



Village of Hainesville
Lake County, Illinois

COMPREHENSIVE PLAN
2010

Adopted
October 26, 2010

Technical Assistance Provided By:

ROLF C. CAMPBELL & ASSOCIATES
A MANHARD CONSULTING DIVISION 

VILLAGE OF HAINESVILLE
LAKE COUNTY, ILLINOIS
COMPREHENSIVE PLAN 2010
ADOPTED OCTOBER 26, 2010

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I. INTRODUCTION

The Village of Hainesville Mayor and Board of Trustees, recognizing the recent significant residential growth, the initial start of the Village's growth potential that has occurred over the past few years, and in anticipation of projected continual commercial and employment growth potential in the Village and the central area of Lake County, have undertaken the preparation of this updated Comprehensive Plan. This Comprehensive Plan addresses existing and future land use issues for the Village and its "planning area". The term planning area refers not only to the Village boundary but also the one and one-half (1 ½) miles of unincorporated area abutting the existing Village limits. Under State of Illinois Law, Villages may plan for unincorporated areas within one and one-half (1 ½) miles of their boundaries with respect to future land uses. The Comprehensive Plan reviews the existing conditions related to the regional and local context of the Village; recent trends related to growth in the population, households, and housing stock of the Village; the function and form of commercial and employment uses; and other existing land use and related issues. Based upon this review, the Plan provides a framework for guiding the future development potential of the Village and its planning area.

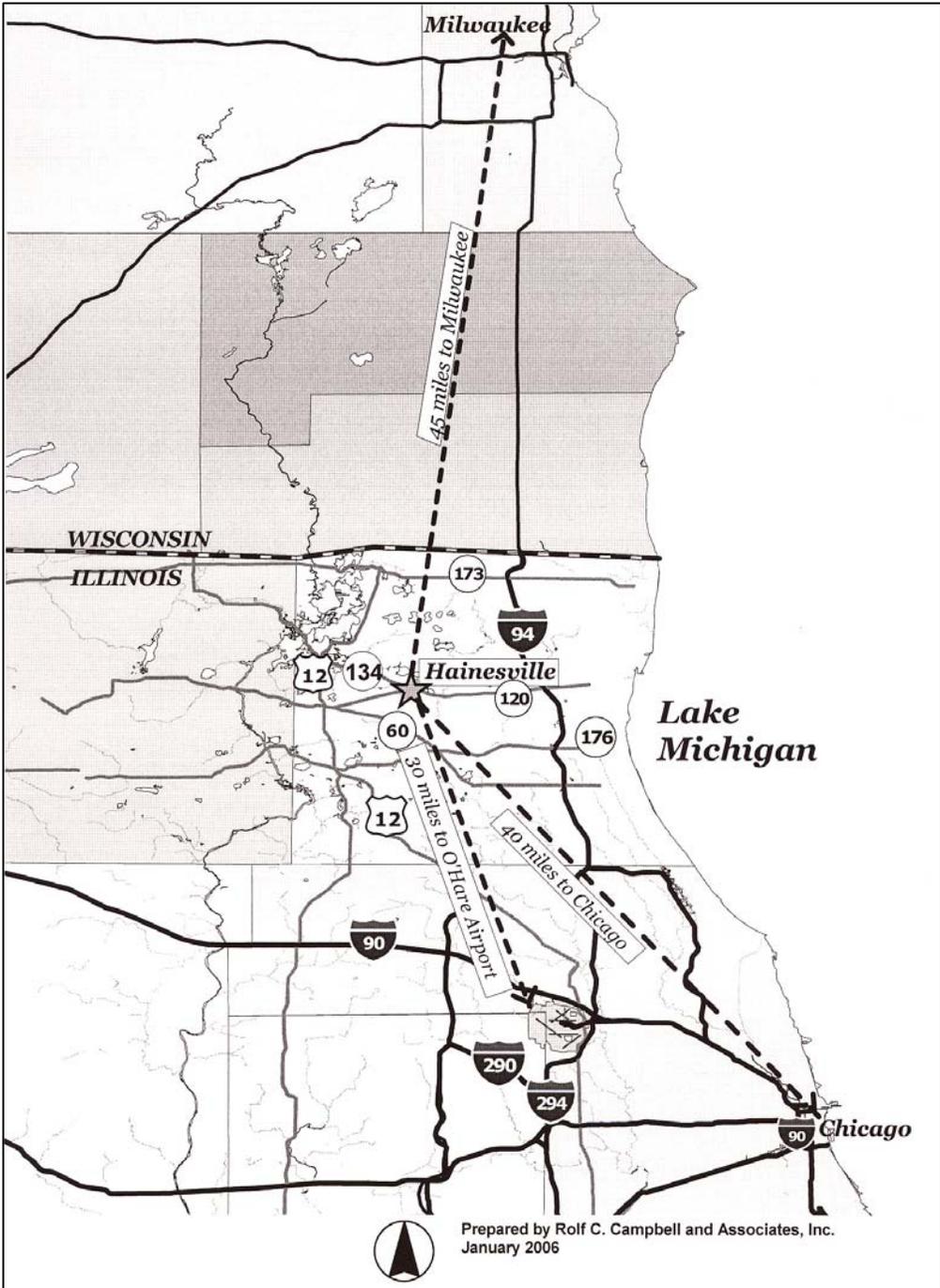
The Village last completed an update of its Comprehensive Plan in 2005/06. This update addressed the significant growth that occurred in the Village since 2000 as well as providing a clear guide for the use of the limited undeveloped land in the Village.

The current update includes further direction on the continuing development of non-residential use areas concerning their design and function as well as updates to other information pertaining to current conditions and other regional planning issues that have changed since 2006.

II. REGIONAL CONTEXT

The Village of Hainesville is located in northeastern Illinois, in a metropolitan area between the City of Chicago to the south and the City of Milwaukee to the North (*Figure 1*). Hainesville is accessible to the City of Chicago via highways and the commuter rail system and is approximately thirty (30) miles from Chicago's O'Hare International Airport, forty (40) miles to downtown Chicago, and forty-five (45) miles from Milwaukee's Mitchell International Airport. The Village is situated approximately seven and one half (7 ½) miles west of Interstate 94. The easy access to interstate highways and international airports provide excellent opportunities for the Village residents and businesses to be linked with the region and the nation.

Figure 1: Regional Location Map



III. LOCAL CONTEXT

Hainesville is located in Avon Township, Lake County, Illinois. The Village was founded in the year 1846 and incorporated to Lake County in 1847. Hainesville is the oldest incorporated Village in Lake County. Municipalities abutting Hainesville include the Village of Grayslake to the east, the Village of Round Lake Park to the south and west, and the Village of Round Lake Beach to the north (*Figure 2*).

Hainesville is bisected by the Metra Milwaukee District North commuter railroad line which traverses the Village from the northwest to southeast. This railroad line provides opportunities for mass transportation with stations located nearby in Round Lake to the west and Grayslake to the east. The Round Lake Station is approximately one and a half (1 ½) miles northwest of the intersection of the railroad and Hainesville Road, and the Grayslake Metra Station is approximately one and a half (1 ½) miles southeast of the same intersection. However, this rail-line limits opportunities for north-south road connections through the Village due to safety concerns for at-grade crossings. To the south of the existing Village limits, in unincorporated Lake County, is Campbell Airport. This airport, while being a relatively small general aviation facility is one of only two such airports located in Lake County.

Hainesville is well situated within Lake County with respect to access to arterial roadways. State Routes 134 and 120 converge in the commercial core area of the Village. Washington Street is a major arterial that borders the northern boundary of the Village. This street links Hainesville to the Village of Grayslake, the Village of Gurnee, the City of Waukegan to the east, and to the Villages of Round Lake and Round Lake Park to the west. Washington Street provides Hainesville with excellent access to community college educational opportunities at the College of Lake County in Grayslake, regional shopping opportunities in Gurnee, and major county government functions in Waukegan. Currently, a Route 120 Bypass and other highway options are proposed for the southern area of Hainesville. These proposed highways could greatly increase the access through Hainesville to other surrounding communities.

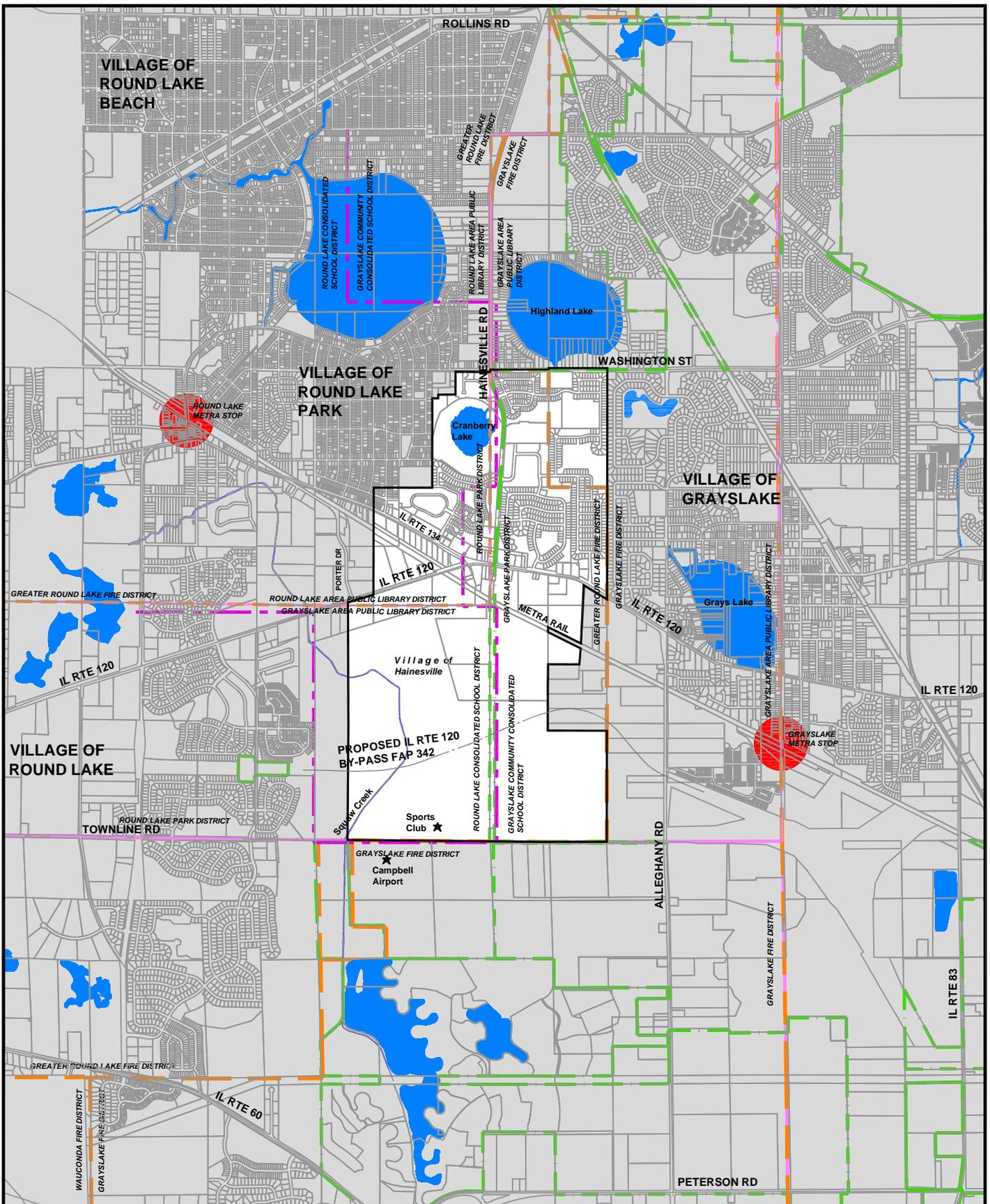


Figure 2:
Local Context Map

**Village of Hainesville
Comprehensive Plan 2010**

Legend

-  Library Districts
-  School Districts
-  Fire Districts
-  Park Districts



 0 1500 3000 FT
Original Scale 1" = 3000'
Date: October 2010

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Base Data Source: Lake County Dept. of Information & Technology GIS/Mapping Division, 2004 & 2009.

To the south, approximately one and one-half (1 ½) miles from the existing southern village boundary is Peterson Road, a major east-west arterial roadway. This road connects to several major arterial roads providing access to regional employment opportunities with major employers such as Motorola, Abbott Laboratories, and others. North-south roads serving the Village include Alleghany Road to the east of the existing village boundary and Hainesville Road, which extends in the northern portion of the Village and intersects with Route 120. Hainesville Road extends north to Rollins Road in the Village of Round Lake Beach and provides access to various community shopping areas.

The Village of Hainesville is served by three (3) school districts that include Community Consolidated School District #46, Round Lake Unit School District #116, and Grayslake High School District #127. Students living west of Hainesville Road attend Round Lake District #116 with grade levels K-12. Students living in the eastern portion of the Village attend Community Consolidated School District #46 for grades K-8 and Grayslake High Schools for grades 9-12. Community Consolidated School District #46 operates Prairieview School, currently including grades Kindergarten through 6th, within the Village's corporate limits on the south side of Route 120.

Hainesville is served by two (2) Park Districts, the Round Lake Area Park District and the Grayslake Park District. The Round Lake Area Park District serves Hainesville residents living on the west side of the Village, and the Grayslake Park District serves residents living on the east side.

Two (2) library districts currently serve the Village of Hainesville: the Round Lake Library District and the Grayslake Library District. The Grayslake Library District serves the northeastern and southern areas of the Village. The Round Lake Library District serves the area of the Village that is west of Hainesville Road and north of Route 120.

For police protection service, the Village has a service agreement with the Village of Grayslake Police Department. This agreement provides officers specifically dedicated to serving the Village's corporate limits.

Hainesville is also served by two Fire Protection Districts: the Greater Round Lake Fire Protection District and the Grayslake Fire Protection District. The Greater Round Lake Fire Protection District serves the majority of the Village. The Grayslake Fire Protection District serves a portion of the northeast area of the Village which includes the Sanctuary subdivision development and portions of Deer Point and Settlement developments.

IV. POPULATION AND HOUSEHOLDS

Even though Hainesville was incorporated in 1847, the community reflects aspects of its rural and agricultural character up to the present time. Undeveloped areas within the Village continue to be actively farmed and other areas provide open space and commercial recreation opportunities. The Village’s rural orientation has resulted in limited population and household growth for much of its history. Prior to 1990, the Village experienced limited residential development. Table 1 illustrates population, households, and average household size for the years 1970, 1980, 1990, 1996¹, 2000, and 2004¹ as well as forecasted levels for 2030 and 2040.

The Village population and household levels held relatively stable between 1970 and 1990. Based on the 1996 Special Census, Hainesville experienced a population increase of 862 persons between the period of 1990 and 1996. During that same time period, the Village added 320 new households. Between 1996 and 2000, the Village added 386 new households. Between 2000 and 2004, the Village grew by an additional 567 households, approximately 76% in four (4) years. The current estimate of the Village’s population by the Census Bureau is 3,682 people as of 2009, which is approximately a seven percent (7%) increase since 2004.

Table 1: Village Population and Households

	1970	1980	1990	1996*	2000	2004*	2009	2030***	2040****	TOTAL CHANGE 1990-2004	ANNUAL AVERAGE CHANGE 1990-2004
Population	142	187	134	996	2,129	3,444	3,682**	4,118	5,040	3,310	236
Households	45	49	38	357	743	1,310	N/A	1,456	1,721	1,272	91
Avg. HH Size	2.2	3.8	3.5	2.8	3.0	2.6	N/A	2.8	2.9	n/a	n/a

Prepared by Rolf C. Campbell & Associates

October 2010

Source: United States Census Bureau.

*1996 and 2004 data collected during a special census.

