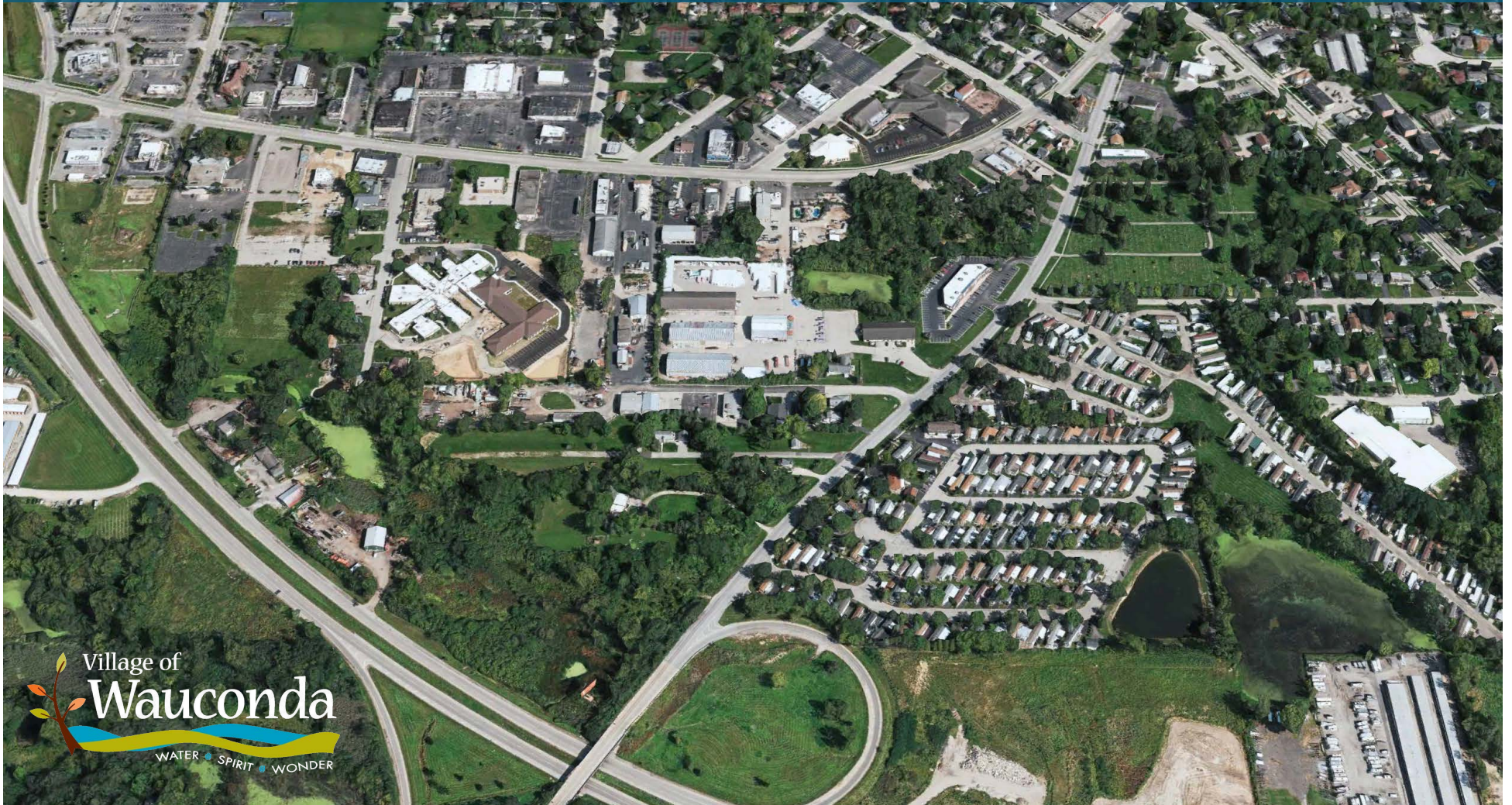


VILLAGE OF WAUCONDA

Route 176 Land Use & Transportation Plan



PLAN COMMISSION PUBLIC HEARING DRAFT - DECEMBER 4, 2024

Acknowledgements

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This plan was prepared by Teska Associates, Inc.
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SECTION 1

Introduction

Introduction

This plan focuses on the future of land use, zoning, and transportation in Wauconda's Route 176 study area. The Village of Wauconda initiated this planning effort to help guide the Village and property owners towards a common vision for the area that both preserves what is important and spurs potential redevelopment.

This project was led by Village staff with the help of a consultant team (Teska Associates and Baxter & Woodman Engineers) and steered by the Village Economic Development Commission (EDC).

Why Plan for Route 176?

The study area is ripe with opportunity, in a prime location within both the Village of Wauconda and the regional submarket. Developing a plan helps to:

- Evaluate existing conditions and market realities
- Understand community goals
- Engage key players and property owners in critical conversations
- Facilitate visioning and discussion with elected and appointed officials,
- Recommend improvements related to land use, zoning, transportation, and redevelopment, and
- Encourage redevelopment that meets Village goals.

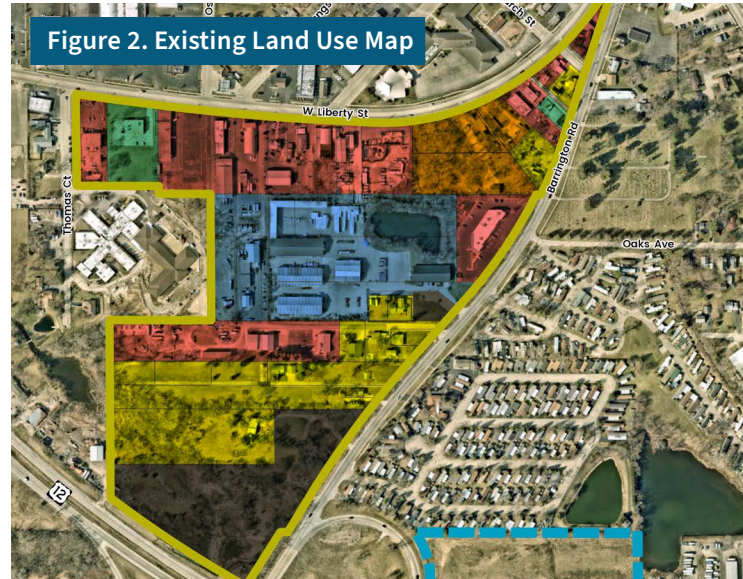
Figure 1. Study Area Map



Study Area Overview

The project study area is a triangle bound roughly by Route 176/Liberty Street, Barrington Road, and Thomas Court. The area is approximately 53 acres (or 1.6 square miles), all of which is located entirely within the Village's TIF District. There are over 30 different property owners across 55 parcels, many of which are small.

