making arrangements for access to restroom facilities in adjacent developments.
- Require both public and private sector developments to provide transition areas adjacent to the Conservation Area that incorporate native plantings that mimic those located in the Conservation Area.
  - Encourage development patterns and architecture elements that are oriented in ways to take advantage of the vistas provided by the Conservation Area that will enhance the experience of the occupants and workers in these developments.
3. Build upon the continuing development pattern of the Western Development Area as a unique place in the Village that incorporates office/service, medical service, retail commercial, senior housing, and conservation area uses.

- Build upon the existing medical service and other service uses in the southwestern portion of the area by encouraging similar development on adjacent parcels and eliminating and replacing the existing substandard driveway access to Rollins Road located along the eastern portion of the existing medical office building with new and improved access opportunities to the proposed future east-west collector roadway.
  - Encourage the development of office/ services uses and/or specialty senior type housing in low profile one-story residential style architecture along Orchard Lane north of Hook Drive while also consider taking advantage of topographic elements towards the interior of the area that may allow for taller one to four story buildings of high architectural quality and overall design.
  - Continue to expand upon the retail commercial development in the southeast portion of the area to build upon the success of and bolster the commercial development to the east.
  - Develop a Conservation Area with the elements described in other strategies while maximizing development of the remaining portions of the area.
  - Pursue the goals and objectives of the Village's TIF District #4 Redevelopment Plan for the area.
4. Continue the incremental development of the future east-west roadway extension (possible Hook Drive extension) through the central portion connecting Orchard Lane to Nicole through public and private means as a key element that ties the area together as a focal point with driveway, sidewalk, and trail access connections to each area bordering it as well as cross access arrangements for areas not bordering it.

Western Development Area

Cultural Center  
Outdoor Performance Area



Central Business District  
Mixed-Use Development

Potential Future Development Concept Plans  
Village "Town Center" and neighboring areas

4/15/2020



## Key Development Area 4 – Rollins Road Corridor

### Location

Rollins Road, between East End Avenue on the east and Fairfield Drive on the west, primarily the south Rollins Road frontage

### Existing Conditions

The majority of the properties along this arterial street are zoned C-3, General Business. This Key Development Area contains a number of small lot retail and service uses, many taking direct access off Rollins Road. These retail and service uses include automobile service and repair shops, automobile sales, car washes, pharmacies, restaurants, and convenience stores. Although zoned for commercial uses, a number of lots contain single-family and multi-family homes. The area has seen a few small-scale redevelopments with the most recent being the development of a new car wash facility at the intersection of Rollins Road and Park Drive.

### Proposed Land Uses

Commercial

### Policy Statement

This Key Development Area is a primary commercial corridor that provides regional shopping opportunities and services for residents of the Village and neighboring communities. The existing C-3 zoning permits most types of retail and service enterprises, including retail shopping centers, offices, personal and business services (i.e., dry cleaners, banks, etc.) and automobile services (car washes, gasoline stations, etc.). Businesses along Rollins Road serve wider markets than those along Cedar Lake and Fairfield Roads.

Most of the land along this arterial street has already been developed with commercial centers or individual lot developments. This Plan has re-established its goal to continue to have uses in this Key Development Area that serve customers from the Village as well as residents outside of the Village's planning jurisdiction. This condition will reinforce the Rollins Road corridor as the primary commercial corridor in the Village, thereby providing a diversity of goods and services for consumers, and maintaining the identity of this arterial street as a major shopping district.

At the present time, this Key Development Area does not have any elements that unify this area as a shopping district, nor does it have distinguishing characteristics that give identity that is specific to the Village. Parking lots frequently extend to the public right-of-way, eliminating areas that could otherwise be landscaped. Businesses frequently occupy buildings that were not constructed for the existing use, resulting in additions that do not relate to the architectural character of the original structure. Wall signs and ground-mounted or pole signs compete with each other, both in number and size. Also, signs advertise products and pricing, thereby detracting from their ability to identify businesses. The number of access points that exist along this arterial reduces the efficient flow of traffic along Rollins Road, as vehicles slow and stop to allow cars to enter and exit strip centers or individual businesses that have multiple points of access, resulting in traffic congestion and the potential for accidents.

This Plan strives to create an identity for this Key Development Area as a major commercial center in Round Lake Beach, as well as to maximize the efficiency and safety of traffic movements along Rollins Road. These two (2) objectives are important in order to ensure the success of existing and planned businesses. Therefore, the recommendations that follow are aimed at upgrading existing properties and providing guidelines for new development.

### Strategies for Implementation

1. Maintain the existing C-3 zoning classification of properties along Rollins Road. Continue to apply special use criteria for drive-through businesses and other uses listed as permitted special uses in this district. This will ensure that uses that are high automobile trip generating uses, or uses that may negatively affect a neighboring residential property (i.e. noise, hours of operation, etc.) are evaluated according to statutory criteria.
2. Adopt the following guidelines that will be uniformly applied to all new developments:
  - Require centers to be constructed primarily of masonry materials, including brick, stone, or a combination of decorative concrete block and brick. Discourage the use of vinyl or aluminum which is not as durable.
  - Adopt standards that regulate the style and pitch of roof lines and style of windows and shutters (if any). Require all facades that are visible to the public or neighboring residents to be designed as “fronts” of buildings.
  - Discourage the use of harsh or brightly colored materials or surfaces that attract attention to the premises in the same manner as a sign.
  - Require screening of roof-mounted mechanical equipment to be provided by the roof structure or parapet wall. Structures such as flues, stacks, intake and exhaust hoods, which may not be required to be screened, should be painted to blend with the building.
  - Require trash to be screened by masonry enclosures, designed to match the primary building, and outdoor storage areas to be screened with walls, fencing and landscaping. Each type of enclosure should have self-closing wood or metal gates.

- Install high-branched shade trees and low-growing shrubs or perennials in parking lot, landscape islands. Encourage developers to provide such parking islands in the range of one (1) for each fifteen (15) to thirty (30) parking spaces. The Village may consider opportunities to increase areas of consolidated green islands by allowing the combination of parking lot islands to provide for more flexibility in development.
  - Establish criteria for perimeter yard landscaping, which could include:
    - i. Twenty-foot (20') minimum perimeter yards, along Rollins Road, that include berming and landscaping with one (1) shade tree, one (1) ornamental or evergreen tree, and six (6) shrubs for each forty (40) lineal feet.
    - ii. Fifteen-foot (15') minimum perimeter yards where properties abut residences. These yards should be landscaped with deciduous and evergreen trees and shrubs to provide a minimum seventy-five percent (75%) opacity. Also, fences and walls should be installed in addition to landscaping to provide separation and screening from parking, loading, and service drives.
    - iii. All-season landscaping around the base of development identification signs and outlots, to ensure that structures blend into the landscape.
    - iv. Annuals and perennials in landscaped beds along Rollins Road and in planters or beds in front of stores to provide seasonal color and interest.
  - Require signs to conform to Zoning Code provisions as well as:
    - i. Prohibit box or “can” signs.
    - ii. Monument signs made from the same masonry material as buildings.
    - iii. Visible address(es) or address range lettering on all monument signs.
  - Encourage the use of decorative parking lot lighting that is the same as that used in the Town Center. Require recessed or “flush” lenses, rather than allow lenses to extend beyond their housing. This design will eliminate glare that may otherwise be visible to motorists traveling along Rollins Road or by residents of adjacent properties.
3. Encourage the removal of all pavement that does not support parking, and plant these areas with trees, shrubs, and groundcover. This pavement includes asphalt that extends to the public right-of way or to the side lot line or building entrance. Installing landscaping in these areas will soften the hardscape created by buildings, parking lots and signs, and help disperse pollutants.

4. Consolidate curb cuts on individual lots wherever possible, and promote cross-access between properties through easement agreements. This condition will minimize the number of curb cuts along Rollins Road, and reduce the number of trips on this arterial street that are currently required to travel between businesses.
5. Pursue the possibility of constructing five-foot (5') wide, concrete sidewalks along both sides of the Rollins Road for pedestrians. Coordinate new sidewalks with the Pathway Plan.
6. Discourage the use of brightly-colored siding on commercial buildings. Instead, promote the use of neutral colors, while allowing accent colors to be applied to doors, windows, or trim. This condition will reduce the visual competition between businesses that currently exists. Also, it will help enhance the readability of signs, by minimizing distractions.
7. Prohibit pole signs, which dominate the street, and adopt standards for monument signs. Amortize non-conforming signs, so that existing signs are brought into compliance with new regulations whenever there is a new tenant or use.
8. Amend the zoning ordinance to require rooftop and ground building equipment screening, perimeter landscaping, and foundation plantings.
9. Install banners along Rollins Road that are designed to unify the development corridor. Change banners seasonally, or to promote special events
10. Work with utility companies to initiate a comprehensive program for relocating overhead utilities underground. This condition will allow trees to be planted without concerns for how they might affect utility lines, in the event of a storm. Also, their relocation underground will remove another source of visual clutter, thereby enhancing the appearance of the street. Require new development to pay its pro-rata share of these costs.