** 2009 Census Bureau estimate. No estimates for households.

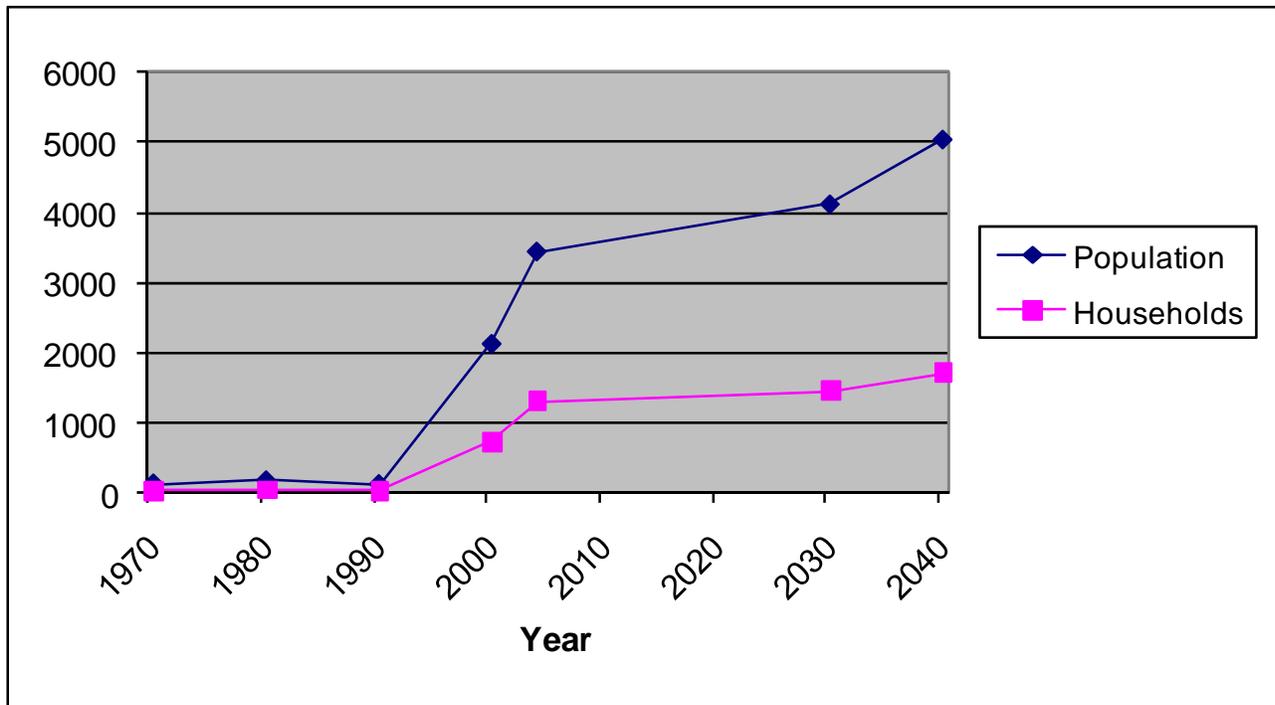
***Chicago Metropolitan Agency for Planning (CMAP) (Formerly Northeastern Illinois Planning Commission (NIPC)) 2030 Forecast of Population Households and Employment (as endorsed in 2006).

****Preliminary CMAP 2040 Forecast Numbers (2010).

¹ A special census was conducted by the U.S. Census Bureau in 1996 and in 2004.

Between 1990 and 2000, Hainesville's population and households increased on the average by 200 persons and seventy-one (71) households annually. Figure 3 illustrates the increased growth in Hainesville population and households since 1970. This level of annual population and household growth is typical of many nearby communities in Lake County. While Hainesville will have some future growth, it is likely that the recent and current rates of growth will slow in the future because land available for residential development has been decreasing. According to CMAP's 2030 forecast, Hainesville's total population is expected to be 4,118 in 2030, which provides for the Village to add an average of forty-five (45) persons per year and ten (10) households per year, a much slower growth rate than the Village has experienced in recent years. Between 2030 and 2040, CMAP's preliminary 2040 forecasts for the Village show a slight increase in the population growth rate, but this condition would be primarily the result of an increased average household size. CMAP's forecast numbers are those projections used in connection with various grant applications and regional planning matters (Appendix C).

Figure 3: Village Population and Households Graph, 1970 - 2040



Prepared by Rolf C. Campbell & Associates

October 2010

V. EXISTING LAND USES

Introduction

Existing developed land uses are composed of primarily residential, commercial, light industrial and public/quasi-public uses in the Village of Hainesville. Developed areas of the Village are located primarily to the north of the Metra tracks and Route 120 (*Figure 4*). Relatively large open areas and various public and private recreational activities are also located within the Village boundary, primarily north of the railroad tracks and Route 120. Vacant, commercial recreation, and agriculture land constitutes the largest land use category in the Village, with the vast majority of this land located south of Route 120 and the railroad tracks. Scattered lots of undeveloped or vacant land north of the Metra tracks are also classified as vacant land. Light industrial uses occupy the least number of acres, although much of the land surrounding the current light industrial uses is undeveloped and has the potential to be developed with light industrial uses. The following pages discuss the general characteristics of various land uses in the Village.

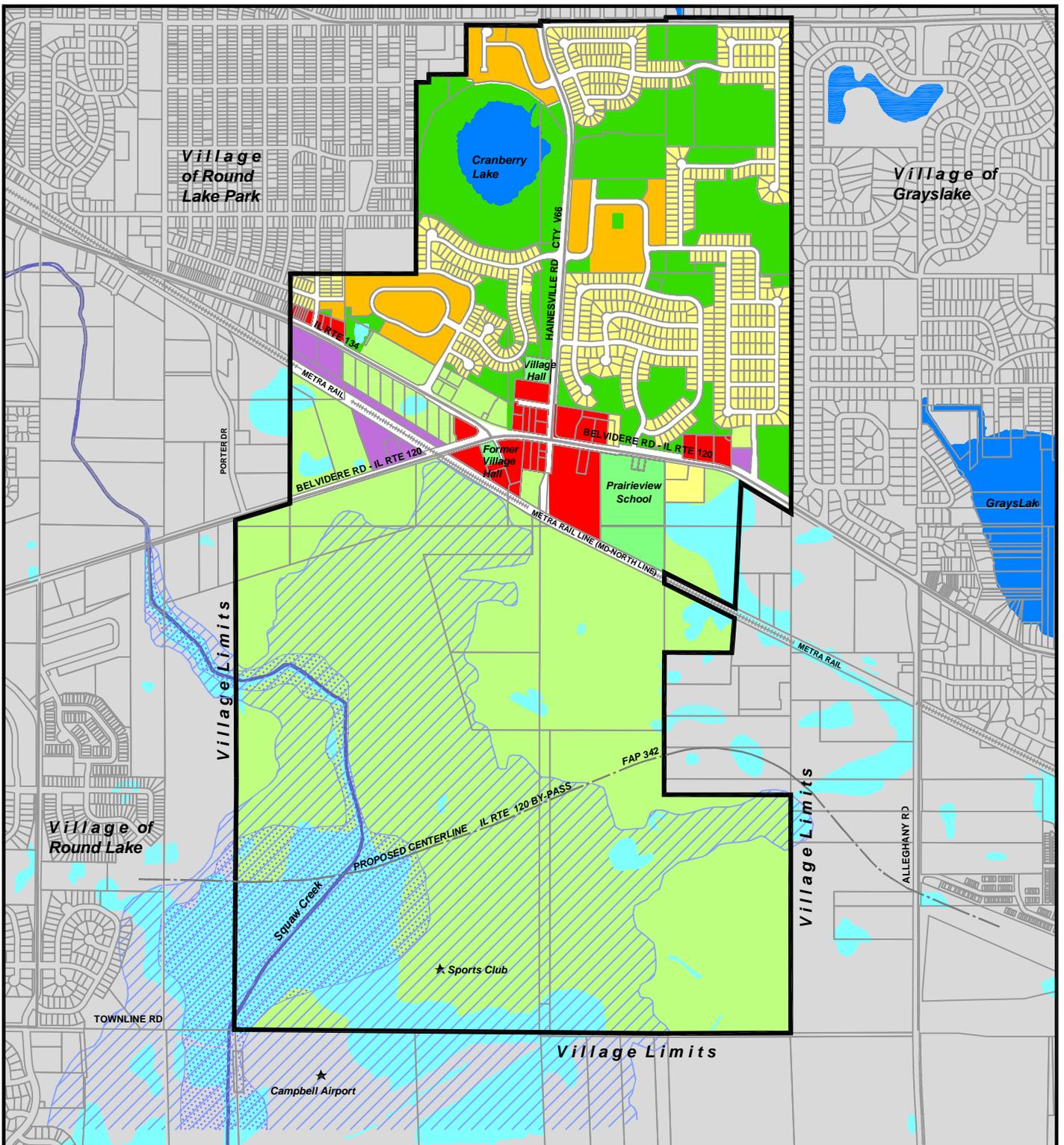
Table 2 below illustrates the land use distribution by acres and percentages.

Table 2: Village Existing Land Use Distribution

Land Use Type	Acres	Percent
Single Family Residential	+/-132	11%
Townhome Residential	+/-59	5%
Commercial	+/-45	4%
Light Industrial/Business	+/-27	2%
Vacant/Commercial Recreation/Agriculture	+/-731	61%
Public/Quasi-Public	+/-53	4%
Committed Open Space	+/-158	13%
Total	+/-1,205	100%

Prepared by Rolf C. Campbell & Associates

October 2010



Legend		
	Single Family Residential	
	Townhome Residential	
	Commercial	
	Light Industrial/Business	
	Vacant / Commercial Recreation/ Agriculture	
	Public / Quasi-Public	
	Committed Open Space	
	Lakes	
	Wetlands	
	100-Year Floodplain	
	Floodway	

Figure 4:
Existing Land Use Map

N
0 750 1500 FT
Original Scale 1" = 1500'
Date: October 2010

**Village of Hainesville
Comprehensive Plan 2010**



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Base Data Source: Lake County Dept. of Information & Technology GIS/Mapping Division, 2004 & 2009.
Note: Wetlands only shown in undeveloped areas.

Recent Developments

Since 1999, the Village has grown substantially with a number of new developments, which are shown on Figure 5. These developments have included residential, commercial, and public/quasi-public uses.

The residential developments include Cranberry Lake single family homes and townhouses phases 1 through 4, all west of Hainesville Road, and Union Square townhouses, which are east of Hainesville Road at the former Softball City site. All of these newer developments have added approximately 706 units to the entire housing stock of the Village and now comprise 58% of the total units in the Village. Union Square is the Village's newest residential development.

Three (3) commercial developments, the Citgo Service Station, the Great America Tire Shop and its shopping center, and Hainesville Crossing shopping center with a Walgreens and Starbucks, have contributed to the further growth of the Village. The Citgo Service Station is located at the corner of Route 134 and Route 120 and was completed around 2001. The Hainesville Crossing and Great America Tire shopping centers are now open and are both located along Route 120 at its intersection with Hainesville Road.

The newly developed south phase of the Hainesville Professional Center at the northwest corner of Route 120 and Deerpoint Drive represents a significant contribution to the Village's employment land use base. The overall development plan for the center contains a second building of similar size to be eventually constructed on the lot to the north.

This growth also included two (2) new major public/quasi-public uses: Prairieview School and the Village Hall. Prairieview School, an elementary school in Community Consolidated District 46, has been open since 2002. The school site was originally recommended for commercial development in the Village's older Comprehensive Plan, but the number of students (approximately 450) at the school illustrates the apparent need that the Village had for a new school. The loss of former potential commercial space has forced the Village to be more strategic in developing commercial space in the future. The Village Hall is located on Hainesville Road, between Cranberry Lake and Misty Hill residential developments. The Village made the transition into the new Village Hall in January of 2005 from its previous location at the intersection of Routes 120 and 134.

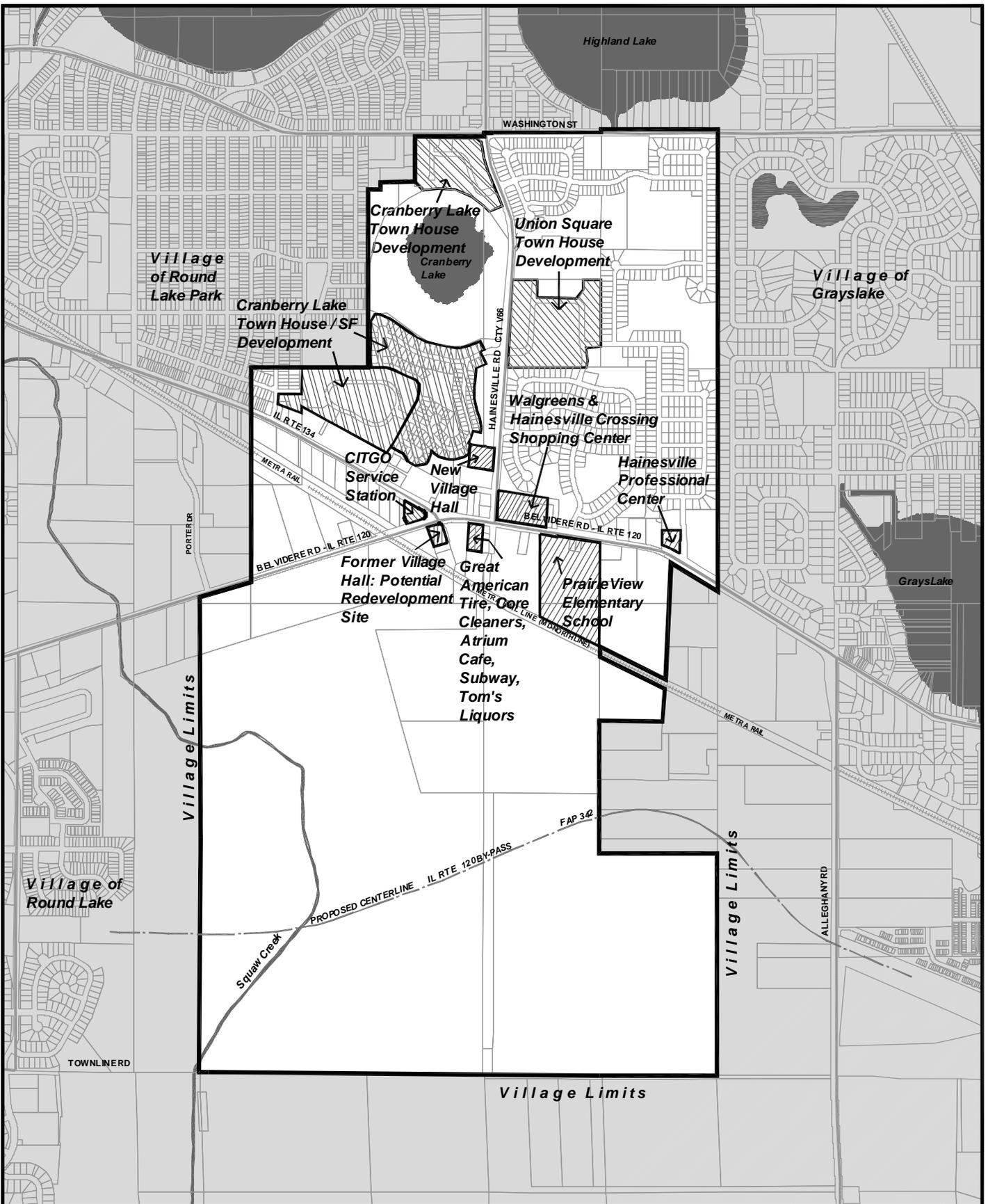


Figure 5:
Recent Developments Map

Village of Hainesville
Comprehensive Plan 2010

N 0 750 1500 FT
Original Scale 1" = 1500'
Date: October 2010



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PLANNERS ARCHITECTS ENGINEERS

Base Data Source: Lake County Dept. of Information & Technology GIS/Mapping Division, 2004 & 2009.

Residential Land Use Patterns

The predominant developed type of land use in the Village is residential. Between the years of 1998 and 2000, approximately 183 housing units were constructed in the Village. Based on the 2004 special census, an additional 567 housing units were constructed between 2000 and April 2004. Since 1999, Union Square and Cranberry Lake developments have been completed. The newer homes have predominantly developed under the Village's R-2 Townhome Zoning District, with minimum requirements for R-2 lots ranging from 2,400 square feet of lot area per dwelling unit for multi-family buildings to 13,000 square feet of lot area for four (4) single-family attached dwellings. The minimum lot width is sixty (60) feet. All of the recently constructed townhomes require at least two (2) off-street parking spaces, not including driveways. Approximately one-quarter of the housing units constructed since 1999 have developed under the Village's R-1 Single-Family Zoning District, with a minimum requirement of 7,200 feet of lot area per dwelling unit, minimum lot width of sixty (60) feet, and at least two (2) off-street parking spaces. Some of the housing developments in the Village have been developed under Planned Unit Developments (P.U.D.s), although these developments have not generally diverged significantly from R-1 or R-2 standards.

Figures 6A-6C, illustrate the general character of the natural wood signage and landscaping for entrances into the Village and some of the residential neighborhoods in the Village. Figure 6D provides an example of one of these homes developed since 1990 where many of the homeowners have added landscaping that is continuing to mature, contributing to the character of the Village.

Figure 6A-6D: Residential Community Character



6A: The Village entry sign and setting are representative of both the rural and suburban character of the community.

6B: The newer residential subdivision signs and entrance landscaping are reflective of the community character. Single family residential neighborhoods have natural open spaces located throughout the developments.