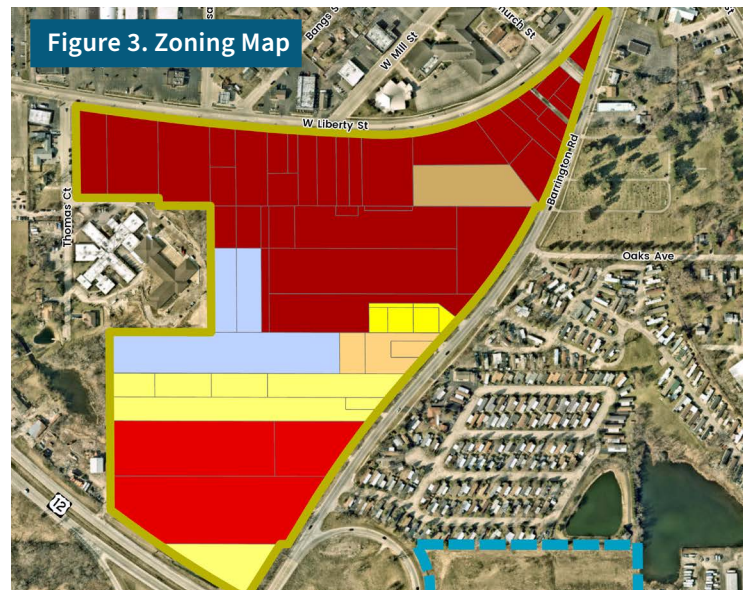
The area includes a wide variety of land uses, including a grocery store, restaurants, auto repair shops, beauty salons, offices, wholesale supply, and a mix of residential uses. Zoning districts include primarily Retail Business, General Business, and some parcels zoned Industrial and Residential.



Legend

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Utilities
- Vacant
- Project Area
- Village Boundary

0 125 250 500 750 1,000 Feet



Legend

- R1 Single-Family Residential
- R2 Single-Family Residential
- R3 Single/Two-Family Residential
- R5 Multi-Family Residential
- RB Retail Business
- GB General Business
- LI Limited Industrial
- Project Area
- Village Boundary

0 125 250 500 750 1,000 Feet



SECTION 2

Current Conditions

To consider opportunities for the study area's future, the planning team inventoried current conditions including an assessment of past plans, data relating to demographics, housing, markets, and transportation and infrastructure conditions.

Below is a summary of key findings from the analysis of current conditions. The complete Current Conditions Analysis can be found in the Appendix of this plan.

Issues

- Small parcels with many landowners
- Aging buildings and infrastructure
- Limited cross and through access, area feels isolated
- Many curb cuts (driveway entrances) make it difficult to have a comfortable pedestrian environment
- Only partial sidewalks and no bike accommodations
- Three high crash intersections along Route 176
- No existing access to Route 12 from the Study Area

Opportunities

- Proximity to downtown and the Lake
- Public improvements coming to Osage Park and the Marina just off Route 176
- New retail development coming just west of the study area (across Thomas Court)
- Create access between Route 176 and Barrington Road
- Attract desired, in-demand development
- New housing, medical office, light industrial / flex space (build on existing home improvement cluster)
- Pedestrian and bike safety enhancements
- Placemaking and streetscaping
- Preserve and enhance wetlands

SECTION 3

Community Engagement

Public Input Summary

Before making any plans for the Route 176 study area, the Village and project team conducted several different outreach activities to hear perspectives from local property owners, businesses, residents, and the community-at-large:

- **Focus groups and stakeholder interviews:** The planning team and Village staff met with 16 stakeholders who have specific interests in the study area, including residents, business owners, property owners, and past elected officials.
- **Interactive online comment map:** Over the course of the project, nearly 100 ideas were shared by Wauconda residents about area issues/challenges, bike and pedestrian needs, and places people love.
- **Community survey:** 418 respondents from across Wauconda completed a survey that asked residents questions about needs and priorities for the future of the Route 176 area.

Detailed results from engagement activities can be found in the Appendix. Key findings from community input are summarized here.

Strengths

- Within a TIF District
- Great visibility on Routes 176 and 12
- Village is good to work with
- Active Chamber of Commerce
- Tight-knit, cooperative community
- Bangs Lake is nearby
- Many stable, successful existing businesses

Weaknesses

- Incompatible land uses
- Vacant and deteriorating buildings
- Some parcels lack direct access to public ROW
- Cannot access Route 12 from Barrington Road
- Flooding/ponding issues
- Unreliable internet
- Limited restaurants and retail

Opportunities

- Lot consolidations
- Pedestrian crossings
- Bike lanes
- Connection to downtown and the Lake
- New housing with retail (mixed-use)
- Give people passing through on Route 176 a reason to stop

Challenges

- Small parcels
- Many property owners
- Too many curb cuts
- Traffic congestion
- Lack of foot traffic/retail on Main Street
- Maintain small town charm while attracting new development

Visioning Workshop

The Economic Development Commission, Plan Commission, and Village Board convened for a joint Visioning Workshop on April 30th, 2024.

At the workshop, the planning team presented the project progress and findings (kick-off meetings, stakeholder interviews, comment map, current conditions analysis, and the community survey) to lay a foundation for group discussion.

Workshop participants were divided into three small groups and asked to consider a set of six questions focused on priorities for the future of the study area. Three top priorities emerged from the groups:

- ◆ **Access:** Establishing a public right-of-way throughout the study area, safe access in/out of area; safer crossings and connections for pedestrians, bikes, and drivers
- ◆ **Mix of uses/destinations:** give people a reason to come, destination/entertainment uses, range of housing types; Focus on key properties and how to drive redevelopment of them
- ◆ **Placemaking and appearance:** beautification, façade and signage improvements, streetscape, private properties and buildings



SECTION 4

Plan Objectives

Following the planning team’s analysis of current conditions and engagement with area stakeholders and the community at large, several key themes emerged as guiding objectives for the future of the Route 176 study area:

- ◆ **Improve transportation connectivity** to, from, and within the area by creating new public access to connect Route 176 and Barrington Road and new roadways within the study area.
- ◆ **Improve traffic and pedestrian safety**, especially for pedestrians and bicyclists, by constructing new facilities (such as sidewalks and/or multi-use paths), traffic calming, and reducing/consolidating curb cuts.
- ◆ Encourage **redevelopment of vacant and/or underutilized buildings and lots**.
- ◆ Strengthen the **connection between the study area and Downtown** Wauconda (Bangs Lake & Main Street).
- ◆ Support the development of **new housing units** that add a variety of housing options for Wauconda residents.
- ◆ Advance economic development by **retaining existing businesses and attracting new uses** that meet today’s market needs.
- ◆ **Enhance the overall appearance of the Route 176 corridor** as an attractive “front door” to Wauconda and destination for people to visit when they are passing through.