## Key Development Area 5 – Fairfield Road Corridor

### Location

Fairfield Road, between Long Lake Drive and Rollins Road

### Existing Conditions

Properties along this arterial street are zoned C-3 General Business District, R-3, Single-Family Residential District, and R-4, Multiple-Family Residential District. A number of parcels along the western frontage of Fairfield Road north of Beacon Street are presently in unincorporated Lake County. In terms of major developments in the area, Fairfield Villages, a mixed use residential planned development is located south of Oakwood Drive and west of Fairfield Road. This zoned R-3/C-3 PUD includes multiple-family residences and commercial uses. Only the commercial uses associated with this PUD have frontage on Fairfield Road, south of Mayfield Drive. The majority of this corridor is developed with single-family homes with individual curb cuts. Commercial uses are scattered along both sides of Fairfield Road. A number of vacant parcels exist on both sides of Fairfield Road between Norelius Avenue and Stub Avenue.

Lake County and the Round Lake Area Park District in conjunction with the Village have made significant improvements to areas located just east of this Key Development Area. Lake County with guidance from the Village restored the creek and wetland areas between Long Lake Drive on the south and Ronald Terrace on the north, and between Hillwood Circle on the east and the Barberry Lane on the west. The Round Lake Area Park District with the help of the Village has been continually acquiring property southeast of the intersection of Rollins Road and Hillside Road for the Fairfield Sports Complex, which is approximately fifteen (15) acres. Since the previous Plan update, the Park District has improved this park with a baseball diamond and parking area. These two (2) open space uses add to the diverse mix of land uses in and around this Key Development Area.

### Proposed Land Uses

Mixed use area consisting primarily of retail, restaurants, office/business park, and recreational uses

### Policy Statement

Fairfield Road is a primary north/south route through the Village. Village officials believe that the Fairfield Road corridor offers the Village an opportunity to expand the retail sales tax base; develop sit-down restaurants; increase employment opportunities with office/business parks uses; and maintain diversity in housing unit types. It also allows the community the opportunity to create a unified streetscape, through land use and design control, thereby enhancing the community's image.

The number of curb cuts that currently exist would be dramatically reduced, since new commercial uses and office/business park uses can connect to each other with cross access arrangements to provide unified access points onto Fairfield Road as well as to existing east/west roadways. This arrangement will positively contribute to the safety and operational efficiency of this arterial street. The retail commercial and restaurants desired for this Key Development Area will serve residents on the west edge of town, including Fairfield Villages. It is expected that the uses in these planned centers will include dry cleaners, coffee shops, hair stylists, drug stores, bakeries, and other such local routine customer retail and service uses. Potential specialty retail uses may also be viable at this location including uses such as wine and cheese shops, florists, and artisan shops.

These types of uses may be most marketable, given the constraints associated with surrounding development and the lack of vacant parcels large enough to attract and accommodate larger retail stores (grocery stores, furniture store, building supplies store, etc.). Properties located west of Fairfield Road, between Mayfield Drive and Emerald Lane, have been planned for professional office development. Village officials believe that setting aside this area for office development will diversify the employment base for residents of the Village, providing higher paying jobs than retail or restaurant uses. The resulting increase in wages benefits area-wide businesses, thereby contributing toward the economic vitality of the Village.

Village officials find that there is a market demand for offices in the Village, but presently there are few areas in this community that are devoted to this use. The planned redevelopment of residential or vacant parcels with commercial, office/business park, and restaurant uses helps to make this concept viable. However, Village officials recognize that it is likely that the Village may need to provide assistance to developers in terms of development flexibility and possibly financial incentives, in order to see redevelopment occur as planned.

## Key Development Area 6 – Cedar Lake Corridor

### Location

Cedar Lake Road between the Village's south boundary and Rollins Road

### Existing Conditions

Cedar Lake Road in general is flanked on both sides by properties, one (1) lot deep, that are zoned C-3 General Business. To the rear of this one (1) lot depth area, Single-family residences that are zoned R-3 abut the rear of many commercially-zoned lots. The Commonwealth Edison right-of-way and bike path crosses this corridor between Hawthorne Drive and Clarendon Drive. Cedar Lake Road also crosses one (1) of the two (2) channels that flow into Round Lake. In general, the lots fronting Cedar Lake Road contain a mixture of residential and non-residential uses developed on a site-by-site basis. Businesses that exist along this route range from neighborhood commercial to auto body and repair shops.

A number of public/quasi-public uses also exist within the corridor, including churches, a fire station, and Lake County facilities. Residential uses are primarily detached single family homes, but a few sites have multiple family apartment buildings. Residential and non-residential lots have individual curb cuts, creating constant points of conflict as vehicles enter and exit businesses and homes. Also, individual lots are not large enough in size to meet C-3 zoning standards, and thus, multiple lots must be combined to support developments. All these combined conditions create little opportunity for landscape amenities and screening along roadways and between residential and non-residential uses.



In 2008, the Village conducted an initial study that assessed the development conditions in the Cedar Lake Road Corridor as well as provided ways to facilitate continued commercial development in it. This initial study informed the direction for the assignment of this Key Development Area in the 2009 Comprehensive Plan update. In 2018, the Village undertook a study to analyze the parking conditions in the Key Development Area in terms of both existing conditions as well as potential ways to improve any identified limitations of these conditions. This new study found that the Key Development Area in certain spots suffers noticeably from limited available parking sufficient enough to service existing and potential commercial uses. The study was able to identify areas that could be improved with both private and shared public parking to alleviate restrictions created by limited parking. This Plan incorporates the directions provided in this new study to address parking conditions in the Key Development Area.

## **Proposed Land Uses**

Mixed use area, consisting of commercial, office, restaurants, and existing residential uses

## **Policy Statement**

Cedar Lake Road extends north/south through the Village and is one (1) of the primary north/south routes through the community. This roadway intersects with Illinois Route 134 to the south, and provides good access to major shopping centers and businesses in Round Lake Beach for residents in the adjacent communities of Round Lake Park and Round Lake. Village officials find that individuals entering the community from the south form their first impression of Round Lake Beach as they travel north along this roadway to shop or conduct business along Rollins Road.

The uncoordinated, site-by-site development that exists along this corridor creates a negative first impression that Village officials would like to correct. Village officials believe that the opportunity exists to capture on redevelopment potentials along in this entire corridor, and focus new retail commercial into this part of the Village to meet resident need and provide sales tax revenues.

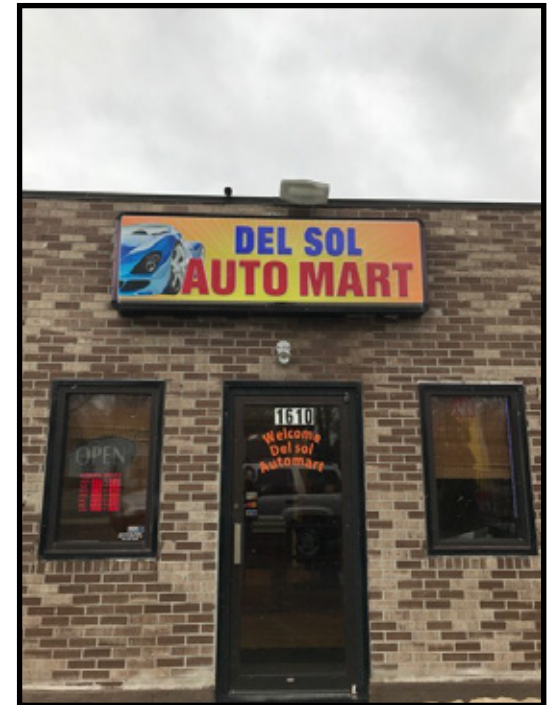
Based on these thoughts from Village officials, the Village had a Cedar Lake Road Corridor Study conducted in 2018 to analyze the potential for the incremental redevelopment of existing residential properties in the corridor. The study evaluated the condition of housing units at that time and the potential for combining them with adjacent lots for commercial or mixed-use development. The study also provided guidance for the implementation of redevelopment in terms of financial incentives, zoning ordinance revisions, and example site design plans. In conjunction with the previous 2013 Plan, this study has provided additional support for the policies promoted for this Key Development Area in this Plan.