6C: With a significant increase in the number of residential developments in the Village and surrounding villages, the pride in being a resident not only in a particular development but also of a particular village has been increasing. The recently completed Union Square neighborhood entrance sign and landscaping proudly notes its identity with the Village of Hainesville.

6D: Example of a new single family home. Three-car garages have been a typical feature of new single family developments in the Village.



Table 3 below summarizes the total number of existing housing units in Hainesville in the years 1990, 2000 and 2004. As indicated in the following table, Hainesville is predominantly a single family residential community. However, with the construction of additional townhome developments, the range of housing opportunities has become more diverse. Detached single family homes will continue to be the predominant housing type in the Village and represent approximately fifty-five (55) to sixty (60) percent of the total housing stock in the community in the future, as they do now.

Table 3: Existing Housing Stock By Type

	SINGLE FAMILY DETACHED	% DETACHED	TOWNHOUSE/ SINGLE-FAMILY ATTACHED	% ATTACHED	TOTAL UNITS
1990	36	90%	4	10%	40
2000	607	82%	136	18%	743
2004 <i>Special Census</i>	724	55%	586	45%	1,310

Source: United States Bureau of the Census
 Prepared by Rolf C. Campbell & Associates

October 2010

In 2000 the median value of an owner-occupied house in the Village of Hainesville was approximately \$180,600 (2000 U.S. Census). In comparison, new single family houses and townhouses developed in the Village have a sales price in the range of \$150,000 to \$280,000 (based on sampled housing prices for houses built since 2000) depending on factors such as location, building improvements, and house specific options. The estimated median value of a single family house in the Village in 2009 has been approximately \$175,000 (www.realtytra.com).

The housing mix for the Village was similar to the housing mix of both existing and planned in numerous nearby Lake County municipalities in the year 2000 (Appendix A). Since 2000, however, the number of housing units has grown greatly. The largest increase has been in the number of townhouse units, as mentioned previously. The number of townhomes has grown by 450 units, or 430% more than there were in 2000. The townhome buildings are overwhelmingly owner-occupied. Less than 10% of the total occupied attached and detached housing units are rental housing units. The housing types and resulting character mix within the Village have greatly diversified from being overwhelmingly predominantly single family detached to having a more even split between single-family detached and single-family attached/townhouse dwellings. The single family housing is scattered among a number of single lot developments as well as in grid and curvilinear street patterned subdivisions. The townhomes also have design variations, such as shared rear yard open space or being arranged along more curvilinear street patterns.

It is likely that any future housing developments will maintain a similar ratio of single family housing to townhouses. It is also possible that mixed-use housing may add to the diversity of housing choices within the Village in the future.

Affordable Housing

In 2003, the Affordable Housing Planning and Appeals Act (AHPA Act) passed in Illinois, which requires that each municipality have at least 10% affordable housing. Under this Act, for-sale affordable housing is defined as costing no more than 30% of the total household annual income, including annual mortgage, taxes, insurance, and homeowner/condo association fees, for persons earning 80% of the Area Median Income (AMI). The applicable AMI for Hainesville is the median income for the Primary Metropolitan Statistical Area (PMSA) which consists of the six-county metropolitan region surrounding Chicago. The AMI changes each year, which thus changes affordability standards. Affordable rental housing is defined as costing no more than 30% of 60% of the household AMI figure, which includes rent and utilities. Both for-sale and rental housing is determined also by number of potential persons in the household, based on the number of bedrooms. HUD’s standards are generally that two (2) persons are expected to occupy one bedroom, and every person beyond the first two people is expected to have their own bedroom. The 2004 standards for affordability based on household size are listed in Table 4 below.

Table 4: 2004 Affordability Requirements for Ownership & Rental Housing

Units

	Number of occupants							
	1	2	3	4	5	6	7	8
Ownership								
2004 Income Limits	\$40,250	\$46,000	\$51,750	\$57,500	\$62,100	\$66,700	\$71,300	\$75,900
Affordable Cost using 30% of household income	\$134,167	\$153,333	\$172,500	\$191,667	\$207,000	\$222,333	\$237,667	\$253,000
Rental								
2004 Income Limits	\$31,680	\$36,180	\$40,740	\$45,240	\$48,840	\$52,500	\$56,100	\$59,700
Affordable Rent Limit	\$792	\$848	\$1,018	\$1,176	\$1,312	\$1,447	N/A	N/A

Source: Illinois Housing Development Authority , 2004, Affordable Housing Planning and Appeal Act (310 ILCS 67/): Recommended Procedural Guides for Compliance

As determined by the Illinois Housing Development Authority (IHDA), Hainesville was listed as being non-exempt for having less than 10% of its total dwelling units as affordable in 2000. Since Hainesville has been increasing its housing stock over the last few years, the percent of affordable housing has also changed, particularly through an increase in townhouse units. After performing an analysis of current housing values, it appears that approximately 20% of the Village’s housing units are affordable as for-sale or rental units.

Commercial Land Use Patterns

Hainesville's commercial land uses show a range of businesses from smaller neighborhood type uses, such as small shops or offices, to larger scale businesses, such as equipment sales businesses. Most of these businesses focus on the local market area. Currently there are approximately fifty-two (52) business establishments operating in the Village. The limited number of larger businesses can significantly influence the character of the area with larger scale buildings and lots. The architecture and landscaping for many of these existing businesses softens the larger scale commercial character, such as through buildings or building façades of natural materials such as wood or stone and landscape amenities such as tree preservation or increased setbacks. Softening the influence of both small and large scale commercial land uses is consistent with the historical and present character of Hainesville and is reflective of the overall recommendations of this Plan.

A few larger scale, regional businesses have been recently completed for the area, such as a Walgreens that opened in early 2005 and accompanying retail stores as part of the Hainesville Crossing shopping center at the northeast corner of Hainesville Road and Route 120. A retail shopping center that includes a Great America Tire Shop and a number of other stores is now open near the intersection of Route 120 and Route 134. The closing of the Hines Lumber supply office and the recent acquisition of the building by Russo Power Equipment at the southeast corner of Route 120 and Hainesville Road represents an opportunity to attract new commercial retail and service uses into a building that reflects the desired architectural character of non-residential uses in the Village.

Appendix B includes a listing of businesses and indicates the broad range of the businesses in the Village of Hainesville. Existing commercial areas are mostly located to the north of the Metra railroad and north of Route 120. Presently, retail and service uses are clustered around the intersection of Route 120 and Hainesville Road. Examples of the character of many of the retail and service businesses in the Village are illustrated in the images on the following pages.

Figure 7A-7C: Examples of Established Commercial/Service Uses in the Village



7A: Example of existing small business with parking lots and circulation not separated from the public right of way. The architectural style of the business facilities is in character with rustic nature of the community.



7B: Example of small business with planned parking and landscaping areas separated from the highway. The architectural style of the building is characteristic of Hainesville's rustic setting.

7C: Tree preservation with this long-established use in the Village significantly contributes to the character of this commercial use.



For the most part, service businesses dominate the local economy. Retail uses are limited, but as discussed earlier, a number of new developments have strengthened the retail base of the Village by increasing the availability of store space.

Figures 8A-8B: Retail Commercial Use Character and Examples of Long Established Commercial Uses in the Village



8A and 8B

The architectural style and building materials of many retail commercial uses are also consistent with the community's rustic character

The former Hines Lumber building, recently acquired by Russo Power Equipment, represents the desired architectural character of non-residential uses in the Village and could be well suited for retail uses.



8B

Figures 8C-8E: Examples of Recently Established Commercial Uses in the Village

The Walgreens (8C) and the Citgo 7-11 Convenience Mart and Service Station (8D) are examples of newer retail uses in the Village. While both are nationally recognized businesses, unique features have been added, specifically relating them to their local surroundings in the Village. For example, the pitched roof above the fuel pumps and the bus shelter in front of the Walgreens are in direct response to local factors for these new businesses in these locations.



8C



8D



8E: Newer Shopping Center at the southwest corner of Route 120 and Hainesville Road.

Commercial Recreational Use

The primary commercial recreational type use of the Village, situated in its south end, is the Northbrook Sports Club (*Figures 9A and 9B*), a members only sport shooting club. This facility is located north of Town Line Road and is a frequent host of national competitions. In addition to the existing facility, the owners of the club control more than 500 acres in the south end of the Village.

Figures 9A and 9B: Northbrook Sports Club



Light Industrial Land Use Patterns

The Village’s light industrial uses are typically located behind commercial uses and may have either no frontage or limited frontage along the arterial roadways. The range of uses includes mini-storage facilities, small manufacturing businesses, and/or repair establishments.

Figures 10A-10B: Example of Industrial and Non-Commercial Uses



10A

10B



Due to limited visual exposure from arterial roadways, a number of uses have attempted to increase exposure with larger on-site signs or advertising with signs at the limited vehicular access points to the area roadways. The Comprehensive Plan recognizes the function of these land uses in providing employment opportunities in the Village and diversifying the property tax base. Due to the limited remainder of developable land, the Village may need to review options for redeveloping these use areas to maintain their important function in the Village.

Public/Quasi-Public (P/Q-P) Land Use Patterns

The designation of public/quasi-public encompasses a variety of land uses ranging from parks and other open spaces to religious, civic, institutional, and cultural uses. A number of new public/quasi public (P/QP) uses have been recently added to the Village since 2000. In the northern area of the Village, new or expanded public/quasi-public uses include the Village Hall, expanded baseball facilities and park facilities north of the Union Square townhouses, and various open space areas within and surrounding the residential neighborhoods. The Village made the move into the new Village Hall in January of 2005. The site of the former Village Hall, which was demolished in February 2010, is being considered for potential commercial uses.

Figures 11A: The Hainesville Village Hall

11A: The Village Hall was completed in 2005.



The Village is served by two park districts: Round Lake Area Park and Grayslake Park Districts, which provide recreational activity opportunities in the Village. Many neighborhood parks and open space areas are located in the residential neighborhoods. The neighborhood open space areas are connected with one another through trails and other connections. A Comprehensive Bicycle Trail Plan is proposed and discussed further in the Implementation Section of this Plan.

One the most significant public/quasi-public uses within the Village is Prairieview Elementary School, part of Community Consolidated School District 46, located on Route 120 east of Hainesville Road and north of the railroad tracks. The school serves students in grades Kindergarten through 6th and is the first elementary school within the Village.

Figures 12A-12B: Photographs of Recently Improved Parks

Brittany Park (*Figure 13A*) is located in the Misty Hills Farm subdivision, and Union Square Park is located just north of the Union Square subdivision (*Figure 13B*). Both of these parks provide recreational opportunities to Hainesville residents.

12A



12B



Opened in 2002, Prairieview Elementary School is the only school building located in the Village. Village students also attend schools in Grayslake and Round Lake.

Figures 13A-13B: Prairieview Elementary School



13A

13B



Environmental Features

The Village of Hainesville is located within an area characterized by flat to gently undulating topography. The general area of the Village is characterized by numerous water features including Cranberry Lake at the Village’s northwest corner, and Squaw Creek and its surrounding flood plain located in the southern and western area of the Village. Figure 14 illustrates the location of flood plains and wetlands throughout the Village and the surrounding area. Cranberry Lake has several natural characteristics that make it a significant regional environmental feature for the local region as well as for the Village. Cranberry Lake contains rare plant species, including a plant listed on the State of Illinois endangered species list. Cranberry Lake is also unique to many of the surrounding lakes and water features in that its shoreline has not been modified by humans and it has only been used for fishing or waterfowl hunting.²

The Village’s environmental and natural features, along with its presently built environment, help to shape current and future developments. The wetlands occupying the northern planning area, north of Route 120 and the Metra Railway are generally scattered and occupy areas that are currently undeveloped. Much of the southern planning area where there are a number of large wetlands and Squaw Creek with its surrounding floodplain, is also currently undeveloped, except for agricultural uses and the Northbrook Sports Club. The floodplain occupies approximately three-quarters of the southern planning area, excepting the northwestern area, the northeastern area, and the southeastern areas. Since 2006, the northern portion of the Northbrook Sports Club property was approved for the Big Sag Wetland Conservancy, which acts as a wetland mitigation bank for the watershed.

The Village values its existing natural features, including water, trees, and other environmental resources. These environmental features help to create the character for the Village. Present and future plans may be explored that would encourage development of commercial, residential, and light industrial development where wetlands, floodplains, and forested land do not exist. Areas with existing wetlands, floodplains, or forested land may be preserved or developed as open land or park space for the community.

² Pfister, Mark. “A Lake You Should Know” *Lake County Health Department and Community Health Center Cattail Chronicles*. Vol. 10, No. 2. Fall/Winter 2002.

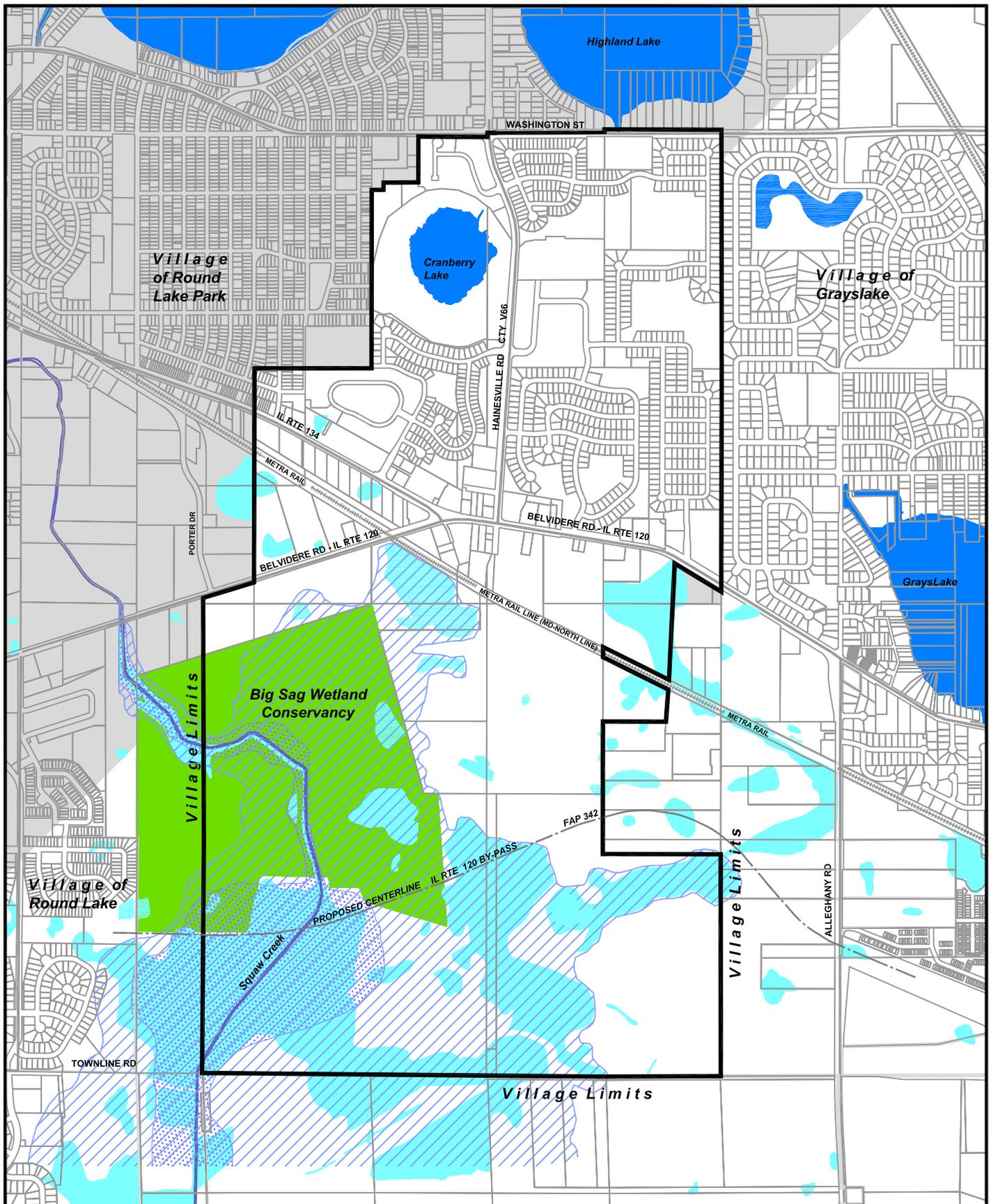


Figure 14:
Environmental Features Map

**Village of Hainesville
 Comprehensive Plan 2010**

Legend

-  100-Year Floodplain
-  Floodway
-  Wetlands
-  Lakes
-  Wetland Mitigation Bank

N 0 750 1500 FT
 Original Scale 1" = 1500'
 Date: October 2010



ROLF C. CAMPBELL & ASSOCIATES
 A MAN-HARD CONSULTING DIVISION

Base Data Source: Lake County Dept. of Information & Technology GIS/Mapping Division, 2004 & 2009.
 Note: Wetlands only shown in undeveloped areas.