SECTION 5

Land Use & Transportation Framework Plan

Introduction

This framework plan defines a long-term vision and transportation and land use strategy for the Route 176 study area. This document is the culmination of an in-depth process involving research, input, and review from Village staff, elected and appointed officials, area business and property owners, and residents.

The following factors provide important guidance for understanding the intent of this plan and how it can be applied when directing future development or changes in the Route 176 study area.

1. The framework plan presents potential opportunities to pursue in the event that existing properties become viable for redevelopment as a result of owners choosing to relocate, sell, or move. The framework plan does not directly cause or require that property be sold or developed.

Defining future land uses is part of the planning process to describe an optimal land use mix for the study area. Implementing this plan includes recommendations related to zoning changes, transportation improvements, and financing tools for public infrastructure. It is important to understand that the plan does not require property owners to move or sell their properties. An indicated change from the existing land use is an expression of future opportunity, not imminent or required change.

Any future development should be a cooperative partnership between the property owner and the Village. The framework plan sets up a guiding vision to capitalize on any changes if/when they occur. The Village values the many existing, successful businesses in the study area and this plan does not seek to drive them away.

For example, ABC Supply Co. is a long-standing business that occupies a significant amount of the properties in the center of the study area. The framework plan identifies the potential for residential development as a long-term opportunity in this area, because the location would be suitable for a mix of housing types if ABC Supply Co. decided to expand or relocate.

There also may be some parcels in the study area that are unlikely to ever move, such as the AT&T building at 432 W. Liberty Street. The cost of moving a utility use is high enough that it may make sense to simply pursue new opportunities surrounding it, such as using the vacant land behind the building as a feature incorporated into potential future development (i.e. shared parking, a small park, public plaza, etc). In any case, the AT&T property should become part of the fabric of the study area and included in any future improvements, such as streetscape or landscape enhancements.

2. Flexibility is required in implementing the framework plan.

There is no single right answer for the future of the Route 176 area. This framework plan describes a deliberate and sound approach to land use and transportation planning, but the final form of any development proposed and built will be the result of actions by property owners, market forces, and Village decision-making. Furthermore, any development will ultimately be subject to Wauconda's zoning regulations and development process.

It is reasonable to expect that the area's ultimate land uses differ from those on the framework plan. This happens because of changes to markets, owners, availability of financing, etc. For example, the framework plan calls for a mix of some commercial development and more residential development, per current market assessments. However, should the market change and demand for residential were to decrease, the Village may consider other uses or a different balance of those uses, or decisions by current property owners to maintain and renovate structures that already exist.

This plan is not designed to prevent other possibilities, provided there is a rational basis for proposed changes and changes are consistent with sound planning principles and key recommendations and objectives described in this plan.

3. Consolidated development is more appropriate than infill on small lots.

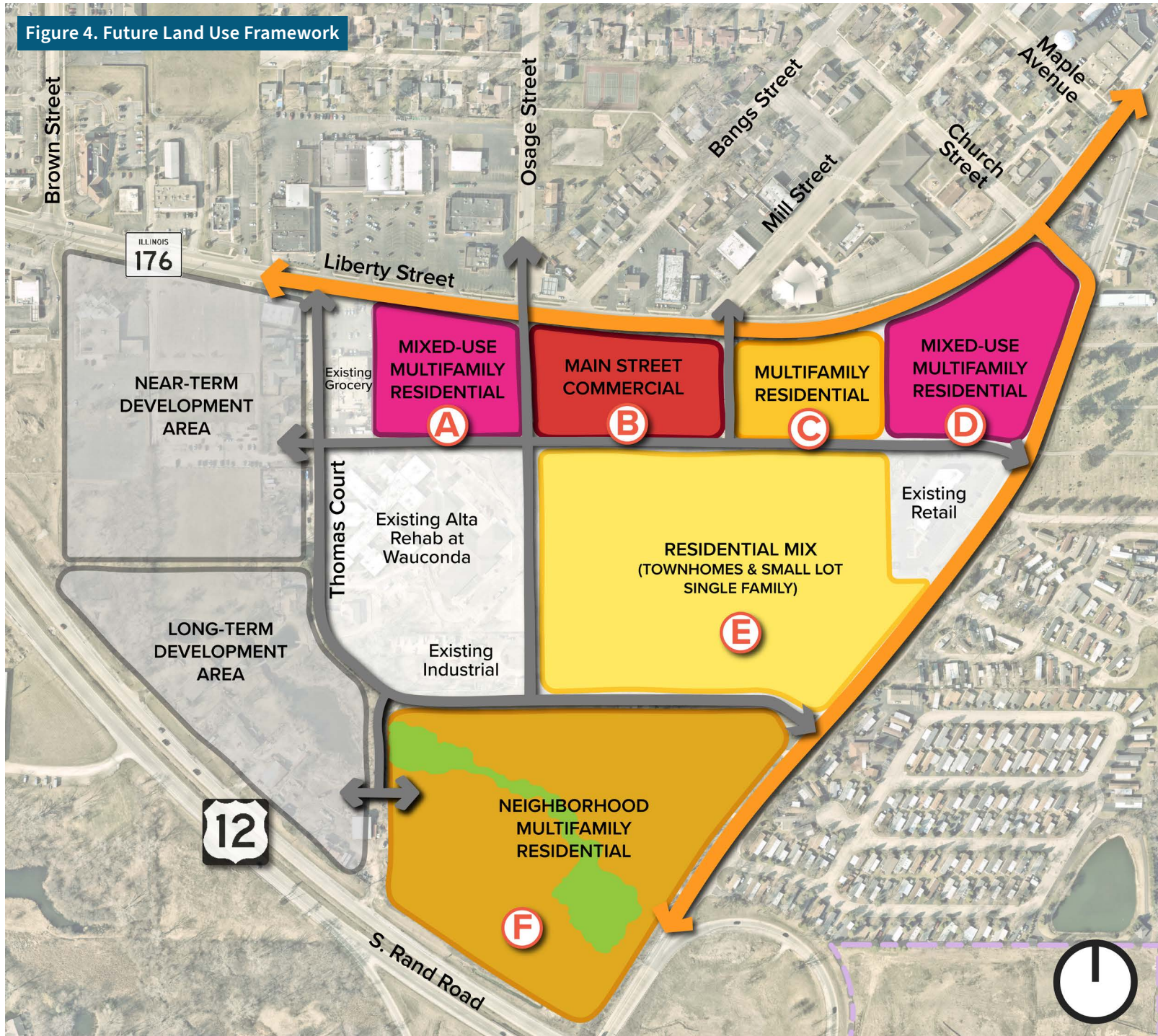
Wherever feasible, it is the intent of this plan to encourage consolidation of smaller properties into larger parcels that are suitable for single, cohesive developments. For example, areas shown along Route 176 as commercial uses are optimally designed as larger buildings (likely with multiple tenants), rather than a series of small, unrelated, disconnected buildings. Smaller developments can create more traffic conflicts (multiple curb cuts/driveways), involve multiple property managers, and may have less cohesive design.