New development is proposed along both sides of Cedar Lake Road, with land area large enough to accommodate planned uses. The Plan provides this adequate room by designating the lots to the rear of those fronting Cedar Lake Road, north of Hawthorn Drive for commercial uses. The complete area around the channel also has a primarily commercial land use designation, with the exception of those existing public/quasi-public uses in the area. Lots fronting Cedar Lake Road south of North Channel Drive only have the commercial land use designation for one (1) lot depth to provide for a transition in land use intensity towards the edge of the Village. The expected scale of development in the corridor and its proximity to adjacent residential homes provide an opportunity for the development of a pedestrian-scale, mixed-use area with convenience retail and service uses as well as professional offices. Specialty retail uses, such as wine and cheese shops, cigar shops, book stores, and gift shops are envisioned to draw customers to this corridor from the adjacent neighborhoods and surrounding communities. Also, it is expected that coffee shops, delicatessens, and bakeries would be able to draw area residents, shoppers, and

individuals walking or bicycling along the bike trail. A number of these described uses could locate on the first floor of mixed-use structures with the upper floors containing office and residential uses.

The central area surrounding the channel between Hawthorne Drive and Ferndale Drive provides the ideal place to establish a focal point for the corridor. Such a focal point could contain pedestrian and cultural amenities, such as public art, gazebos, and outdoor seating areas, which would make it a distinct and recognizable gathering area for Village residents and shoppers. Restaurants could provide outdoor seating adjacent to the channel areas to provide attractive dining environments in the warmer months. A sports or bicycle shop that rents bicycles, roller blades or cross-country skis (as well as bicycle repair) would be another viable use at this location, given the fact that this development is proposed to be located along the bike path.

As the Village determined in its 2018 study of the corridor, the provision of parking adequate to meet the needs of the commercial and office uses in the corridor is key to its success. The combination of lots may provide the opportunity to locate shared parking lots between uses. Parking might also be possible to the rear of structures. The coordination of new developments and their parking lots will be an important undertaking for the Village since a need will exist to consolidate curb cuts along Cedar Lake Road to ensure safe and efficient traffic movements. Landscaping should be used to screen parking lots along Cedar Lake Road and from adjacent residential uses. The Village may also actively assist with the development of public shared parking conditions if their development can further the expansion of commercial and office uses that will facilitate the continued diversification of the Village's property tax base and employment opportunities.



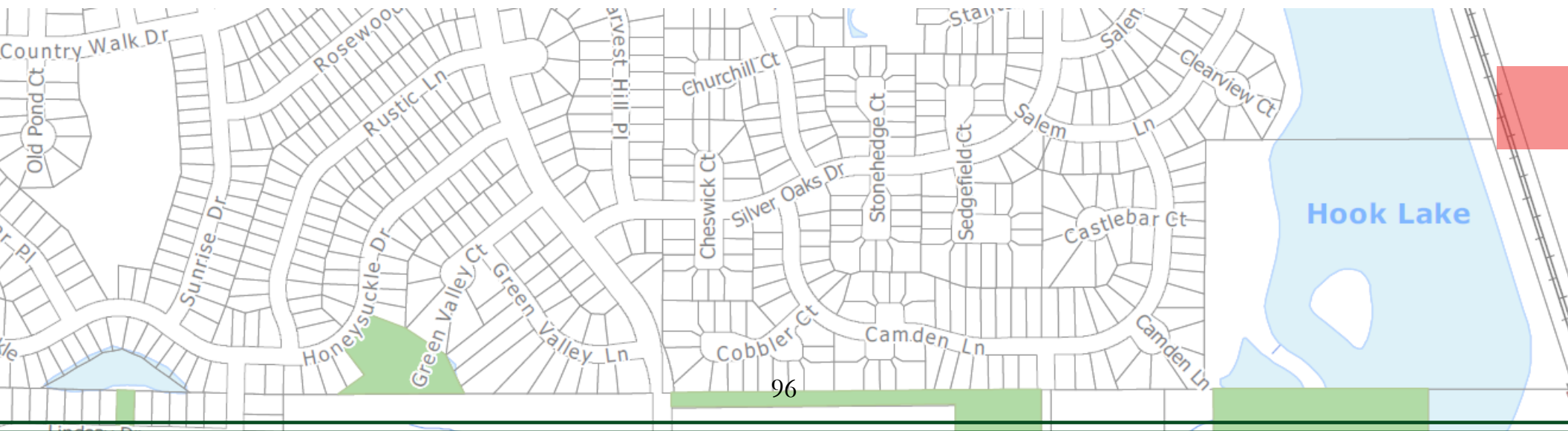
## Strategies for Implementation

1. Adopt revisions or an overlay district to the Zoning Ordinance that would make the development of the corridor as described previously feasible.
2. Prepare a development prospectus that markets commercial, office and residential components of the Future Land Use Map, and actively market the corridor to developers.
3. Avoid incremental, piecemeal development. Promote development in units or pods and encourage the following guidelines be performed before permitting development:
  - Assemble two (2) or more acres as part of a comprehensive development proposal before petitioning the Village for a planned development special use permit.
  - Require provisions for and depict cross access arrangements and points for adjacent lots on all site plans.
- Make arrangements for the closure of on-site curb cuts to Cedar Lake Road as more appropriate and coordinated curb cuts become available on adjacent lots accessed through cross access points (See Figure #11).
- Show how their proposal is compatible with the future land use map (See Figure #2) and policies prepared for this Key Development Area, as well as with existing properties that are not being redeveloped.
- Present time frames for construction and redevelopment of subsequent phases.
4. Encourage the development of the central area as a single entity. Select an architectural theme for the entire project, and apply it to the design of all businesses and restaurants, including those franchise businesses that may already have an individual identity. Allow upper story offices or personal service or business service uses (i.e., tanning salons, travel agencies, real estate agents, etc.) to increase the critical mass of businesses in this area, as a way to ensure its success and make it economically viable. Consider allowing upper story residential uses in order to sustain commercial uses in the area by placing more residents in close proximity to them. Guidelines for development should include the following:
  - Require the use of high-quality façade materials, such as brick, stone, and cedar.
  - Consider the use of architectural shingles, such as slate or concrete tile, to provide texture and interest, and to differentiate this area from surrounding development. The type of shingle that is selected should relate to the established architectural style.

- Orient the buildings so that they face one another and Cedar Lake Road, and construct brick paver walks and landscaped plazas, with outdoor seating and eating areas between structures.
- Permit buildings up to two (2) stories, and consider allowing three (3) stories for unique buildings that provide the central area with a distinct character, are respectful of surrounding uses, and support the redevelopment of the area.
- Locate off-street parking and service areas behind buildings in the central area, maintaining the space in the front and on the sides for pedestrians.
- Install ornamental lighting, with hanging flower baskets and/or banners to attract attention to the area, promote its identity, and make the area festive for customers.
- Provide landscaped beds of ornamental grasses, shrubs, perennials, and annuals next to benches, tables, and other outdoor furniture for customer enjoyment. Establish design guidelines for signs that promote compatibility in business identification between tenants and enhance the shopping experience:
  - i.** Prohibit the installation of pylon signs. Instead, provide center identification on up to two (2) monument signs, designed to match the theme of the center (materials, colors and shape).
  - ii.** Establish maximum sign areas and letter heights to ensure that signs are large enough to be legible to pedestrians, but do not visually dominate the area.
  - iii.** Require individually-applied letters, rather than box signs. Letters could be internally illuminated, or back-lit.
  - iv.** Require signs to be installed on sign friezes, designed for such purposes. Prohibit roof signs, and signs that are painted on buildings.
- Screen all mechanical equipment with landscaping, if on the ground, or with the roof structure or parapet, if placed on the roof. Units should be fully enclosed on all sides, so that they are not visible to the public.
- Design trash enclosures so that they appear to be an extension of the building, rather than free-standing structures. Install self-closing decorative gates that match the architectural detailing and trim used for the principal buildings.
- Install landscape screening along the perimeter of all parking and service areas. Plant a combination of evergreen, deciduous, and ornamental trees and shrubs for seasonal color and multi-level screening. The Village may consider the substitution of decorative fencing for reduced planting requirements.