VI. FUTURE LAND USES

The most significant element of a Comprehensive Plan is the establishment of future land uses for the municipality and its overall planning area. For Hainesville, future land use discussions can be distinguished for the north and south sides of the community with the boundary between the two sides being the Metra tracks and Route 120. As discussed previously, the north side of the Village is currently zoned for a range of land uses and is mostly developed or committed for development, while the southern portion of the Village is primarily undeveloped and zoned for agriculture at this time.

Figure 15 illustrates the existing and proposed land uses in the planning area. The potential uses and development opportunities and constraints of the planning sub-areas will be described as follows:

North Planning Area

The northern area of Hainesville is and will remain the predominant residential and historic commercial core of the Village. All of the residential neighborhoods are situated in this residential core area. Additional residential development is not anticipated on the north side of the Village, and only limited additional residential development, if any at all, may be anticipated anywhere in the Village or its planning area. As such, the forecasted Village population of approximately 4,000 residents needs to be considered when planning for additional local retail uses. However, there will be a need for local retail and service uses as well as uses oriented to a larger market area. Hainesville's excellent access to the roadway network will be a significant factor in the Village's future development potential.

Hainesville's primarily local and community-scale commercial core area, located along Route 120 and Route 134, and bisected by the Metra tracks, will be one of the primary focus areas for expansion of the Village's commercial base. Existing, committed, and recommended locations for residential, commercial, open space, public/quasi-public areas, light industrial, and mixed-use areas are shown on the future land use map. Approximately sixty (60) acres of undeveloped land, zoned either B-1 or ORD and situated along Routes 120 and 134, north of the agricultural land, has the potential to be developed as a commercial or employment land use.

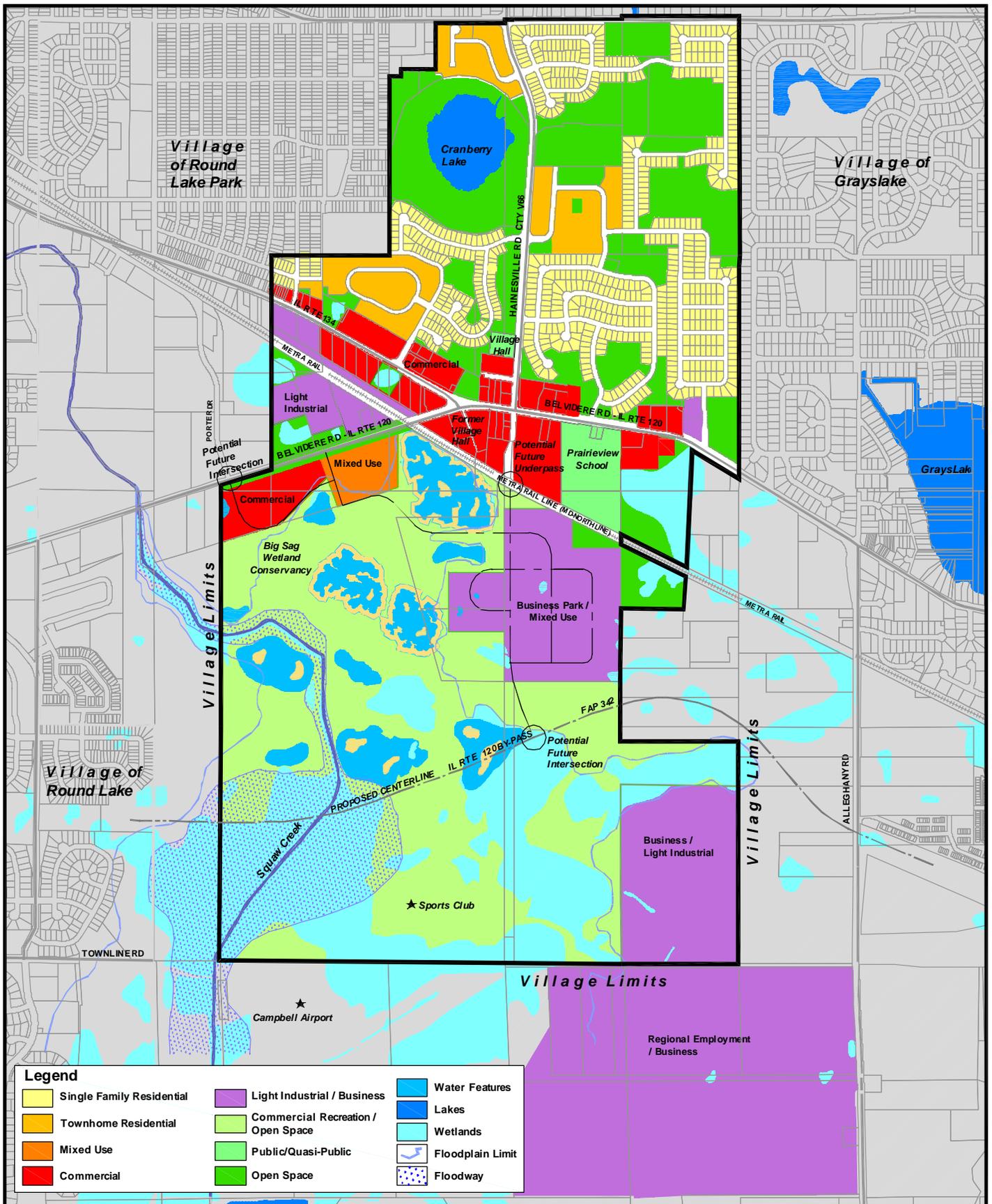


Figure 15:
Future Land Use Map

N 0 750 1500 FT
Original Scale 1" = 1500'
Date: October 2010

Village of Hainesville
Comprehensive Plan 2010



ROLF C. CAMPBELL & ASSOCIATES
AMANHARD CONSULTING DIVISION

Base Data Source: Lake County Dept. of Information & Technology GIS/Mapping Division, 2004 & 2009.
Note: Wetlands only shown in undeveloped areas.

Potential limitations to future development must be recognized. Some areas include wetlands, and some parcels have a limited depth from the arterial roads or the Metra tracks. For example, there are two parcels totaling approximately twenty-three (23) acres near the eastern boundary of the Village, between the Metra tracks and Route 120 that have wetlands covering significant portions of the property. In this situation, it may be most appropriate to develop the land adjacent to Route 120 and preserve the wetland areas as open space. Other places in this northern area of the Village that are vacant should be developed according to their zoning. For example, a vacant parcel located near the Village's eastern boundary and immediately north of Route 120 is zoned commercial, and it should be developed as such.

The Village and developers will need to consider these site specific and market based constraints in their plans to expand the core commercial area. Market based constraints might result from limited current and future population and from consumer demand in the Village in the face of competition from nearby commercial areas in other municipalities. Site specific constraints that will need to be overcome include wetlands, access limitations and the limited depth of commercial parcels along Routes 120 and 134, which can create practical difficulties for developing commercial uses. Flexibility in setbacks and varying landscaping depths along these corridors may need to be explored and refined in the zoning provisions of site specific proposals.

Two (2) areas north of Route 120 on the western side of the Village have relatively large amounts of vacant land. These areas could be crucial to the commercial and business development of the Village, since these areas are the first places that people see when entering the Village from the west along Routes 120 or 134. Both areas are approximately twenty (20) acres in size. The first area is on either side of Route 134 west of the Route 120 intersection and north of the Metra tracks. This land is separated by Route 134 and is relatively shallow in depth, which makes it appropriate for small commercial strip style buildings or smaller stand-alone commercial businesses. Due to the visibility and location as a gateway into the Village, significant architectural character should be considered including pitched roofs, covered walkways and distinctive landscape. Being situated on a State highway may limit the length or width of driveways into the property. Therefore, cross access easements or shared drives should be included with development plans and whenever possible a unified plan should be considered for the properties. Figure 16 illustrates one possible alternative for the scale and potential relationship of buildings for this first area.

Figure 16 also includes an illustration of one possible alternative for the second area, located north of Route 120 and south of the Metra tracks. This approximately twenty-three (23) acre property has potential for retail, commercial, and industrial uses. Property to the west of Hainesville in Round Lake Park is being developed with industrial and commercial uses, which may include a railroad spur, which could benefit this area of Hainesville. Coordination between neighboring properties is encouraged to forward and support railroad interests as may be appropriate for bringing in a railroad spur. Careful consideration of the uses and impacts to existing environmental features will need to be reviewed with particular attention to existing wetlands and mature oak trees existing along Route 120. Preservation of trees in the southwest as part of a Village character and gateway appearance would also be appropriate for this area.

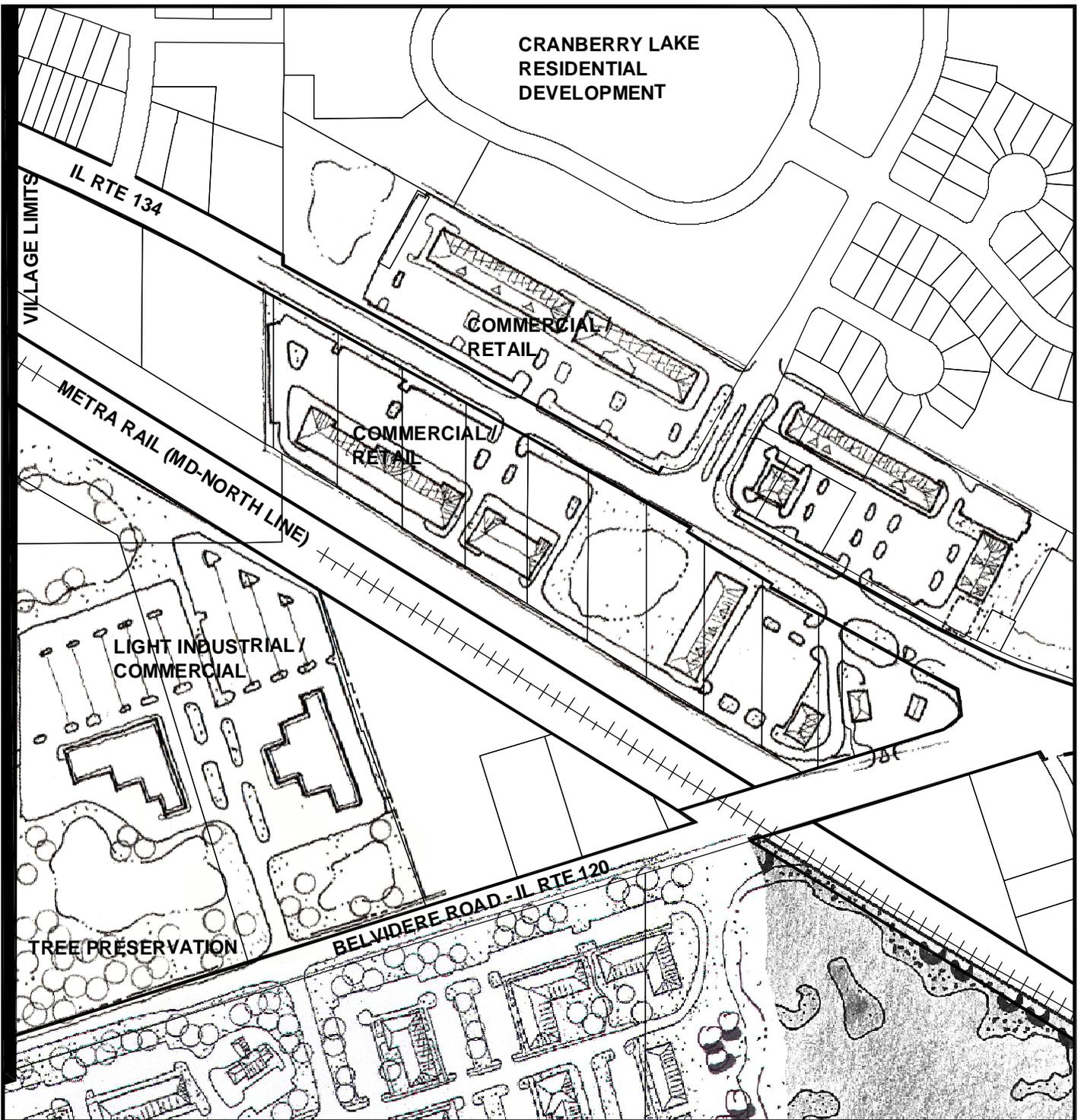
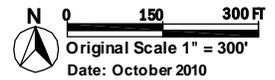


Figure 16:
Future Development Alternative -
North Planning Area Concept Plan



South Planning Area

The South Planning Area is defined as the land to the south of the Metra tracks and Route 120 in the Village of Hainesville and unincorporated Lake County. This area, which contains approximately 900 acres is presently zoned for agriculture in the Village, and the surrounding unincorporated areas in the planning area are zoned for residential, industrial, or agricultural uses in Lake County. The South Planning Area has a range of existing uses and attributes, some of which may be potential limitations for development. These limitations include roadway access issues, floodplains, and wetlands. Considerable opportunities, however, do exist for unique developments a retail/commercial business area, a business park or light industrial area, and other employment use areas. These potential development areas are connected with a network of local and regional roadways with a major open space, environmental amenity character.

In the northwest section of the south planning area approximately thirty (30) acres of land extend east from the Village's western boundary approximately 2000 feet along Route 120. This section of land in the south planning area is suitable for retail, commercial and potentially mixed retail/office/limited residential uses. The western portion of this section is currently open farm land, while the eastern portion is wooded with mature oak trees. Two (2) full access points along Route 120 are anticipated. One (1) access point opposite Porter Drive in the Village of Round Lake Park would be near the northwest corner of the area and the second full access point would be half-way between Porter Drive and the railroad tracks. This second access point would also align with access into the north planning area. Figure 17 illustrates potential development of this approximately thirty (30) acre area (*Figure 20 shows the entire south planning area with respect the Route 120 By-Pass discussed later*). The plan provides for preservation of existing trees either by means of increased setback from Route 120 or by building amongst the trees and applying appropriate tree preservation techniques. In connection with the design guidelines presented later in this Plan, the architectural character should consider including pitched roofs, covered walkways and distinctive landscape. Buildings should be of a smaller scale and size in the eastern portion of the site, while larger buildings may be considered in the western, more open area or further to the southeast in the proposed business park. The illustrative plan also provides for interconnection of the acreage with a street system which may also serve to improve public safety and extension of roads to the south to the future Route 120 By-Pass (FAP 342) and proposed business park.