Land Use & Transportation Framework Plan

To describe a vision for the Route 176 study area, two key exhibits have been prepared:

- **Figure 4 (Page 10) describes a framework for potential future land uses.** As discussed in the pages before this, this framework does not automatically trigger any changes, nor does it require property owners to relocate or sell their properties. This exhibit is a guiding vision to help property owners and the Village capitalize on any changes if/when they occur. Pages 11-12 have descriptions of each recommended land use.
- **Figure 5 (Page 13) is the Overall Conceptual Framework Plan which depicts proposed transportation and placemaking improvements, further described in Pages 14-18.**
- Figures 4 and 5 also illustrate proposed roadways (shown as dark gray lines) to provide new access through the study area and connect to surrounding areas. Orange lines identify areas for recommended streetscape enhancements, such as landscaping, decorative crosswalks, lighting, wayfinding and gateway signage, etc.

Figure 4. Future Land Use Framework



Future Land Uses

The recommended future land uses depicted in the Land Use Framework Plan (Figure 4) are described here.

A-Mixed Use Multi-Family

With commercial spaces on the ground floor and residential uses above, whether condos or apartments, mixed-use multi-family development along Route 176 can bring additional housing to the Village to serve existing or new residents, from young professionals to those looking to downsize and remain in Wauconda as they age. If mixed-use proves difficult to finance or build, a multi-story residential only building would also be appropriate.



B-Main Street Commercial

A commercial development located in the center of the Route 176 corridor should be a key destination for the area. Even if constructed as a single development, the shops can be designed in the style of a historic Main Street with varied architecture and facades for different “storefronts” and pedestrian-oriented entrances, with parking in the rear.



C-Multi-Family Residential

A multi-family residential development along Route 176 should present attractive and interesting design features and be constructed with a mix of high-quality building materials that include masonry and stone. The development should include some landscaped separation from the corridor, but still be oriented to the street.



D-Mixed-Use Multi-Family

The northeastern corner of the study area is the closest to downtown Wauconda and Bangs Lake, and therefore makes sense to continue a business district environment with ground floor commercial space, ideally with a use or uses that can cater to lake-goers. Apartments or condos above will help generate more demand for a restaurant, café, or other entertainment use.

E-Residential Mix

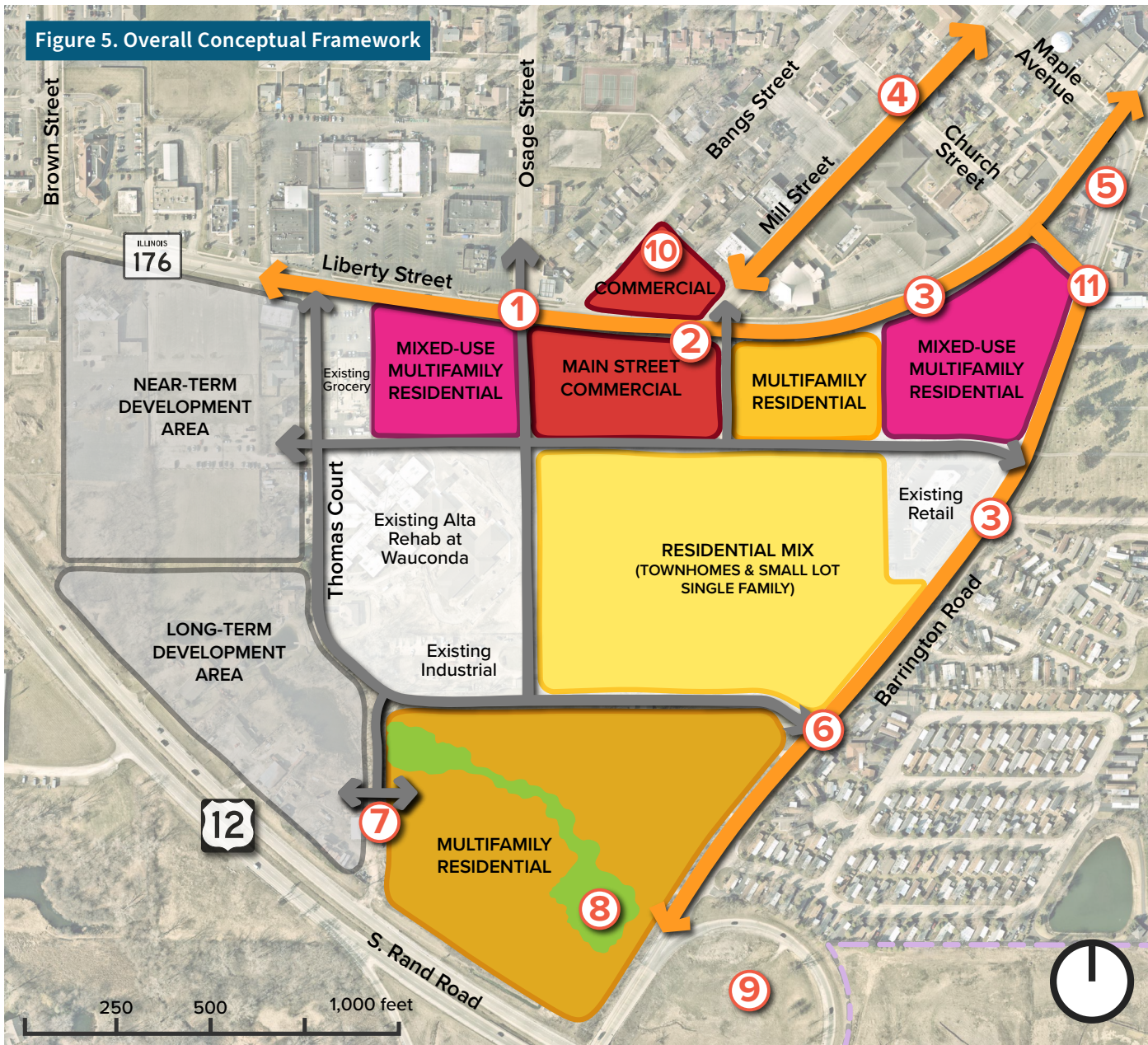
If the industrial uses currently located in the center of the study area were to relocate, this section would be suited for a new neighborhood that could offer a mix of housing types, such as townhomes and small lot single-family homes.