- Install high-branched shade trees and low-growing shrubs or perennials in parking lot, landscape islands. Encourage developers to provide such parking islands in the range of one (1) for each fifteen (15) to thirty (30) parking spaces. The Village may consider opportunities to increase areas of consolidated green islands by allowing the combination of parking lot islands to provide for more flexibility in development.
  - Provide a minimum of ten-foot (10') planted landscape setback areas for the screening of lots adjacent to zoned residential uses.
5. Establish architectural design guidelines for commercial buildings, offices, and mixed uses buildings similar to or the same as what will be used for all buildings constructed in the central area described previously.
    - Limit the number of stories to two (2), to be compatible with adjacent dwellings.
    - Require the use of brick or other decorative masonry on façades, to create structures that are permanent in appearance. Prohibit the use of vinyl or aluminum siding, which is not as long-lasting as stone or brick.
    - The same façade treatment should be applied to all four (4) sides of a building since they will be visible from adjacent residential uses.
    - Require foundation plantings around buildings, and install high-branched shade trees and low-growing shrubs or perennials in parking lot, landscape islands. Encourage developers to provide such parking islands in the range of one (1) for each fifteen (15) to thirty (30) parking spaces. The Village may consider opportunities to increase areas of consolidated green islands by allowing the combination of parking lot islands to provide for more flexibility in development.
    - Require a minimum ten-foot (10') wide landscaped buffer along Cedar Lake Road to screen off-street parking.
    - Screen all mechanical equipment with landscaping, if located on the ground, or the parapet or roof, if roof-mounted.
  6. Improve the right-of-way along Cedar Lake Road, so that this arterial street promotes the Village's distinct character and identity. Work with developers to pay their fair share of costs associated with Fairfield Road improvements, which include:
    - Select an ornamental light fixture that provides low-level lighting for the security of employees and visitors, and complements the character of the development.
    - Provide a minimum of ten-foot (10') landscape setback screening areas for lots adjacent to zoned residential uses.
    - Constructing five-foot (5') wide, concrete sidewalks in the public right-of-way, ten (10) feet from the back of curb, so that street trees can be installed on forty-foot (40') centers. Coordinate new sidewalks with the Pathway Plan.
    - Relocating existing overhead utilities underground.
    - Planting street trees in the front yard of properties along this arterial street, at forty-foot (40') intervals.

7. Consider replacing existing street lights with ornamental light fixtures to help unify the design of this area.
8. Pursue the parking improvements identified in the 2018 Cedar Lake Road Study. Specifically, target for development the identified vacant lots in the study where shared parking among multiple uses could occur.
9. Pursue as part of any new development or redevelopment the natural feature enhancement directives of the 2018 Cedar Lake Road Study.



## Key Development Area 7 – Estate Single Family Homes

### Location

Approximately a quarter ( $\frac{1}{4}$ ) mile north of Rollins Road between Sheldon Road on the east and Oaktree Subdivision on the west.

### Estimated Size

Approximately 30 acres

### Existing Conditions

The Key Development Area consists of four (4) parcels and currently in and E-R, Estate Residential zoning district. The eastern half of the lot contains approximately fourteen (14) acres of a larger wetland that extends to the parcels to the south. The area also contains a large mature tree stand in its northeast corner.

### Proposed Land Uses

Estate Single Family Homes

### Policy Statement

As the Village approaches its final build-out, vacant areas for providing a variety of housing units are also decreasing. This condition is most prevalent for the ability to allow for the development of large-lot, single-family homes. The Village views this Key Development Area as the place for these types of homes that will provide Village residents looking to purchase larger homes the opportunity to do so and remain in the Village at the same time. The Village views the eventual development of this Key Development Area as a subdivision with custom-built homes on half ( $\frac{1}{2}$ ) and one (1) acre lots. While a general boundary for a wetland onsite has been identified by Lake County, a site-based wetland delineation study may show the wetland's actual boundary to be less than the initial area identified. Ultimately, the subdivision should be respectful of the identified environmental features onsite and incorporate them as amenities that bolster its appeal.

## Strategies for Implementation

1. Permit the development of between thirty (30) and forty-five (45) detached single-family homes on larger lots, ideally between half (1/2) to one (1) acre in size. Consider a cluster subdivision arrangement if a gross density under two (2) units per acre is maintained.
2. Seek to allow the development of unique, custom-built homes with high quality façade materials, such as brick, stone, and cedar.
3. Provide at least two (2) external roadway connections: one (1) that connects to Sheldon Road to the east and one (1) that aligns with Oak Leaf Lane to the west.
4. Require the development of five-foot (5') wide sidewalks that connect with adjacent developments so it contributes to the connectivity of the Village. Coordinate new sidewalks with the Pathway Plan.
5. Plant trees in the R.O.W. at forty-foot (40') intervals.
6. Provide sufficient storm water detention facilities on site to meet the impact of the development.
7. Require the dedication of a neighborhood park to the Round Lake Area Park District, as possible given the environmental restrictions of the site.
8. Conduct a tree survey of the site, especially of the mature tree stand, to determine the best trees to preserve. Seek to preserve the best portions of the mature tree stand either as a conservation area or as part of a neighborhood park.
9. Conduct a wetland delineation study of the site to determine the extent and location of the wetland area.
10. Maintain the integrity of the wetland area onsite based on a wetland delineation study and preserve it as amenity for the subdivision. Consider mitigation of the wetland, if it is feasible and provides for a better subdivision design.

## Key Development Area 8 – Beach School

### Location:

South of Golfview Drive, East of Ardmore Drive, North of West Hawthorn Drive, West of Woodbine Drive

### Existing Conditions:

This neighborhood school is situated in an area that is considered a part of the original Village, and is bordered by single-family homes. With narrow, non-arterial streets, school drop-off and pick-up times result in significant congestion and school bus access and circulation is problematic.

### Proposed Land Uses:

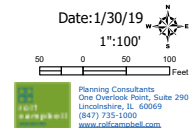
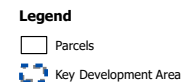
Parking, Roads for traffic and bus circulation, School playground, School expansion

### Policy Statement

The Village is working with the school district to improve conditions within the Key Development Area. When properties become available, the Village would consider acquisition.

### Strategies for Implementation

Work with School District officials on traffic circulation and school growth.



## Plan Implementation

The following section provides the direction of how the Comprehensive Plan should be utilized by the Village in order to accomplish its vision. The presented Plan represents a summation of the Village's aspirations for its future development over the next approximately twenty-five (25) years. The Plan's goals, objectives, and policies for the overall Village and the Key Development Areas provide the incremental steps through which the Village will pursue the implementation of the Plan. In addition to these steps, the following elements are guidelines on how the Village should utilize this Plan to implement it effectively:

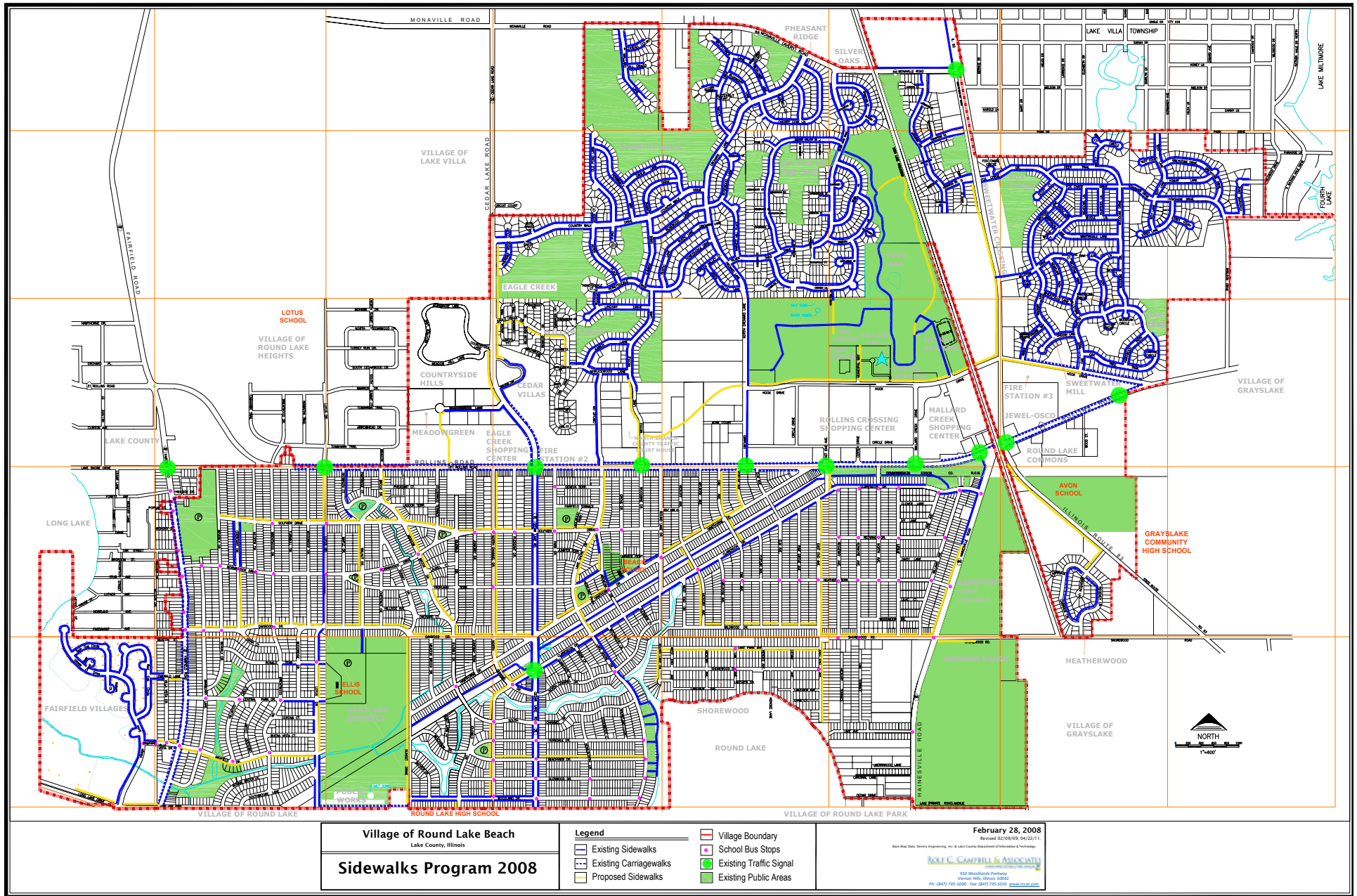
1. **Development Reviews:** Any time the Village conducts the review for permitting of a development, whether new construction, renovation, or reuse, Village officials should consult the Plan to see how the development fits with the combined direction of this Plan.
2. **Active Reference:** The Village should routinely utilize the Plan as a reference whenever the Village is engaging in administration activities, such as budgeting and program development, to see how these activities can include the Plan's vision and affect its outcome.
3. **Supporting Document:** The adopted Plan represents the Village's legislative statement for its desired overall vision for the development of the Village. In this role, the Plan provides detailed statements on how to achieve this vision which can be used to support further legislative and administrative actions of the Village, such as the development of regulatory ordinances and grant applications.

While the Plan's implementation horizon is twenty-five (25) years, the results of the Plan's implementation will continue to affect the Village well beyond that time period. For this reason, the Village should view this Plan as a living document that requires routine review and update to ensure the Plan reflects current development conditions as well as changes that have occurred both within the Village and in the larger world in terms of technology, development preferences, and overall economic conditions. In order to ensure the Plan is current, the Village should in general do the following:

1. **Yearly Assessment:** As the Village routinely utilizes the Plan, Village officials should note what elements the Village has been able to implement. This running account should inform Village officials on items to target that have not been completed as well as to track possible revisions needed for these items to affect their implementation. Annually, Village officials should collect these notes in an informal report to document them for future updates the Plan.
2. **Targeted Updates:** From time to time, certain conditions may merit the Village updating or amending limited portions of the Plan. As determined necessary, the Village should update the Plan for limited elements that will assist the Village in achieving a targeted goal or addressing a timely issue facing the Village as it has done in the past to address the redevelopment of the Mallard Creek Shopping Center and the development of the Orchard Lane Conservation Overlay District. These targeted updates need not include updates for multiple elements, but if possible, waiting and combining multiple elements will in general improve their cost effectiveness and the interconnection of actions among the updated elements.
3. **Full Updates:** The Village should in general review and conduct a full update of this Plan every ten (10) years depending on the timing and extent of the targeted updates described above. The ten-year timing period provides an ideal time to incorporate updated data, such as the results of the most recent decennial Census, as well as the ability to provide clear understanding of how changing development patterns and emerging technologies might be affecting the Village. The full updates should also engage in an active public participation process to be able to update the vision for the Village's continuing development.

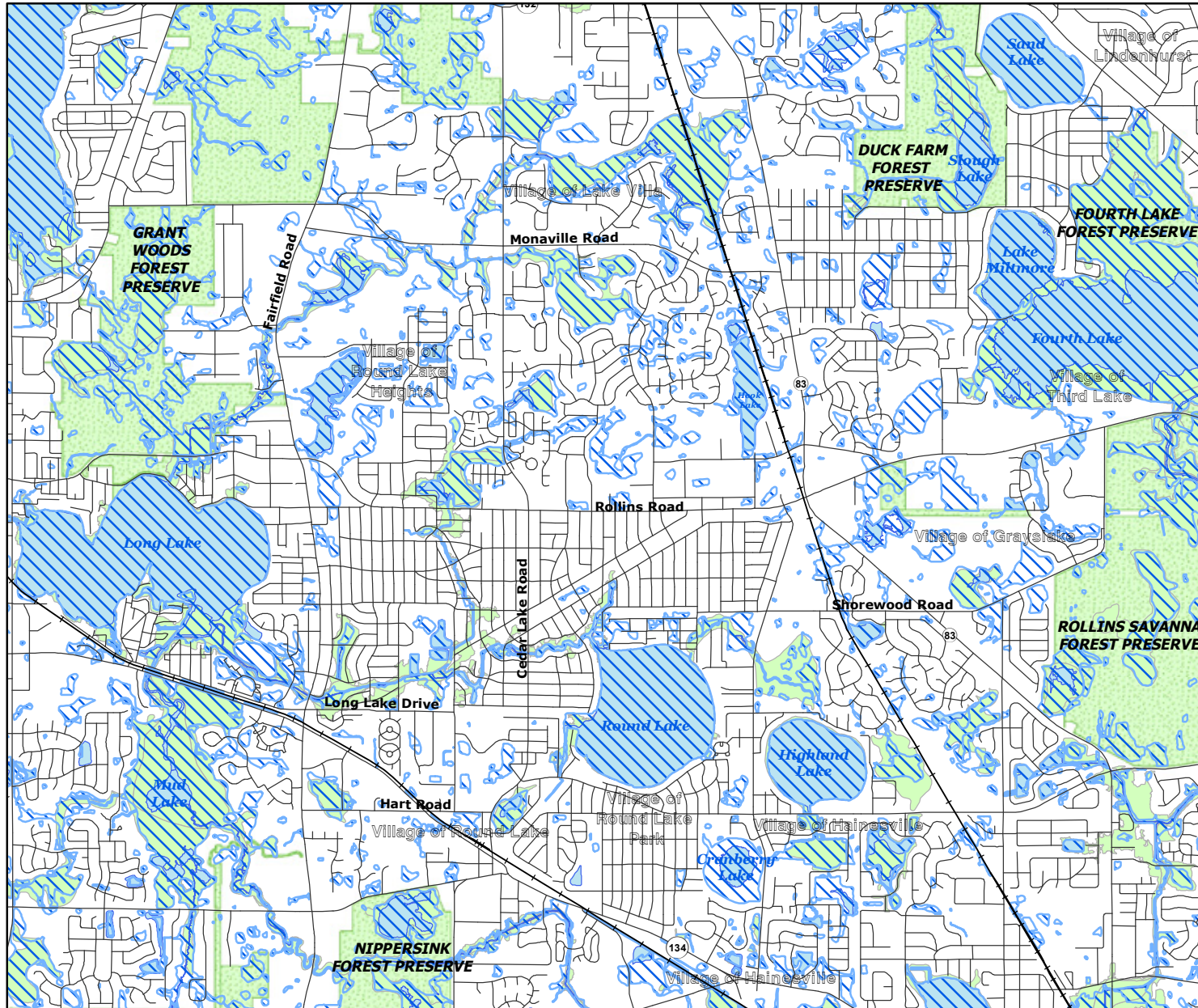
The above guidelines provide direction on how best to implement and keep this Plan current. Above all else, the Village will be most successful in implementing this Plan through its continued reference and utilization as the reference point for the Village and its development destination.