VILLAGE OF
ROUND LAKE
PARK

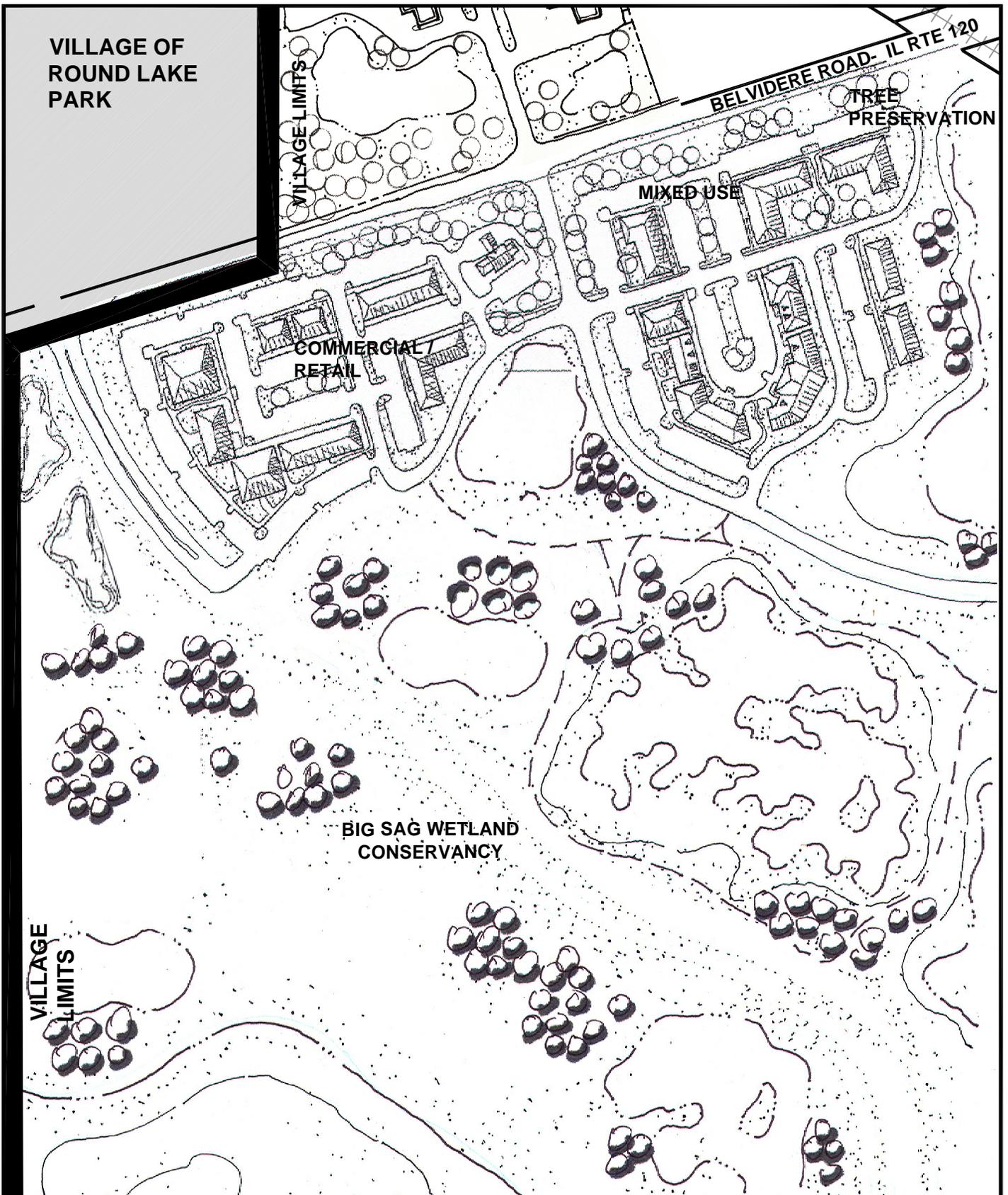
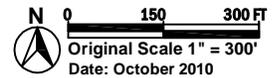


Figure 17:
Future Development Alternative -
South Planning Area Route 120 Corridor Concept Plan



Village of Hainesville
Comprehensive Plan 2010



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A MANHARD CONSULTING DIVISION

Base Data Source: Lake County Dept. of Information &
Technology GIS/Mapping Division, 2004 & 2009.
Note: Wetlands only shown in undeveloped areas.

The northeastern section of the South Planning Area includes approximately 100 acres adjacent to the Metra tracks and along the Village's eastern boundary. This section would be suitable for a business park and potentially some mixed uses. Access to this area could be accomplished through the extension of streets off Route 120 and by the extension of Hainesville Road south of the railroad tracks. The Hainesville Road extension would include crossing the railroad tracks to assist in connecting the north and south planning areas of the Village. This connection will also serve to improve public safety response time and may include a grade separation measure such as an underpass and railroad trestle. The Future Land Use Plan shows potential access points to the Route 120 By-Pass which would benefit development in the area.

The southwest central portion of the South Planning Area is presently made up of the recently approved Big Sag Wetland Conservancy, a regional wetland mitigation bank. Approximately 160 acres of the approximately 200 acre mitigation bank is located within the Village's South Planning Area. The purpose of the mitigation bank is to accommodate wetland preservation within the watershed by allowing developers to pay fees for the construction of new wetlands within the bank in lieu of preserving existing wetlands within their developments. The construction of the Route 120 By-Pass would include the removal of a significant number of wetlands, and as such, this wetland bank may make a feasible site for new compensatory replacement wetland development.

With respect to long term uses, the area in and around the wetland mitigation bank may make an ideal opportunity for the addition of some open space recreational opportunities within the Village. These opportunities could include hiking, biking, and fishing along with other passive recreation activities. This open space area could become another "jewel" for the region similar in character, but less intense in use, as Independence Grove near Libertyville and the Des Plaines River Wetland project north of Gurnee.

South of the proposed Route 120 By-Pass most of the land is designated for open space with the recreational activities of the Northbrook Sportsman's Club being the primary use for the land. Presently, as discussed in the Existing Land Use section, the Sportsman's Club has a long tradition with the Village and owns much of the land in the south planning area. The nature of the Club's activities requires sufficient setback from other activities, which can be achieved by maintaining the land owned by the Club around Route 120 By-Pass with open space and recreational uses. This land use concept can provide a separation of over 2,600 feet between the nearest potential business uses and the Club's primary activities near the Village's south border. Given the nature of the Club's activities it is appropriate that prospective developers and the Village acknowledge the Club's noise generating functions and incorporate uses tolerant of the present use.

East and south of the Northbrook Sportsman's Club, approximately 280 acres of land is planned for additional business and light industrial uses. Environmental constraints and limited existing highway frontage may impact development potential in the short term. Coordination of access points with neighboring property owners, the Village of Grayslake, Lake County, and the Illinois Department of Transportation (IDOT) as the Route 120 By-Pass is created could alleviate this constraint.

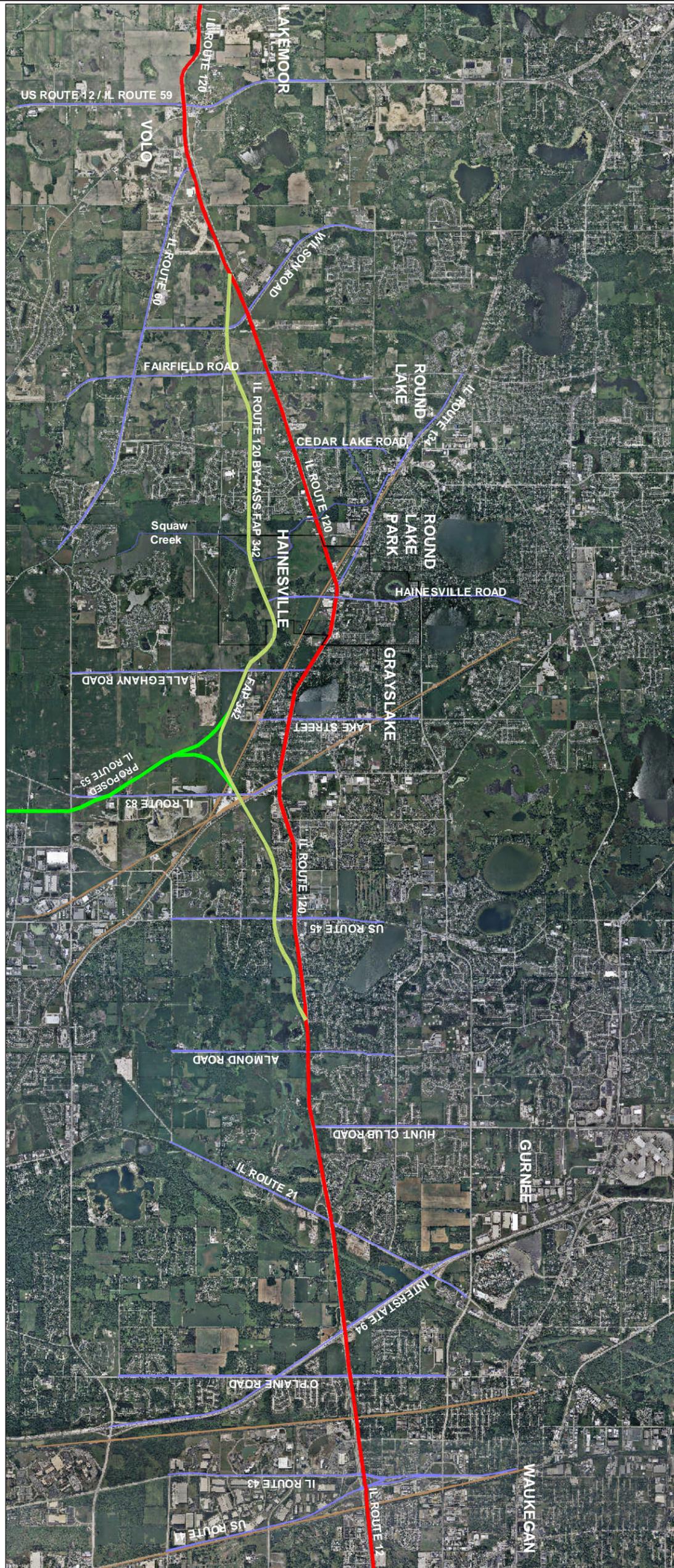
Route 120 By-Pass (FAP 342)

FAP 342 has a long history in Lake County, with planning for the By-Pass dating back to the late 1950s and early 1960s when the State of Illinois recorded a center line for a potential future highway. This highway was planned to extend through the center of Lake County heading north toward Route 120, veering east toward Interstate 94 near the Village of Gurnee and bearing west toward the Village of Hainesville and other western Lake County communities located along the existing Route 120 alignment toward McHenry County. FAP 342 ultimately would have then joined Route 12 at the State Line with Wisconsin. Over the years, the State has acquired portions of the right-of-way for the proposed highway and has held numerous meetings and discussions with community groups, municipalities, and citizens about FAP 342. These meetings have resulted in a refined alignment, which is identified on Figure 18.

Originally planned to extend into McHenry County and up into Wisconsin, the current plan approved by the Route 120 Corridor Planning Council Governance Board in October 2009 has the western leg of FAP 342 merging with the existing Route 120 alignment just west of Wilson Road. Thereafter, the R.O.W. would taper down from approximately 300' planned for the majority of new road to approximately 150' for the existing R.O.W. of Route 120.

As of the end of 2009, the federal government approved the Federal Highway Administration Surface Transportation Priorities Act, which grants \$600,000 to Lake County to proceed with a Phase I Engineering Study for completing the Route 120 By-Pass.

Some communities through which FAP 342 has been planned to pass have been requiring developers to reserve right-of-way or leave the corridor open, permitting only open space activities. Some communities have also designated the corridor on official municipal comprehensive plans, such as reflected in the Village of Grayslake's Comprehensive Plan (*Figure 19*). More recently as a result of on-going meetings with various communities and professionals, I.D.O.T. is considering elimination or scaling back on a costly grade separation alternative. Previous plans limited road intersections only at Allegany Road and Fairfield Road, and either went below grade or above grade when a north-south street was crossed. This option increased considerably the cost of building the highway and potential disturbance of environmental features, also limiting the Village of Hainesville from any opportunity for an intersection with a future southern extension of Hainesville Road or any other future collector level street in the Southern Planning Area. Current planning for the Route 120 By-Pass (FAP 342) indicates that the future highway may be constructed "at grade" with north-south road intersections. Construction of Route 120 By-Pass as an at grade highway offers the opportunity for the Village of Hainesville to have at least one access point to serve the south planning area of the Village, increasing the opportunity for development in the South Planning Area (*Figure 20*).



Source: Lake County Dept. of Information & Technology
 GIS/Mapping Division, 2008. Central Lake Thruway-Unified Vision,
 Lake County, 10/27/09; & Strategic Regional Arterial: Advisory Panel Meeting; Meeting No. 1
 Alternatives / Design Report; Volume 2; August 17, 1999.

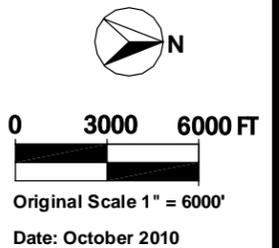


Figure 18:
Regional Transportation -
Route 120 and FAP 342 Plans

Village of Hainesville
Comprehensive Plan 2010



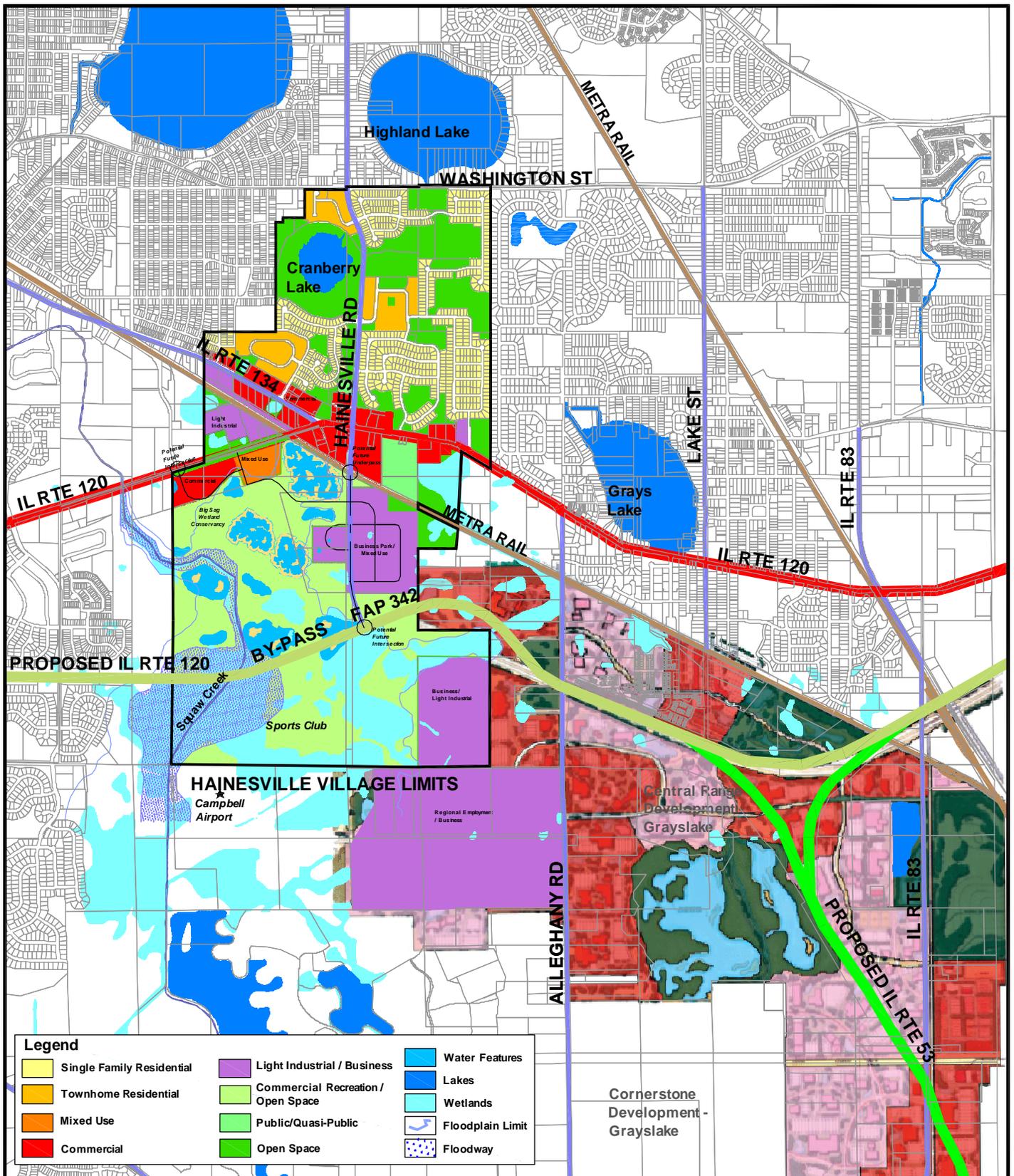


Figure 19:
Regional Land Use & Transportation Planning Overview

N
0 1250 2500 FT
Original Scale 1" = 2500'
Date: October 2010

**Village of Hainesville
Comprehensive Plan 2010**

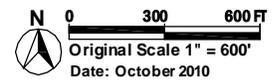


ROLE C. CAMPBELL & ASSOCIATES
PLANNING AND DESIGN

Base Data Source: Lake County Dept. of Information & Technology
GIS/Mapping Division, 2004 & 2009; Central Lake Township Unified Vision,
Lake County, 10/27/09; Grayslake Central Range Plan.



Figure 20:
 Future Development Alternative
 South Planning Area - Concept Plan
 & Road Network Alternatives



VII. IMPLEMENTATION

Introduction

This Comprehensive Plan provides a framework to guide and direct future community growth and improvements in the Village. The administration and implementation of the Comprehensive Plan and related supportive ordinances are equally important as the development of the Plan itself. As such, the Village will use this Plan in combination with other development tools to guide decision making on its long range community development. In addition, the Plan is a necessary document to have in order to apply for various federal, state, and local grants as well as representing the Village's stance with respect regional planning issues (sanitary sewer planning, transportation planning, etc.).

The primary purpose of the Comprehensive Plan is to be an overall guide to future land use, rather than to provide lot-by-lot standards for development. The Future Land Use Plan component of the Plan is a narrative and graphic description that provides the background and rationale for land use designation as represented on the Future Land Use Map and other concept plans. While providing a clear guide for development, the concepts and recommendations of the Future Land Use Plan must be fine-tuned as Village Officials, residents, and developers interpret and make specific land use decisions regarding its recommendations.