F- Neighborhood Multi-Family Residential

This southern section of the study area is currently undeveloped land with great potential for development. Given the site's relative isolation, higher densities of residential development may be appropriate here, designed in a neighborhood setting that takes incorporates existing wetlands and preserves them as a natural resource and amenity for residents.



Figure 5. Overall Conceptual Framework



LAND USE & TRANSPORTATION FRAMEWORK PLAN

OVERALL CONCEPT

- ① SIGNALIZED INTERSECTION OR ROUNDABOUT
- ② PUBLIC PLAZA
- ③ SHARED USE PATH
- ④ MILL STREET STREETScape ENHANCEMENTS
- ⑤ LANDMARK/GATEWAY FEATURE
- ⑥ ALL-WAY STOP CONTROL
- ⑦ CONNECTION TO FUTURE DEVELOPMENT
- ⑧ NATURAL OPEN SPACE AMENITY
- ⑨ COMPLETE INTERCHANGE FOR ROUTE 12 AT BARRINGTON ROAD
- ⑩ ADAPTIVE REUSE OF GAS STATION
- ⑪ REALIGNMENT OF BARRINGTON ROAD
- ↕ NEW ROADWAYS
- ↕ STREETScape ENHANCEMENTS

Framework Plan Elements

1) Signalized Intersection or Roundabout

Opportunity: Adding traffic signals or a roundabout at the intersection of Route 176 and Osage Street would improve access and pedestrian/bicycle safety. A signalized intersection or a roundabout would provide a safe location for pedestrians to cross Route 176 (there is currently no pedestrian crossing in the over half-mile stretch from Main Street to Brown Street). Either would allow for a full-access connection to Route 176 from the study area and assign right-of-way to vehicles entering and leaving. A roundabout would provide the added benefit of traffic calming by slowing vehicles as they approach and navigate the roundabout.

Challenge: Side streets and driveways reduce the traffic capacity of the road they intersect, and the addition of traffic signals results in vehicle queuing that can result in traffic congestion. Along with the installation of a traffic signal or a roundabout, a reduction or consolidation of driveway access and side street intersections would help maintain adequate capacity for through traffic along Route 176 and allow for safe operation of the intersection. While driveway access can be consolidated as the south side of Route 176 is developed, access reduction along the north side would need to be pursued as part of the intersection improvement project or as other redevelopment opportunities arise. Route 176 is under the jurisdiction of IDOT, and improvements to this intersection requires their review and approval.



Example roundabout intersection

2) Public Plaza

Opportunity: Future commercial/retail development along Route 176 should strive to create a “Main Street” environment—similar in character to downtown Wauconda’s actual Main Street—with a pedestrian-oriented (i.e. buildings close to the street, transparent ground floor windows, lighting, signage, and landscaping, etc.) mix of commercial/retail/office uses. A public plaza located at the termination of Mill Street as part of future “Main Street” development would greatly enhance this character, providing an attraction for passersby and a gathering place for those coming to the study area to shop or dine. An architectural feature (i.e. a clocktower, public art/sculpture, etc.) as part of the plaza would create an interesting terminating vista at Mill Street & Route 176, bookending one end of the street with Bangs Lake at the other end.

Challenge: Depending on the development parcel, there may be limited space to include a plaza. Still, even a small, dedicated area can include tables, chairs, and landscaping. A defining architectural feature could be incorporated into the main building if there is no place for a standalone element. The key is proactive planning and communication between private property owners and the Village. The Village may also consider allocating TIF funds to assist with public place/streetscape related improvements.



Public plaza in downtown Wheaton

3) Shared Use Path on Route 176 & Barrington Road

Opportunity: Consistent with the Village’s Comprehensive Plan and IDOT’s Complete Streets policy (which says that any future improvements to the Route 176 roadway need to include pedestrian and bike accommodations), this plan calls for a shared use path for pedestrians and bicyclists along Route 176 to enhance the safety and function of the study area for all users. While it may take time to complete a full path along the corridor, this is identified as a near-term priority that may be implemented in segments over time as redevelopment occurs. Additional participation from IDOT will be needed in order to connect this path with existing local and regional bike facilities and trail networks.

Challenge: Shared-use paths require a sufficiently wide right-of-way or an easement, and paths are better suited for locations with minimal driveway and side street crossings. As the south side of Route 176 is redeveloped, adequate space should be reserved for the installation of a path, and driveway access should be consolidated. Construction of the path can be staged in segments as connections can be completed between existing pedestrian/bicycle facilities and destinations such as residential and commercial development.



Algonquin Road shared-use path east of Randall Road | Source: Google Earth

4) Mill Street Streetscape Enhancements

Opportunity: Mill Street is one of two key local roads (along with Bangs Street) that connects Wauconda’s Main Street (approx. one quarter mile northeast) and Bangs Lake (less than a half mile northeast) with the Route 176 Study Area. Currently, Mill’s road right-of-way is nearly 50 feet across, with very low traffic volumes. This presents an opportunity to make streetscape and roadway enhancements that convert Mill Street into a pedestrian- and bike-oriented connector, with wayfinding signage, decorative crosswalks and pavement, landscaping, and other street amenities. Mill Street enhancements would improve transportation safety and options for pedestrians and bicyclists in the area, and support economic development by strengthening connections to Wauconda’s businesses and key attraction, Bangs Lake.

Challenge: Route 176 does not currently have a pedestrian crossing at Mills Street. This plan calls for coordinating with IDOT to add a pedestrian/bike path on both sides of Route 176, in addition to a pedestrian crosswalk at Osage Street and/or a pedestrian crosswalk at Mill Street, to facilitate safe access across Route 176 and strengthen the connection to downtown Wauconda.