# Appendix





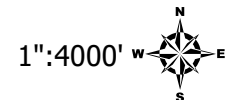
## ENVIRONMENTAL FEATURES MAP



### Legend

- Village Area
- Surrounding Municipalities
- Wetlands
- 100-Year Floodplain
- Lake County Forest Preserves

Date: 1/31/2020



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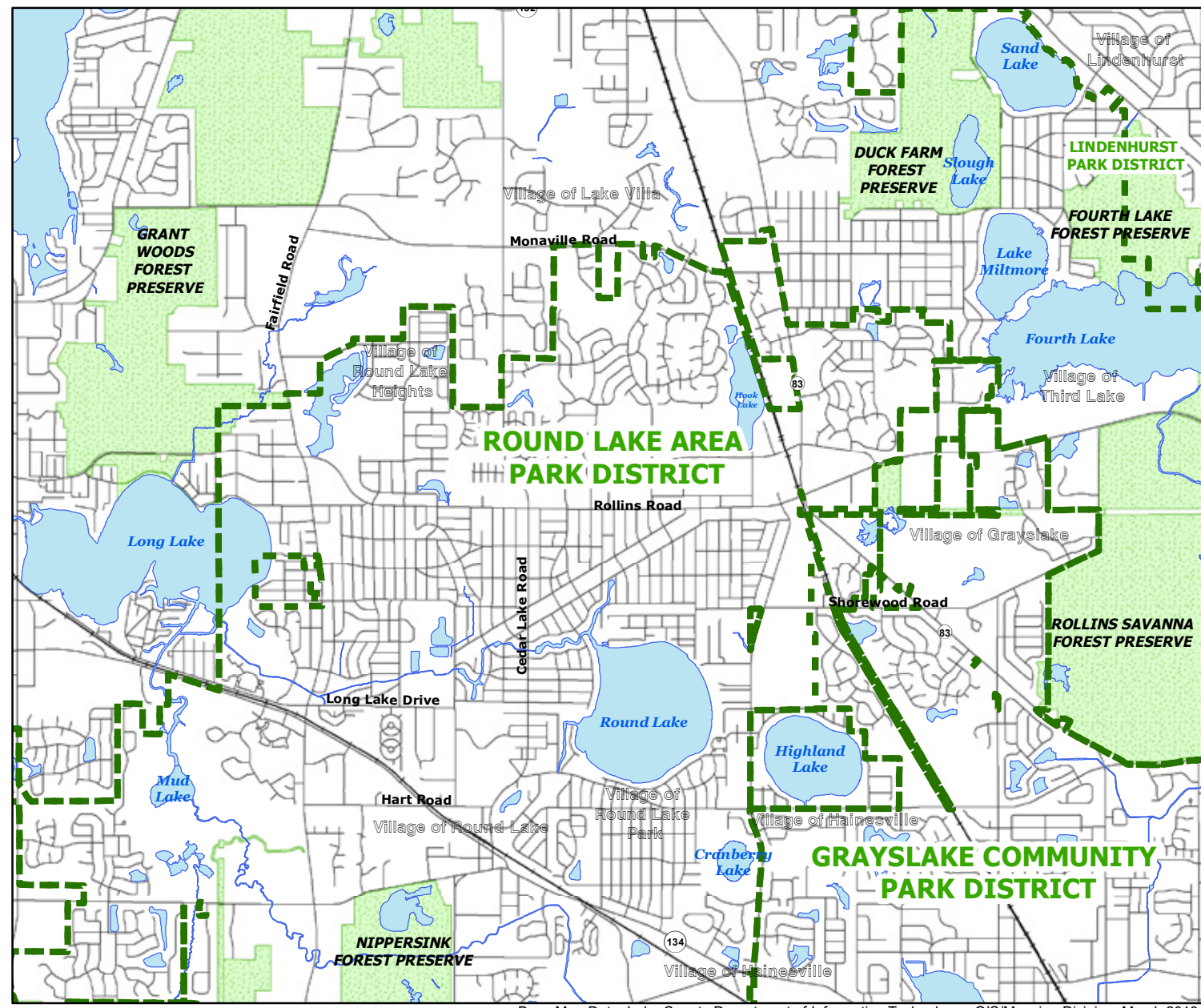


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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division. March 2019.



**PARK DISTRICTS MAP**



**Legend**

- Village Area
- Surrounding Municipalities
- Park District Boundary

Date: 1/31/2020

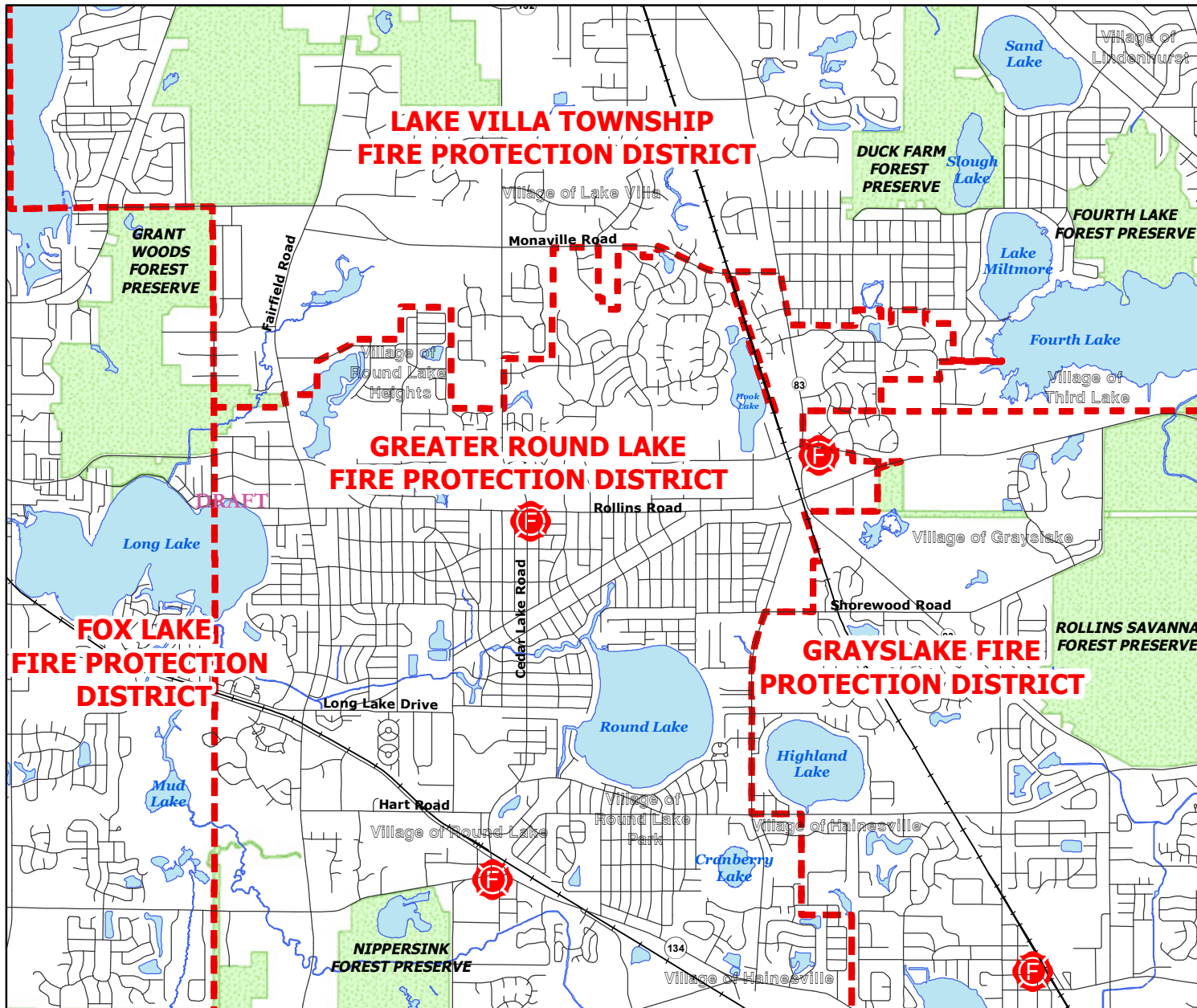
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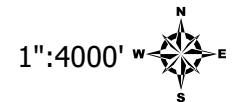
## FIRE PROTECTION DISTRICTS MAP