This Implementation Section provides more specific steps the Village sees as potentially necessary to developing the Village in tune with the vision of the Comprehensive Plan. These steps include providing directives for future land use development prioritization, development regulations and design guidelines, and transportation planning.

Land Use Patterns

A. Residential Land Use Pattern

With respect to residential land use, for the most part, residential development is, and will continue to be, concentrated north of the Metra tracks and Route 120. Only if it is necessary to complement additional commercial and business growth in the Village will a limited amount of residential development, perhaps in a mixed use planned unit development or mixed use buildings, be considered particularly for areas south of Route 120. The Village should continue to maintain at least 10% affordable housing, under the Affordable Housing Planning and Appeal Act.

B. Commercial & Light Industrial Land Use Pattern

Based on discussions with Village Officials and the analysis of existing land uses in Hainesville, one of the most critical issues facing the Village is to retain and expand the non-residential commercial base, particularly the retail sales tax base. Since 1999 the Village has retained nineteen (19) of its then existing businesses and attracted thirty-three (33) new businesses.

For business expansion, the Village should, in the very short-term, contact the property owners of sites identified herein with the potential for retail commercial use. The land development goals of these property owners should be established so that the Village can prioritize sites for its economic development expansion efforts. The Village can work with property owners who have plans to develop their land to ensure consistency with the recommendations of this Comprehensive Plan. Should a property owner not have a strong interest or commitment for future commercial development of their property then the Village should consider alternative sites as a focus for economic development promotion.

C. Regional and Local Highway Transportation Network

In order to make the southern portion of the Village more accessible, the Village needs to coordinate efforts with surrounding villages, IDOT, Metra, Lake County, and area property owners. It would be necessary for the Village to have cooperation from all of these jurisdictions for implementation of new roads and extensions of existing roads. The Village needs to review the concepts presented in this Comprehensive Plan with the Villages of Grayslake, Round Lake, and Round Lake Park. The Village needs to review the potential for both new roads and open space planning with Lake County.

It appears possible to fulfill regional and local highway network needs with environmental amenities and non-residential land uses that offer win-win opportunities for all interests.

Zoning Ordinance Update

A key element of implementing this Comprehensive Plan is coordinating its directives with the Village's Zoning Ordinance regulations. A review of the Zoning Ordinance compared to typical land use categories found in the Comprehensive Plans and Zoning Ordinances of nearby municipalities indicates that the Village's zoning provisions could potentially be expanded to include further refinements, to encourage many of the intended retail uses envisioned by the Comprehensive Plan. Extensive reorganization of the permitted, special and prohibited uses in the B-1 and ORD Districts should be considered. Input from property owners, existing businesses, and potential new businesses should be encouraged for this reorganization. Refinements for setbacks and landscaping should also be reviewed. The Village's intent is not to reduce the overall standards contributing to the character of the Village and its business areas but rather to afford greater flexibility in dealing with unique sizes and shapes of many of the "in-fill" type sites available in the Village.

In order to reflect the value of the Village's open space areas as places for passive and active recreation and related economic development opportunities, the Village should review potential refinements to the current AG Agricultural District. These refinements should highlight these areas and opportunities in the context of existing and potential future land uses. These refinements could be relatively minimal or more in depth depending on the Village's expected levels of additional, complimentary development in these areas. Possible refinements could explore the potential economic development draw that could be facilitated through these open space recreation areas. For example, the Village and area property owners may wish to review uses, such as a hotel, that could enhance the Northbrook Sports Club's ability to host national and international competitions.

These refinements could also help to address the community's perceived identity by businesses looking to locate in the area. Showing that the land zoned currently in the AG District is not primarily used for agricultural purposes but is actually passive and active recreation areas could contribute to the representation of the Village as an economically vibrant community in a desirable suburban area, rather than one seeming to be an isolated rural community.

With the approval of the Comprehensive Plan, the Village can concentrate on refining its Zoning Ordinance to meet opportunities for quality development and to more strictly focus on the range of land uses and standards developed in any given zoning district.

Village Non-Residential Area Character Design Guidelines

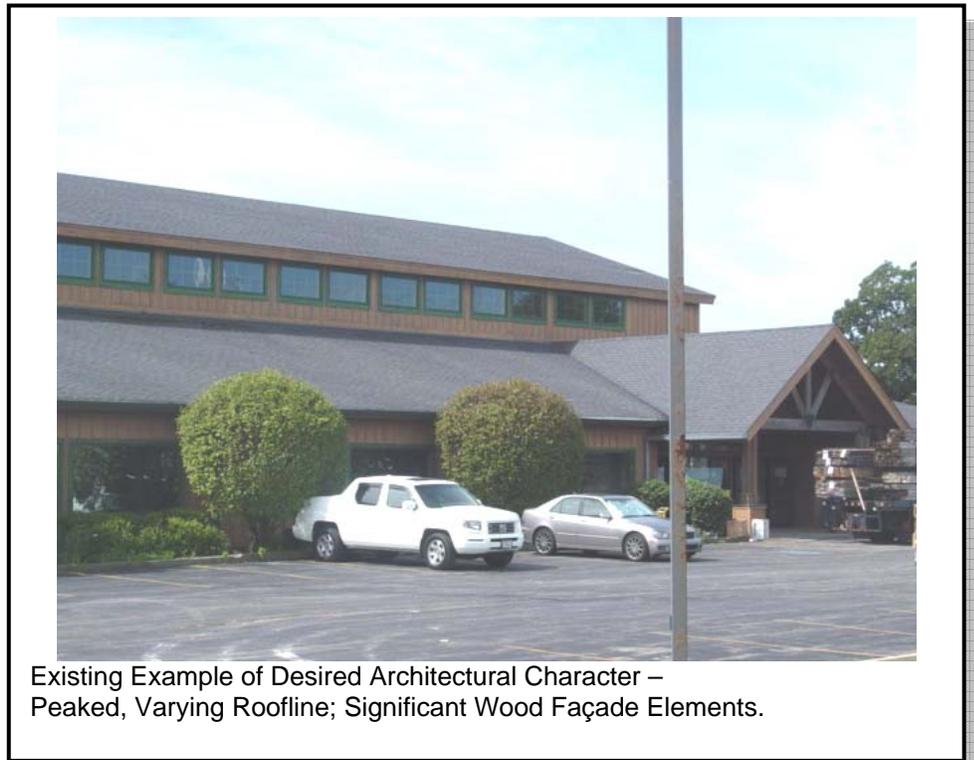
As part of its goals to maintain its distinct sense of place and community character, the Village has developed the following design guidelines to direct the development of non-residential development areas. In general, the applicable areas for these design guidelines will be primarily those development sites adjacent to or near Routes 120 and 134. As Lake County's oldest municipality, the Village has prided itself on its historical rustic prairie character. In order to build upon this tradition, the Village has outlined the following guidelines to provide direction on acceptable architecture and design elements.

By outlining these guidelines, the Village wishes to communicate to developers and property owners its expectations for future developments. The Village plans to use the design guidelines as an initial reference point for reviewing non-residential developments and their ability to reflect the Village's desired character. Ultimately, the Village wishes to create a visually distinct and cohesive non-residential development area that harkens back to the Village's past while maintaining a modern presence in an evolving corridor area.

Figure 21: Existing Compatible Architectural Character

Façades:

Any building or structure should seek an aesthetically pleasing character on all sides. For sides of buildings within public view, façades should contain facing of attractive, durable materials, with at least thirty percent (30%) of their surface area containing natural wood material. These wood elements can include siding, framing elements, shutters, and other such elements. Beyond these wood elements, the Village encourages the use of brick or decorative stone for the remainder of the building's façade, and it strongly discourages the use of EIFS, Dryvit, or similar materials. Variations in façade materials with differing textures and colors create an appearance more dynamic and of greater visual interest. The applied variations, however, shall avoid appearing aesthetically busy or frenetic. When appropriate, façades should have transitional accent elements when changes between materials occur.



Existing Example of Desired Architectural Character –
Peaked, Varying Roofline; Significant Wood Façade Elements.

Figure 22: Examples of Desirable & Undersireable Façades



Examples of Desired Architectural Character – Appearance of Peaked, Varying Roofline; Significant Wood Façade Elements; Distinct Gables and Second Story Façade Ornamentation.



Examples of Undesired Architectural Character – Flat Rooflines; Primarily Stone/Brick masonry with Dryvit/EIFS Materials.

The architectural style of buildings should also break up long expanses of façades with offsets, windows, and architectural features (such as columns, pilasters, etc.). Eaves, gables, awnings, and cornices can also assist with creating non-monotonous façades.

The rear façades of buildings may contain less aesthetic details as long as they are obscured from public views. The architectural elements on the front and side of buildings should extend to the rear of buildings until the area is no longer in the public view.

Developments should consider consistency in texture and style with building materials of neighboring developments, but each development should have significant enough variations to prevent monotony within the area.

Figure 23: Examples of Non-Static Façades Arrangements



Courtyard Developments are Ways to Introduce Building Articulation and Reduce Monotony of Façades.



Vertical and Horizontal Façade Articulation Reduces the Monotony of a Building's Appearance.

Figure 24: Example of Franchise Architecture Conforming to the Village’s Desired Architectural Character



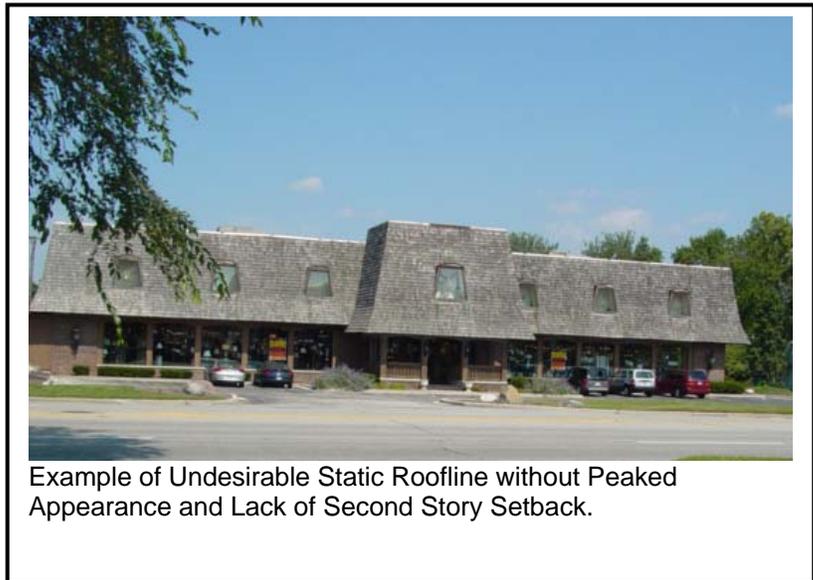
Figure 25: Examples of Rooflines

Rooflines and Building Height:

Rooflines should be peaked or at the least present a peaked appearance towards public views. Peaks of roofs, however, should not appear static or monotonous. Buildings are encouraged to have vertical and horizontal roofline articulation through the inclusion of gables, peaks, and overhangs to create visual interest in the building's height appearance. Dormers and other window elements are encouraged on upper stories to reflect rural residential architecture styles. Buildings with more than one (1) story or level should offset the second story or level from the first floor building line to reduce the bulk of the building façade (i.e. the second story/level is recessed and has less floor area than the first story/level). Rooftop mounted building equipment should be screened, preferably through the use of creative design rather than parapets. Architectural shingles are the preferred roofing material, although the Village may consider other materials depending on the architectural design of the buildings.



Example of Desired Varying Peaked Roofline with Dormer Accents.



Example of Undesirable Static Roofline without Peaked Appearance and Lack of Second Story Setback.

In addition to the variations in height and rooflines of a particular building, consideration should be given as to the relationship of building height and roofline of adjacent buildings. The continuation of rooflines of buildings on the same or adjacent lots is not necessary; however, gradual transitions should occur between building heights and rooflines of buildings on the same or adjacent lots. In general, it is desirable that heights of buildings on the same or adjacent lots not exceed a variance of between one (1) and one and one half (1½) story or level (i.e. a new building adjacent to a one (1) story/level building should have a maximum building height of two and a half (2½) stories/levels).

Figure 26: Examples of Entrances & Entryway Features

**Entrances, Doors,
& Windows:**

If a building is located on a lot fronting a major roadway, its main entrances should be oriented to the major roadway from which the lot takes access. The Village will consider exceptions for courtyard oriented developments. Entrances should be distinctive and inviting. The use of wood construction entry features, such as archways, columns, or porticos, are encouraged to delineate the primary entrances of buildings. Entrances should be accessed by walkways that provide direct connections to parking areas and sidewalks running along the perimeter of sites. Door and door frames should have the same color and architectural treatments as the remainder of the façade.

Buildings, especially retail buildings, should incorporate the frequent use of windows. Windows can act to break up blank wall expanses as well as provide inviting display areas for retailers. The glass windows should be clear, although the Village may consider the use of tinted glass for energy efficiency issues. The Village will also consider the use of opaque glass for uses that have privacy concerns. Generally, windows should contain limited amounts of signage.

Window frame treatments should reflect the architecture elements and accent colors of the building façade. The use of shutters and faux shutters are also encouraged to be evocative of the rural architectural character desired. The Village strongly discourages the use of glass brick.



Entrances Should have Prominent Features, which draw People towards them.



Wood Accents are encouraged to be used to create Prominent Entrances.

Figure 27: Example of Color Schemes



Desirable Color Schemes include Simple Earth Tone Color Patterns with at Most Three (3) Colors.



Example of an Undesirable Multi-Color Scheme with Unnecessarily Bright Colors.

Colors:

Developments should limit their color schemes to a maximum of three (3) colors. The primary color of buildings should enhance and exhibit the wood material construction elements of façades. The Village prefers the main wood element color to cover the majority of buildings/structures with the other two (2) colors limited to accents only. Appropriate locations for accent colors could be on door and window frames, shutters and faux shutters, building articulation points, canopies, awnings, and decorative façade details.

Monochromatic palettes may also be appropriate, especially considering the encouragement of wood faced architecture. Developments should not use bright and iridescent colors, but the Village may consider them for use on a limited basis for signage.

Figure 28: Examples of Street Lighting



Lighting:

On-site lighting within a development should complement the overall architecture. The Village wishes each development to use the same style of decorative pedestrian streetlights within parking lot areas. The style preferred is one with an acorn style luminaire globe with the standard style chosen in conjunction with the Village with the first approved development under these design guidelines, or at a time when the Village engages in a project that will require decorative lighting. Those pedestrian streetlights located along property perimeters adjacent to major streets should have banner poles. The Village also encourages the use of large decorative streetlights located at key roadway intersections. The standard style of these lights will be chosen in conjunction with the Village as well. Any lighting chosen should review energy efficient options, such as LED lighting.

The overall illumination level of a development should be sufficient enough to ensure safety of pedestrians and motorists, but not so great that it is overly distracting from off-site. Building wall light fixtures should be decorative and complement the architectural style of developments. The mounting heights and spacing of these fixtures should be reasonable enough to provide ample luminosity for the safety of pedestrians, but they should not be so tall and densely spaced to overly light the building façade. The Village prefers the use of lighting mounted above areas casting light downwards for façades. This preference is especially pronounced for illuminating signs, canopies, and awnings. Internal illumination of these features is generally considered inappropriate. Conduit for lighting should be hidden from view as much as possible.

Entry points into developments may be lit at slightly higher lumen levels to ensure safety of motorists and pedestrians. All lighting should also limit light spillage onto adjacent lots, especially with respect to residential lots.

Figure 29: Examples of Sign Character & Elements

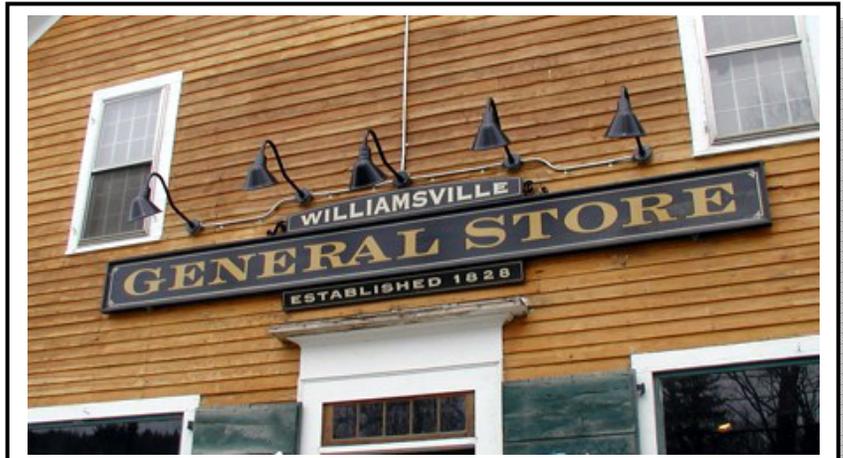
Building/Wall

Signs:

Building/Wall signs should be constructed of wood materials and meld with the architecture design of the building's facade. Projections or protrusions of these signs should be limited. The signs of individual businesses on multi-tenant buildings should be considerate of the height and spacing of neighboring businesses signs on the same buildings to prevent visual clutter and over-emphasis of comparably sized businesses. Each business with an individual entrance shall clearly have its address number above or adjacent to its primary doorway. The Village discourages the use of internally illuminated signage for wall signs, and prefers the use of decorative lighting fixtures above signs casting shielded light downward onto them.