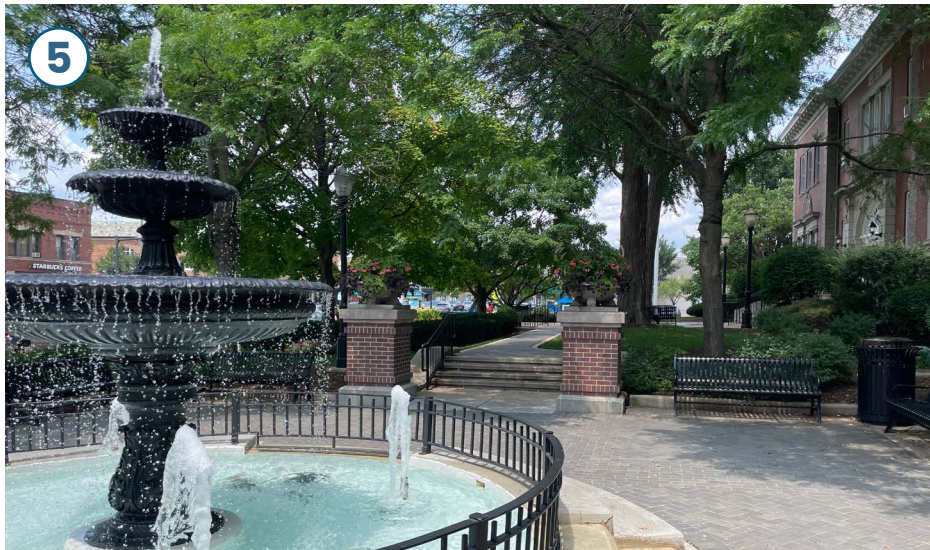


Illustrative streetscape enhancements at Mill Street & Main Street

5) Landmark or Gateway Feature

Opportunity: The intersection of Route 176 & Barrington Road represents a gateway into Wauconda for many who use Route 176 as a key east-west travel route. As such, it should communicate a sense of place and arrival. Building on the existing electronic message sign, the Village may consider adding a landmark or gateway feature such as public artwork, a water feature, a plaza with outdoor seating, and/or landscaping with low-maintenance native plantings and grasses.

Challenge: Space is limited on the small triangular parcel at this intersection, and current roadway configurations and traffic volumes do not foster a pleasant environment for gathering or lingering.



Fountain and plaza in La Grange, Illinois

6) All-Way Stop Control at Barrington Road & Milbourn Drive

Opportunity: Milbourn Drive has been identified as a potential location for an all-way stop control intersection, which would provide a safe and comfortable location for vehicles to exit the study area and for pedestrians to cross Barrington Road and access the study area.

Challenge: Federal and State guidelines regulate the installation of traffic control devices such as stop signs. Multi-way stop signs are installed at an intersection only after a Traffic Engineering study is completed which considers accident history, traffic volumes, speed of traffic, and sign distance problems. Stop-control for Barrington Road should not be installed until the conditions are in accordance with the applicable guidelines which will be determined in part by the volume of traffic generated by any future development near this location.



Stop sign at Checker Road & Schaeffer Road | Source: Google Earth

7) Connection to Future Development

Opportunity: This plan anticipates the potential for future new development along Route 12. This includes planning for future connectivity and access points, to avoid piecemeal and isolated development.

Challenge: Without knowing what future development may come, it is more difficult (or easily forgotten) to plan for connectivity between different sites. Frequently and actively using and/or updating the Route 176 plan helps keep key principles like connectivity and the overall vision in mind when pursuing future opportunities in the study area.

8) Natural Open Space Amenity

Opportunity: The southern portion of the study area currently contains wetlands that should be protected and maintained. Should the site be developed, the Village can encourage the owner/developer to preserve and maintain the wetlands over time while also amenitizing them as natural open space amenity that can be enjoyed by residents and visitors of any future development. This may include adding a boardwalk over wetland areas to allow walking through, informational signage about local plants and wildlife, and seating areas for passive recreation and enjoyment.

Challenge: Care must be taken to not cause negative impacts to the ecosystem and natural functioning of the wetland areas. Another key consideration is who owns the natural area, pays for initial costs of installation, and maintenance over time – this will require coordination and partnership between the Village, property owner, Park District, and Lake County Forest Preserve.



Example boardwalk through wetlands

9) Complete Interchange for Route 12 at Barrington Road

Opportunity: Currently, the interchange of Route 12 and Barrington Road (Route 59) only conveys traffic from northbound Barrington Road to northwest bound Route 12 and from southwest bound Route 12 to southbound Barrington Road. Providing a complete interchange, where all possible movements between highways can be made from any direction, would allow for simplified and more direct access to the study area from Route 12.

Challenge: The complexity of the engineering and construction needed to modify the interchange make these improvements costly. Extensive engineering would be necessary to study the safety and capacity of the existing facilities, forecast the resulting traffic patterns created by the additional access and future traffic growth, and design new roadway facilities that can safely provide the desired access. The scale of these improvements is large enough that additional resources beyond those of the Village and/or a potential developer would be necessary. A partnership between IDOT and the Village in which access improvements could be completed concurrently with IDOT-led improvements to their routes would improve the likelihood of a complete interchange.



Interchange of Route 120 at Milwaukee Ave. | Source: Maxar, Microsoft - Esri

10) Adaptive Reuse of Marathon Station

Opportunity: In the event that the existing Marathon Gas Station ceases operations at this location, the site presents a unique opportunity for an adaptive reuse. Located in the middle of the Route 176 corridor, the gas station building and site could be converted into a coffee shop or other retail use. The canopy can provide shade for a large outdoor plaza and seating area, and a future pedestrian crossing at this location would provide connections across Route 176 to local businesses and future potential housing.

Challenge: Site remediation would likely be needed before adapting the building and site to any new use.



Example of adaptive reuse of a former gas station in Winnetka

11) Realignment of Barrington Road

Opportunity: The existing intersection of Route 176 and Barrington Road has an undesirable intersection skew angle rather than forming a perpendicular intersection. A realignment in which Barrington Road would curve to the northwest to follow the Church Street alignment would allow for the removal of the skewed south leg of the intersection at Route 176. Removal of the skewed leg of the intersection would vacate space that could be used as park space or as additional property for development.

Challenge: The needs of several stakeholders have to be satisfied if realignment were to proceed. In particular, access to the properties along Barrington Road would need to be maintained either through driveway reconfiguration or by preserving a portion of the old alignment of Barrington Road. Additionally, Barrington Road is under IDOT jurisdiction, and realignment would require review and approval of that agency.