### Legend

- Village Area
- Surrounding Municipalities
- Fire Protection District Boundary
- Fire Station

Date: 1/31/2020



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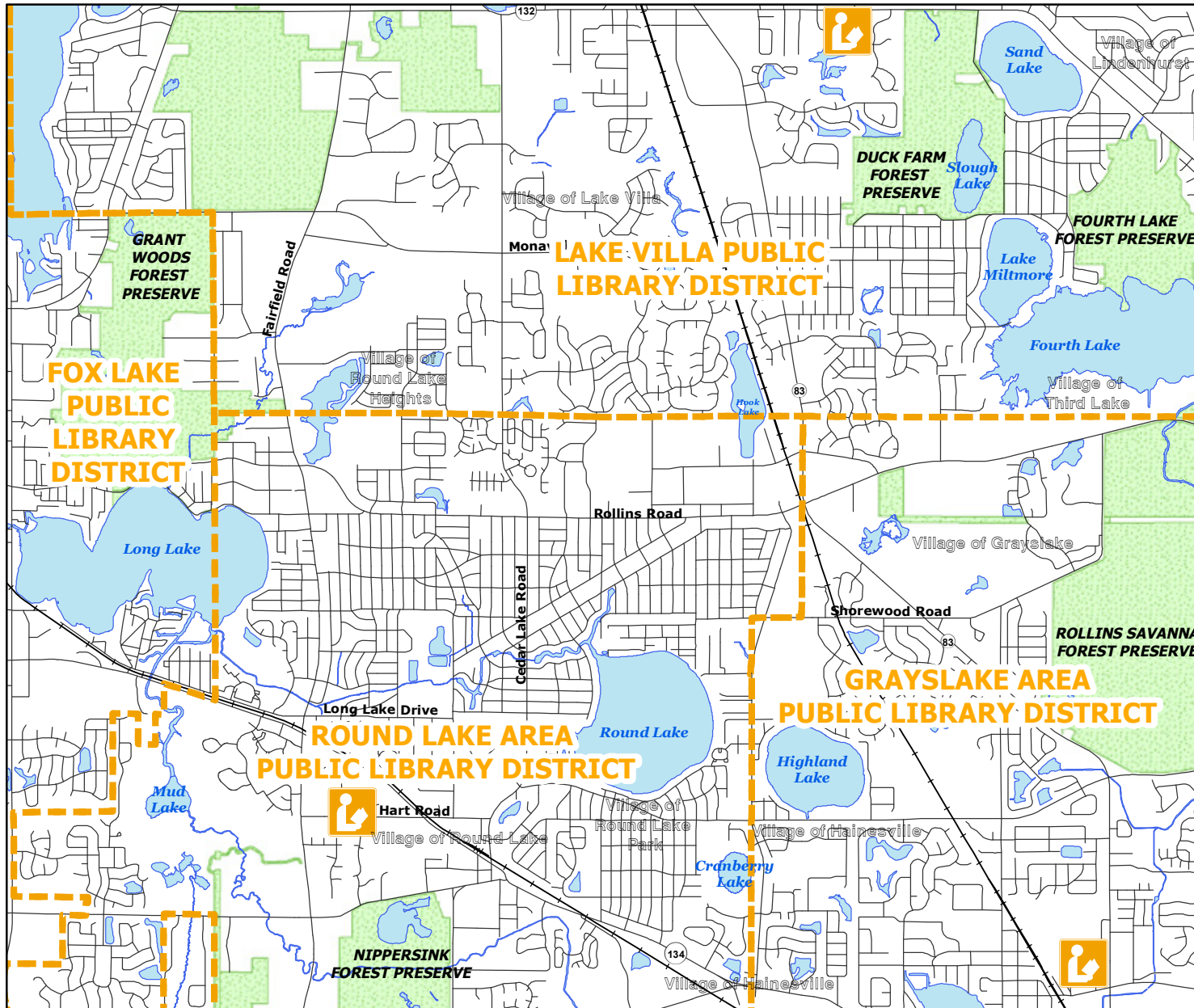


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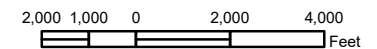
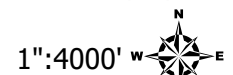
**LIBRARY  
DISTRICTS MAP**



**Legend**

- Village Area
- Surrounding Municipalities
- Library District Boundary
- Library Location

Date: 1/31/2020

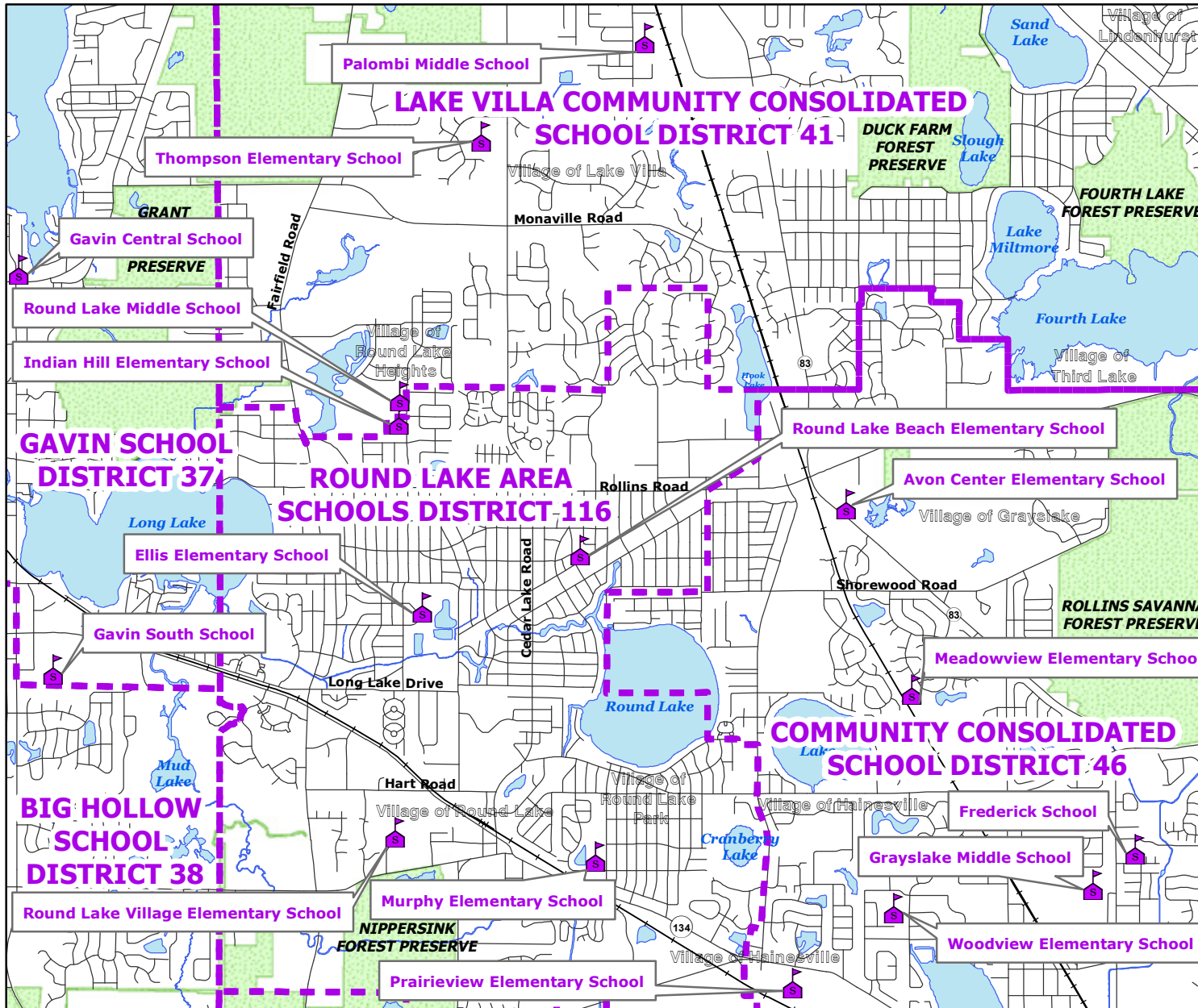


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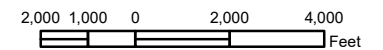
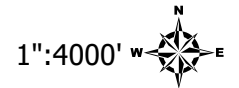
**ELEMENTARY SCHOOL DISTRICTS MAP**