Monument Signs:

Monument signs should reflect the architectural aesthetics of the building, preferably made of wood material or with wood accents. Color schemes should match those of the façade with bright and iridescent colors discouraged. The Village will consider variations in order to accommodate corporate logos and branding schemes. Signs should be of minimal size to communicate the information. For shopping center signs, the address range for all businesses in the center should be displayed on the sign. The Village prefers exterior illuminated signs with decorative, shielded fixtures. The Village discourages the use of internal illumination, but may consider it if it does not create excessive light spillage.



Example of Desired Wall Signs with Decorative Lighting Fixtures.



Monument Signs should complement the Building Architecture. Wood Materials are Desirable.

Landscaping &

Hardscape Features:

Onsite landscaping and decorative hardscape features are important elements to bolster the planned character of the area. Tables 5 and 6 exhibit the planned planting ratios for perimeter and interior landscaping areas. Developments should seek to use native plantings to meet these standards in order to echo the historical prairie character of the area.

Perimeter landscaping areas should surround and screen the appearance of parking lot areas. These plantings should include shade trees, ornamental trees, evergreen trees, deciduous and evergreen shrubs, perennials, and native grasses. The Village encourages the addition of decorative wood fencing in these perimeter landscaping areas to bolster the overall character of the development.

*Village of Hainesville - Comprehensive Land Use Plan 2010
Village Non-Residential Area Character Design Guidelines*

Table 5:

Perimeter Landscaping Ratio Standard
Total plantings per 100 lineal feet of landscape area

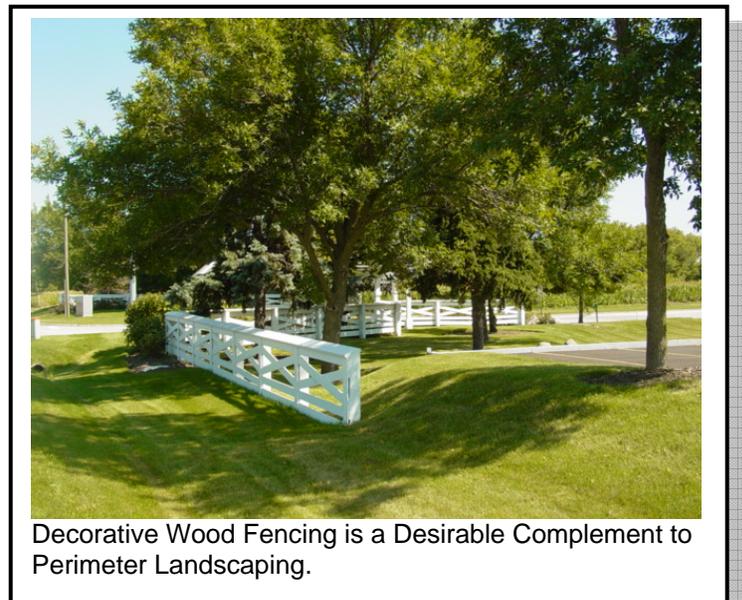
Minimum Landscape Setback*:	25 Feet
Shade Trees (Minimum 3 In. Caliper)	2
Evergreen Trees (Min. 6 Ft. Tall)	1
Ornamental Trees (Min. 8 Ft. Tall or 2 In. Caliper)	2
Deciduous/Evergreen Shrubs (Min. 5 Gallon Containers)	20
<i>Recommended Scheme</i>	
80% Deciduous Shrubs	15
20% Evergreen Shrubs	5

*Clustering of plants is permitted.
Decorative wood fencing is also encouraged and may substitute for some plantings.

Substitution Ratios
1 Shade Tree = 2 Ornamental/Evergreen Trees
1 Shade Tree = 20 Deciduous/Evergreen Shrubs

October 2010
Prepared by Rolf C. Campbell & Associates

Figure 30: Examples of Landscaping and Hardscape Features 1



Adjacent to buildings, developments should incorporate landscape planting areas or planter boxes/vases to soften the appearance of the building’s façade. These plantings should incorporate shrubs, ornamental trees, perennials, and native grasses. The Village also encourages the addition of hardscape features (benches, garbage receptacles, etc.) that are reflective of the architecture of the building. Paving around buildings should also include decorative paver details that enhance the appearance of the development and highlight building entrances. Developments should have bicycle racks adjacent to buildings to encourage travel by bicycle. Mailboxes attached to building façades should be of similar aesthetic character as the overall architecture.

Village of Hainesville - Comprehensive Land Use Plan 2010
 Village Non-Residential Area Character Design Guidelines

Table 6:

Interior Landscaping Ratio Standard

Total plantings per 1,000 square feet of landscape area

Shade Trees (Minimum 3 In. Caliper)	2
Parking Island per 100 Sq. Ft.*	1
Evergreen Trees (Min. 6 Ft. Tall)	1
Ornamental Trees (Min. 8 Ft. Tall or 2 In. Caliper)	1
Deciduous/Evergreen Shrubs (Min. 5 Gallon Containers)	10
<i>Recommended Scheme</i>	
80% Deciduous Shrubs	8
20% Evergreen Shrubs	2

*Parking island trees count towards total required shade trees.

Substitution Ratios

1 Shade Tree = 2 Ornamental/Evergreen Trees

1 Shade Tree = 20 Deciduous/Evergreen Shrubs

October 2010

Prepared by Rolf C. Campbell & Associates

Figure 31: Examples of Landscaping and Hardscape Features 2



Landscape and Hardscape Features, such as Planters & Benches, add to Architectural Character



Example of Desirable Landscaping and Hardscape Elements

Interior parking lot areas should contain landscape planting islands at minimum of one (1) per ten (10) parking spaces. Landscape islands should be a minimum of six (6) feet wide and 200 square feet in area (100 square feet for half an island). These island areas should contain one (1) shade tree with decorative ground cover (mulch, perennial plantings, metal tree grates, etc.) per 100 square feet. Decorative pavers should be used to accent walkways to direct pedestrians through the parking lot to the building's entrance.

Figure 32: Example of Rear Building Screening Treatment



Screening shall be in place for all disposal areas, loading docks, outdoor storage, and ground/wall mounted mechanical equipment. With the exception of disposal areas, developments can use either individually or a combination of fencing, walls, and landscaping to achieve this screening with the chosen materials in tune with the architecture of the site. The height of screening should be of a sufficient level to prevent visual sight of the screened element. Disposal area screening shall be of solid wood fencing or masonry construction comparable to the architecture of the building on three (3) sides with the fourth side being a gate made from wood or metal that automatically closes when not held open. The height of the enclosure will be a minimum of six (6) feet and a maximum of eight (8) feet tall.

Compatibility Criteria:

The Village will evaluate developments based upon the above listed detailed guidelines and examples. In general, the Village will use the following for determining compatibility of the proposed development with the overall planned character for the area:

- 1) The proposed development plans are consistent with the detailed guidelines and examples of acceptable styles, elements, materials, massing, detailing, landscaping, and relationship to street frontages and abutting properties.
- 2) The proposed building materials meet the referenced guidelines and are not of such an inferior quality that would deteriorate to a state of disrepair quicker than other materials approved under these guidelines.
- 3) The proposed development plans have elements that make them unique when compared to other developments approved under these guidelines; however, the proposed plans still meet the overall planned character for the area.
- 4) The proposed development plans are consistent with other plans and standards adopted as part of the Comprehensive Plan or Zoning Ordinance.

Comprehensive Pedestrian/Bicycle Trail Plan

As part of meeting its vision, this Comprehensive Plan contains a proposed Pedestrian/Bicycle Trail Conceptual Master Plan, which is exhibited in Figure 34. This Plan is guided by the existing land uses and will direct future planning design and implementation of a Village-wide system of trails to be utilized for recreational and non-recreational purposes. The primary goals of the proposed Pedestrian/Bicycle Trail Plan are as follows:

- Develop a comprehensive trail system, including both on-street and off-street routes, that make bicycle and pedestrian travel a feasible, safe, and enjoyable mode of transportation and recreation.
- Develop a comprehensive trail system which traverses the community both east-west and north-south and links the local system to existing and proposed regional trails.
- Expand and link the trail system between neighborhoods and to major activities and work centers in addition to local destinations throughout the Village, routing pedestrians and bicyclists off major roadways wherever possible.
- Ensure the construction of trails in new developments to provide for trail linkages to neighborhoods.

The proposed Pedestrian/Bicycle Trail Conceptual Master Plan has been developed with the Comprehensive Plan and hopes to complement the Village's sidewalk and street right-of-way system. This Plan stems from the community's increasing desire to enjoy enhanced outdoor recreation opportunities and coincides with societal needs of reducing dependence upon the automobile. Implementation of such a Plan could enhance the community's character as a wonderful place in which to live.

For clarity purposes, in this Plan the term trail is used to reflect numerous possible configurations of routes designed to accommodate pedestrians and bicyclists. A trail may be of the Class I type indicating an independent right-of-way or easement with a surface width of eight (8) to twelve (12) feet. Other times a trail may be an existing or proposed sidewalk designated by signage as a component of a bicycle or pedestrian route. It is important to note that the trail around Cranberry Lake is presently a wood chip path, and any future improvements to this path will be subject to funding constraints and review by regional wetland oversight jurisdictions.

Examples of Bike Path character and standards are illustrated in Appendix D.

A portion of an existing bicycle trail running along the Union Square development is also pictured below, in Figure 33.



Figure 33: Pedestrian/Bicycle Trail Example

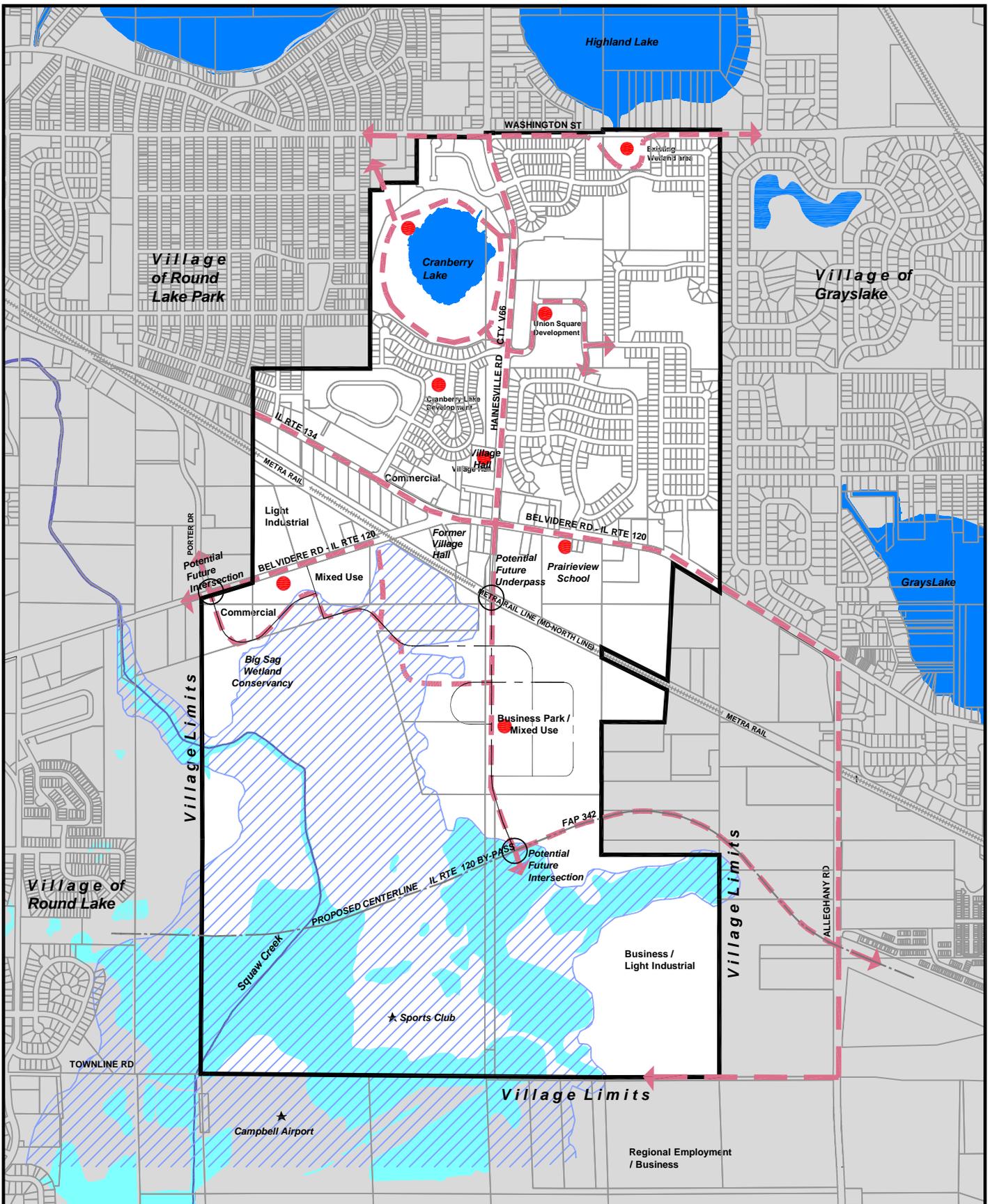


Figure 34:
Pedestrian/Bicycle Trail
Conceptual Master Plan

Village of Hainesville
Comprehensive Plan 2010

- Legend**
- Pedestrian/Bicycle Trail
 - 100-Year Floodplain
 - Lakes
 - Wetlands
 - Local Destination Points

N
 0 750 1500 FT
 Original Scale 1" = 1500'
 Date: October 2010



ROLF C. CAMPBELL & ASSOCIATES
 A MANHARD CONSULTING DIVISION

Base Data Source: Lake County Dept. of Information & Technology GIS/Mapping Division, 2004 & 2009.
 Note: Wetlands only shown in undeveloped areas.

Appendix A: Housing Mix in the Region

HOUSING UNITS – DETACHED AND ATTACHED, 2000 – VILLAGE OF HAINESVILLE AND OTHER SELECTED COMMUNITIES (1)													
<u>MUNICIPALITY</u>	<u>TOTAL HOUSING UNITS</u>	<u>SINGLE FAMILY DETACHED</u>	<u>PERCENT DETACHED</u>	<u>DUPLEX ATTACHED</u>	<u>% DUPLEX ATTACHED</u>	<u>2-4 UNITS</u>	<u>% 2-4 UNITS</u>	<u>5-9 UNITS</u>	<u>% 5-9 UNITS</u>	<u>10+ UNITS</u>	<u>% 10+ UNITS</u>	<u>MOBILE HOME & OTHER</u>	<u>% MOBILE HOME & OTHER</u>
Hainesville	743	607	82%	92	12%	7	1%	13	2%	24	3%	0	0%
Antioch	3,398	2,253	66%	244	7%	233	7%	153	5%	510	15%	5	0.1%
Fox Lake	4,703	2,521	54%	650	14%	285	6%	587	12%	651	14%	9	0.1%
Grayslake	6,633	4,495	68%	945	14%	224	3%	268	4%	694	10%	7	0.2%
Gurnee	10,821	6,510	60%	1,685	16%	506	5%	497	5%	1,605	15%	18	0.1%
Lake Barrington	2,126	824	39%	853	40%	404	19%	45	2%	0	0%	0	0%
Lake Bluff	2,213	1,962	89%	97	4%	96	4%	27	1%	31	1%	0	0
Lake Villa	2,206	1,608	73%	110	5%	60	3%	56	3%	372	17%	0	0
Lake Zurich	5,804	5,162	89%	225	4%	100	2%	107	2%	157	3%	53	1%
Libertyville	7,414	5,254	71%	744	10%	515	7%	301	4%	600	8%	0	0
Lindenhurst	4,386	3,678	84%	376	9%	39	1%	27	1%	256	6%	10	0.2%
Round Lake	2,129	1,261	59%	192	9%	115	5%	72	3%	177	8%	312	15%
Round Lake Beach	7,566	6,205	82%	902	12%	109	1%	48	1%	292	4%	10	0.1%
Round Lake Heights	460	430	93%	3	1%	7	2%	11	2%	9	2%	0	0%
Round Lake Park	2,214	1,504	68%	10	0.5%	51	2%	13	1%	6	0.3%	630	28%
Wauconda	3,835	2,555	67%	298	8%	305	8%	232	6%	189	5%	256	7%

(1) The calculated percentages in each row may not total exactly 100 percent due to automatic rounding.
Source: U.S. Census Data

Prepared by Rolf C. Cambell & Associates, Inc., May 2005.