Colfax St. realignment at Sterling Ave./NW Highway | Source: Maxar, Microsoft - Esri

SECTION 6

Implementation

The Route 176 Plan provides a vision for the study area, with certain opportunities identified as “near-term” (Figure 7)—ideas that may be easier to achieve, have higher impact, and may be able to spur additional investment or redevelopment—and others identified as “long-term” (Figure 8)—based on the complexity and time needed for implementation.

Implementing a special area plan, especially when there are many different property owners and uses, is not a straightforward or linear process. As such, it can be challenging to know where to begin. The following strategies are suggested starting points and high-priority action steps to begin advancing the vision and recommendations of this plan.

Action Steps

Seek opportunities to consolidate properties for development. *(High Priority)*

In most cases, new development or redevelopment in the study area will require consolidation of multiple parcels. There are a few ways property consolidation can happen:

- Coordination with property owners – Engagement and communication with and among study area property owners was a key part of this planning process, and should continue as part of implementation. There may be mutual interests and shared benefits to be realized among owners relating to property consolidation, new access points, and redevelopment opportunities.
- Master developer – The Village and property owners could recruit a master developer to lead the process of acquiring and consolidating properties, and then manage the development of most or significant portions of the study area.
- Village acquires properties – The Village can use TIF funds for property assembly costs including acquiring land and other property, demolition of buildings, and site preparation. This is an aggressive, but potentially transformative approach. The Village would take this step as needed to preserve options for the future and facilitate better forms of development.

Use Village TIF Funds for streetscape enhancements, infrastructure improvements, and other private property improvements that meet the goals of this plan. *(High Priority)*

Either to set the stage for future development or in partnership with private property owners, the Village can use TIF funds for streetscape enhancements such as adding/replacing sidewalks, burying overhead utilities, and adding lighting or landscaping to the right-of-way on both sides of Route 176. The Village may also wish to apply TIF funds to property owner and developer enhancements that meet the goals of this plan.

The existing TIF District will remain in place through December 2036. The Village can use TIF funds for the following improvements in the Redevelopment Project Area (which includes this plan's study area): site preparation, site clearance, demolition and land acquisition, rehabilitation of buildings, the relocation of overhead utilities, installation and or replacement of sidewalks and curbs, replacement and/or upgrade of deteriorated and aged water mains, sanitary sewer mains, storm water system, and road improvements.

Seek State and Federal grants to finance public infrastructure improvements. *(High Priority)*

In addition to utilizing TIF funds for infrastructure improvements, the Village can apply annually for State and Federal grants to support the improvements identified in this plan. Two of the main grant programs for infrastructure and pedestrian/bike improvements include the Illinois Transportation Enhancement Program (ITEP) and the Congestion Mitigation and Air Quality Program (CMAQ).

Coordinate with IDOT and private developers to begin implementing transportation and roadway safety improvements. *(High Priority)*

Transportation improvements described in the plan involve new signalized intersections and/or roundabouts, roadway reconfiguration, and various pedestrian and bicyclist improvements. Given that Route 176 and Barrington Road are under IDOT's jurisdiction, it is important for the Village to maintain ongoing and open communications with IDOT to facilitate the design and construction of the proposed improvements. Additionally, the Village should strive to incorporate the recommended improvements into future private developments. Working with applicants to ensure the plan's transportation goals are met will benefit the individual development projects and the entire community.

Evaluate the Village's Zoning Ordinance to confirm the code supports plan recommendations. *(High Priority)*

This plan suggests several different types of development that may not currently be accommodated within the existing zoning districts. Modifications to existing zoning regulations may be necessary to allow the range of uses and development formats recommended in this plan. In addition, rezoning of property may be needed for the underlying zoning to match the type of development proposed.

Pursue enhancements to Mill Street as a key connection between Route 176, downtown Wauconda, and Bangs Lake. (Medium Priority)

Review and plan for future utility services and capacities in the study area. (Medium Priority)

Since Mill Street is a Village-controlled roadway, the Village can implement the roadway and streetscape enhancements discussed in Section 4 to catalyze future improvements within the study area. An enhanced Mill Street can generate excitement and give people a reason to walk between Route 176 and Main Street, even temporarily closing the enhanced street for events such as the summertime Cruise Nights and other fests, farmers markets, etc.

As determined in the Issues & Opportunities analysis, the vacant land in the southern portion of the study area lacks public utilities (Figure 6). Water main and sanitary sewer utilities are present in the northern half of the study area, but further study is required to determine the adequacy of existing utilities for accommodating future development.