**Legend**

- Village Area
- Surrounding Municipalities
- Primary School District Boundary
- School

Date: 1/31/2020

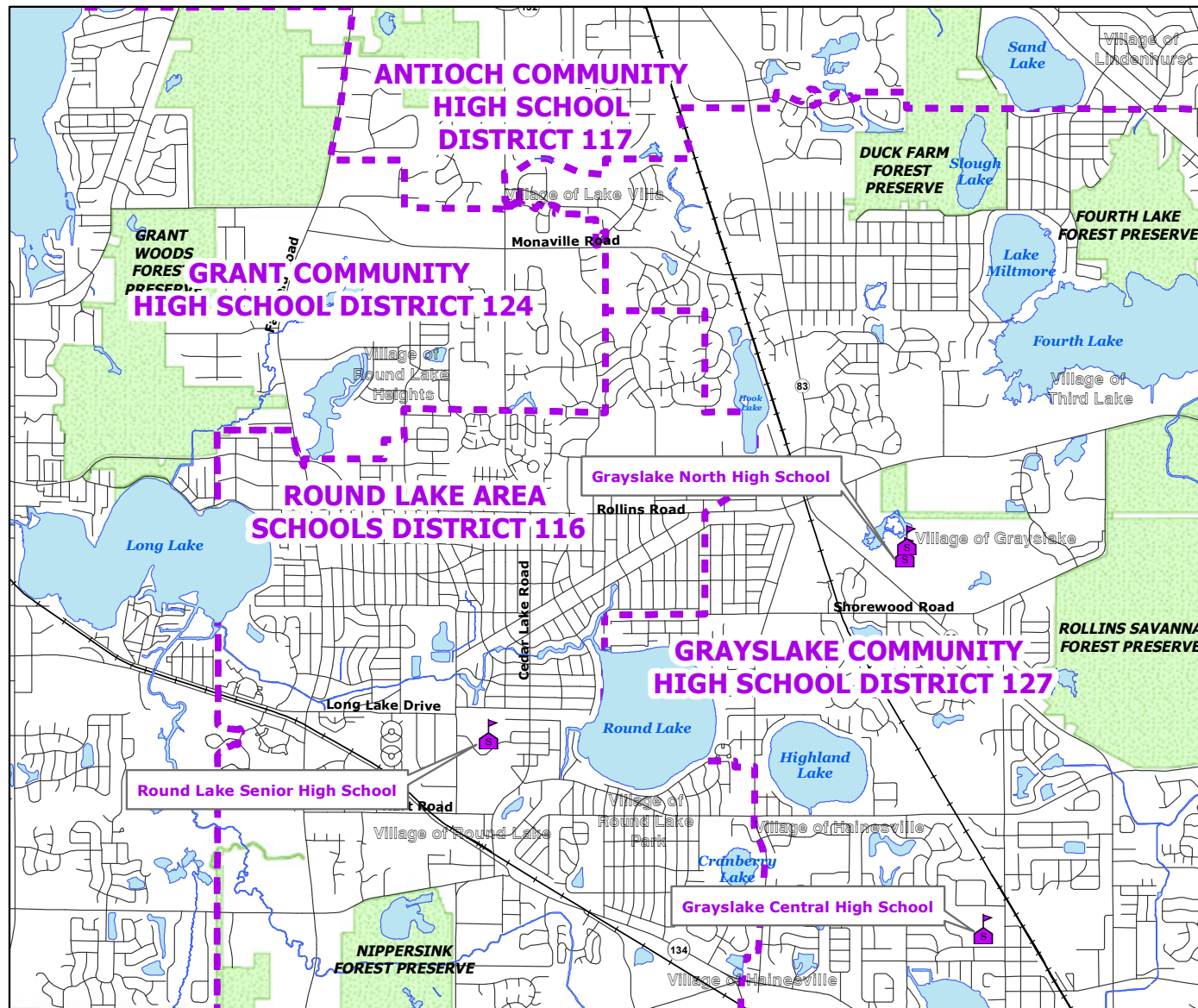


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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division. March 2019.



## HIGH SCHOOL DISTRICTS MAP

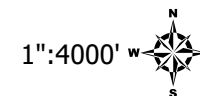


Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division. March 2019.

### Legend

- Village Area
- Surrounding Municipalities
- High School District Boundary
- School

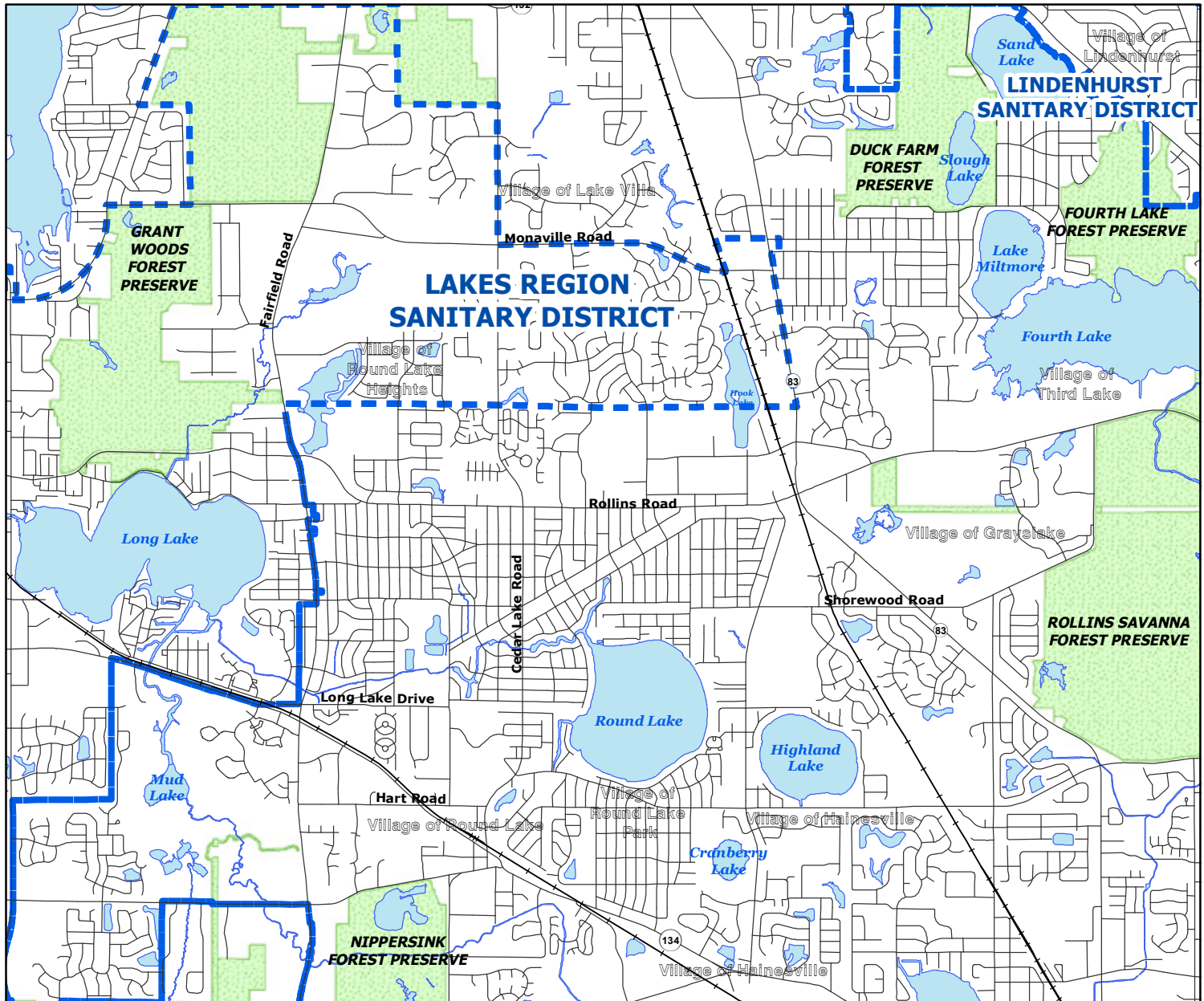
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Base Map Data: Lake County Department of Information Technology - GIS/Mapping Division, March 2019



Village of  
**ROUND LAKE BEACH**  
 COMPREHENSIVE PLAN 2020

**SANITARY DISTRICTS MAP**

**Legend**

- Village Area
- Surrounding Municipalities
- Sanitary District Boundary

Date: 1/31/2020

1"=4000'

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