Appendix B: Village of Hainesville Active Business List

(Source Village of Hainesville, October 2010)

<p>Airball Concepts, Inc. www.airballgrabber.net</p> <p>Al Friello Farmers Insurance Agency 26 W. Belvidere Road Hainesville , IL 60030 (847) 543-7347</p> <p>Art Rageous Custom Engraving LLC 342 W. Main Street Hainesville , IL 60073 (847) 546-1943</p> <p>Avon Township Youth Baseball 3 Hainesville Road Hainesville , IL 60030 (847) 223-9299</p> <p>Bawa's Son's, Inc. DBA 7-Eleven Store 33131A 92 W. Belvidere Road Hainesville, IL 60030 (847) 543-8399</p> <p>C & D Embroidery Design 367 E. Christine Lane Hainesville, IL 60030 (847) 361-2744</p> <p>Classic Printery Inc. 336 W. Main Street Hainesville , IL 60073 (847) 546-6555</p> <p>Clearview Recycling 216 W. Belvidere Road Hainesville , IL 60030 (847) 546-0039</p> <p>Collision Solution 101 W Belvidere Road Hainesville, IL 60030 (847) 548-5670</p> <p>D & S Exteriors 260 W. Belvidere Road Suite 323 Hainesville , IL 60030 (847) 231-5994</p> <p>Dennel Cartage Inc. 337 W. Main Street Hainesville , IL 60073 (847) 546-4356</p>	<p>Dymond Contract Glazing, Inc. 226 W. Belvidere Road Hainesville , IL 60030 (847) 546-8900</p> <p>Fine Line Enterprises 71 S. Centre Drive Hainesville , IL 60030 (847) 223-1888</p> <p>Firestone/Great American Tire #5, Inc. 25 W. Belvidere Road Hainesville, IL 60030 (847) 986-3579</p> <p>Fort Hainesville Storage 158 W. Belvidere Road Hainesville , IL 60030 (847) 223-4244</p> <p>Grower Equipment & Supply Company 294 E. Belvidere Road Hainesville , IL 60030 (847) 223-3100</p> <p>H & D Landscaping 196 E. Littleton Trail Hainesville, IL 60030 (847) 682-3190</p> <p>Haines Cleaners 262 E. Belvidere Road Hainesville , IL 60030 (847) 548-5586</p> <p>Hainesville Chiropractic Clinic 270 E. Belvidere Road Hainesville , IL 60030 (847) 548-3600</p> <p>Hainesville Print-Copy & Mail Center 260 E. Belvidere Road Hainesville , IL 60030 (847) 543-0101</p> <p>Hair Snips 72 E. Belvidere Road Hainesville, IL 60030 (847) 223-1515</p>
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<p>Hertz Local Edition 101 W. Belvidere Road Hainesville, IL 60030 (847) 548-5670</p> <p>Ingrid's Secret Garden 16 W. Belvidere Road Hainesville, IL 60030 (847) 223-3088</p> <p>Jovita Hair Care Unisex 396 W. Main Street Hainesville, IL 60073 (847) 708-6653</p> <p>Lake County Automotive 88 S. Centre Drive Hainesville , IL 60030 (847) 223-9684</p> <p>Lakeside Medical, LLC 4 N. Deerpoint Drive Unit 1001 Hainesville, IL 60030 1-800-416-1767</p> <p>Lindsey Chiropractic & Massage Therapy Clinic 26 W. Belvidere Road #2 Hainesville , IL 60030 (847) 543-9999</p> <p>Lucent Enterprise, Inc. 2 Belvidere Road Hainesville, Illinois 60030 (847) 223-3173</p> <p>Martin Service 20 N. Hainesville Road Hainesville , IL 60030 (847) 543-7382</p> <p>Melody L. Burch, CPA 26 W. Belvidere Road Hainesville, IL 60030 Tax and Accounting (847) 752-0202 by appointment only</p> <p>Mexico Auto Service Inc. 324 Main Street Hainesville , IL 60073 (847) 546-1698</p>	<p>Motorcade Unlimited 226 W. Belvidere Road Hainesville , IL 60030 (847) 546-4022</p> <p>New Image Beauty 101 W. Belvidere Road Hainesville , IL 60030 (847) 543-7951</p> <p>Northbrook Sports Club, Inc. 160 W. Sports Club Drive Hainesville , IL 60030 (847) 223-5700</p> <p>Pins International Corp. DBA Bento Cafe 9 W, Belvidere Road Hainesville, IL 60030 (847) 231-6535</p> <p>Stancil Design & Construction 382 N. Deer Crossing Court Hainesville, IL 60030 (847) 548-6773</p> <p>Star Auto Repair and Body Shop 216 W. Belvidere Road Hainesville , IL 60030 (847) 858-0400</p> <p>Starbucks Coffee #10507 60 E. Belvidere Road Hainesville , IL 60030 (847) 543-4241</p> <p>State Farm Insurance Company 4 N Deerpoint Drive Unit 1007 Hainesville , IL 60030 (847) 223-5882</p> <p>Stop & Save 366 W. Main Street Hainesville , IL 60073 (847) 546-4663</p> <p>Subway 13 W. Belvidere Road Hainesville , IL 60030 (847) 548-0754</p> <p>Superior Elegance LLC 260 E. Belvidere Road Hainesville, IL 60030 (224) 338-0434</p>
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<p>The Glass Shed 394 Main Street Hainesville, IL 60073 (847) 975-7713</p> <p>Tom's Auto Inc. 216 W. Belvidere Road Hainesville , IL 60030 (847) 546-5422</p> <p>Tom's Liquor (Borsad, LLC) 17 W. Belvidere Road Hainesville , IL 60030 (847) 548-7481</p> <p>Top Brands USA Inc. 144 E. Aspen Circle Hainesville, IL 60030 (847) 223-5376</p>	<p>U.S. Machine & Tool 331 W. Main Street Hainesville , IL 60073 (847) 740-0077</p> <p>Walgreens #07824 40 E. Belvidere Road Hainesville , IL 60030 (847) 223-0268</p> <p>WICA Technologies 91 E. Haines Drive Hainesville, IL 60030 (847) 665-8228</p>
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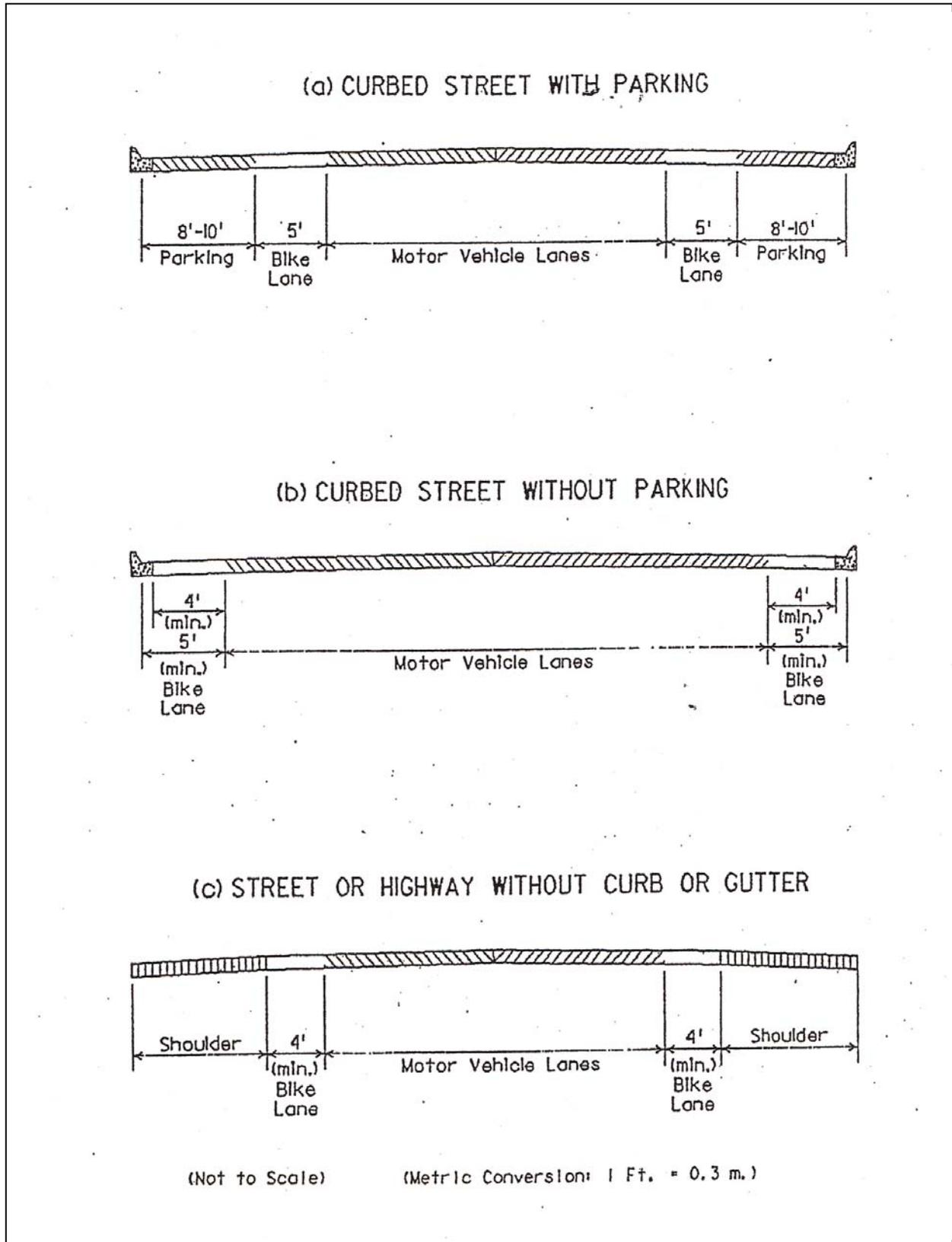
Appendix C: CMAP 2030 Forecasts

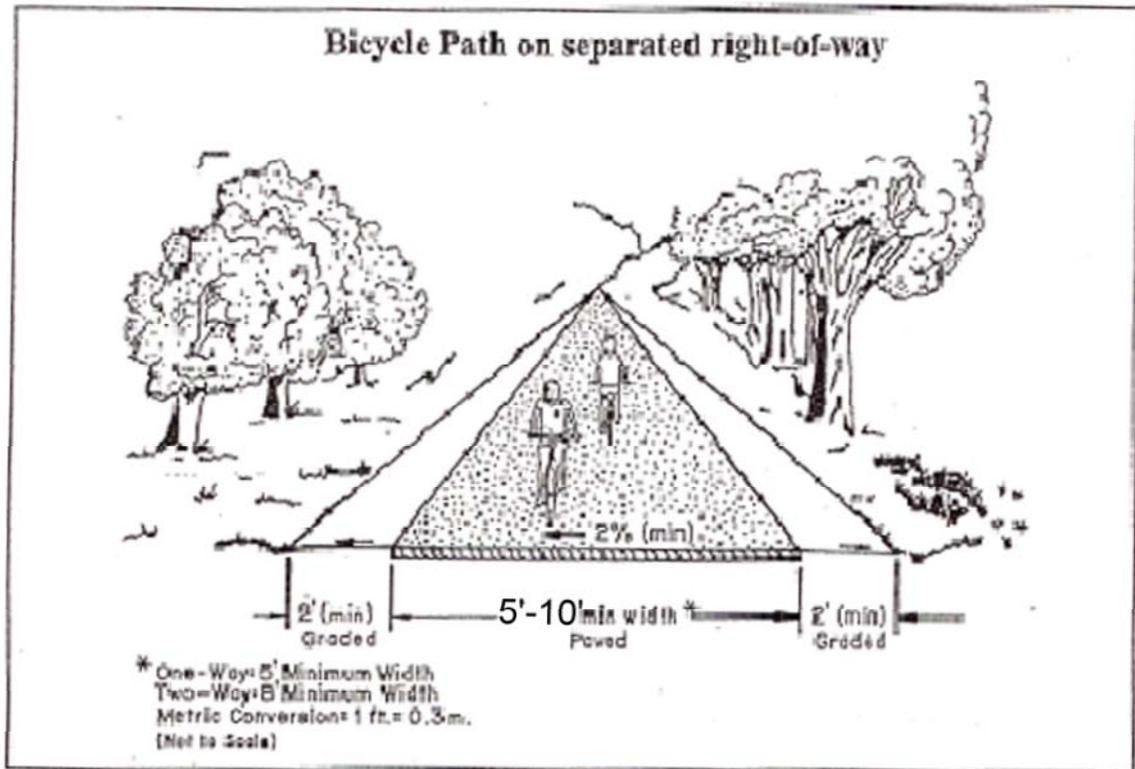
(As endorsed September 27, 2006)

Municipality	Population		Households		Employment	
	2000	2030	2000	2030	2000	2030
Grayslake	18,506	24,094	6,503	9,116	4,899	10,466
Green Oaks	3,572	4,786	1,079	1,615	1,579	3,841
Greenwood	244	3,289	84	1,243	39	1,197
Gurnee	28,834	35,791	10,629	13,713	19,825	30,569
Hainesville	2,129	4,118	701	1,456	365	1,230
Hampshire*	2,900	23,768	1,015	6,728	1,080	8,167
Hanover Park	38,278	37,705	11,105	11,618	7,921	10,866
Harvard*	7,996	20,646	2,610	6,972	2,528	4,803
Harvey	30,000	31,324	8,990	10,134	8,154	9,625
Harwood Heights	8,297	8,088	3,505	3,503	6,194	6,640
Hawthorn Woods	6,002	15,951	1,831	4,674	520	7,120
Hazel Crest	14,816	15,786	5,067	5,478	2,933	3,570
Hebron*	1,038	3,751	390	1,410	268	717
Hickory Hills	13,926	13,781	5,216	5,338	4,413	5,064
Highland Park*	<u>30,262</u>	33,246	<u>11,341</u>	12,027	14,682	14,733
Highwood*	<u>5,470</u>	5,076	<u>1,811</u>	2,087	1,036	1,169
Hillside	8,155	7,775	2,998	3,122	7,595	10,726
Hinsdale	17,349	22,000	5,977	7,211	13,304	13,396
Hodgkins	2,134	2,137	841	978	2,890	4,364
Hoffman Estates*	49,495	55,931	17,034	20,510	20,120	33,716
Holiday Hills	831	1,053	280	358	20	73
Homer Glen*	N/A	47,534	N/A	14,547	382	6,794
Hometown	4,467	4,435	1,895	1,937	389	443
Homewood	19,543	20,469	7,552	7,821	8,494	9,578
Huntley	5,730	44,435	2,324	16,076	2,183	9,876
Indian Creek	194	211	65	72	113	269
Indian Head Park	3,685	3,953	1,683	1,683	418	418
Inverness*	6,749	8,039	2,312	2,795	1,601	1,607
Island Lake*	8,153	15,074	2,837	5,507	503	2,187
Itasca	8,302	10,706	3,179	3,912	31,374	37,210
Johnsburg	5,391	23,024	1,760	7,691	1,340	6,780
Joliet(Will Only)*	105,597	140,824	35,971	48,086	43,188	80,808
Justice	12,193	14,726	4,402	5,967	1,797	2,711
Kenilworth	2,494	2,383	792	816	408	417
Kildeer	3,460	5,069	1,077	1,730	799	1,669
La Grange	15,608	17,848	5,624	6,967	6,021	6,628
La Grange Park	13,295	14,101	5,432	5,902	2,675	2,681
Lake Barrington	4,757	5,695	2,039	2,220	1,136	1,590
Lake Bluff*	6,056	7,805	2,118	2,317	3,926	4,973
Lake Forest*	20,059	22,573	6,687	7,783	19,599	22,720
Lake in the Hills	23,152	30,532	7,652	9,932	3,071	11,299

*Indicates municipality where a change has been made to the 2000 base or 2030 forecast numbers since the September 2003 Commission-endorsed forecast was released. Underlined numbers represent corrections to the 2000 base figures, while boldface numbers signify where changes to the 2030 municipal forecast figures have been made.

Appendix D: Bike Trail Standards





Accessible Ramp Standards