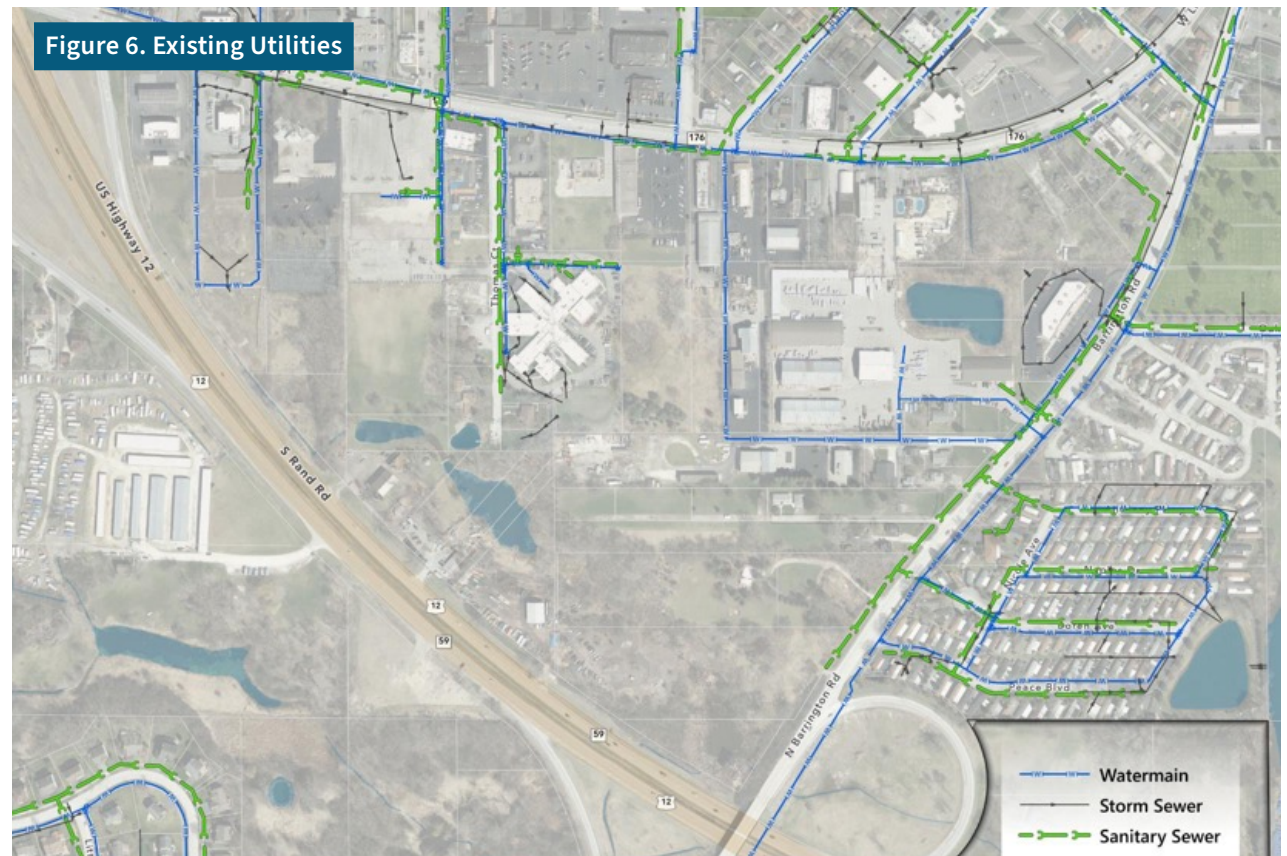


Figure 7. Near-Term Opportunities



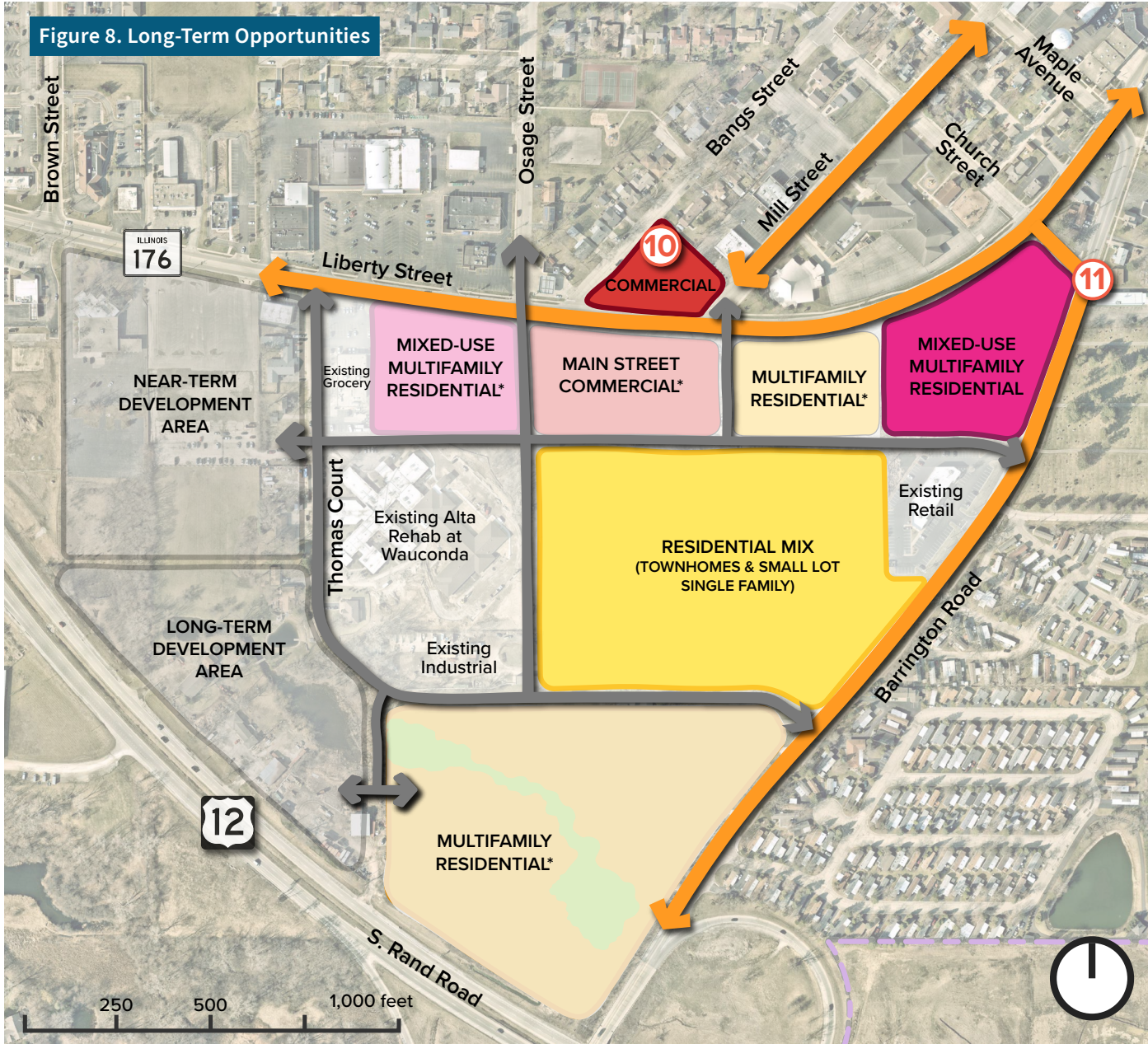
LAND USE & TRANSPORTATION FRAMEWORK PLAN

NEAR-TERM OPPORTUNITIES

- ① SIGNALIZED INTERSECTION OR ROUNDABOUT
- ② PUBLIC PLAZA
- ③ SHARED USE PATH
- ④ MILL STREET STREETSCAPE ENHANCEMENTS
- ⑤ LANDMARK/GATEWAY FEATURE
- ⑥ ALL-WAY STOP CONTROL
- ⑦ CONNECTION TO FUTURE DEVELOPMENT
- ⑧ NATURAL OPEN SPACE AMENITY
- ⑨ COMPLETE INTERCHANGE FOR ROUTE 12 AT BARRINGTON ROAD

- ↕ NEW ROADWAYS
- ↗ STREETSCAPE ENHANCEMENTS

Figure 8. Long-Term Opportunities



LAND USE & TRANSPORTATION FRAMEWORK PLAN

LONG-TERM OPPORTUNITIES

10 ADAPTIVE REUSE OF GAS STATION

11 REALIGNMENT OF BARRINGTON ROAD

↔ NEW ROADWAYS

↔ STREETSCAPE ENHANCEMENTS

* Developments identified as near-term opportunities.

