

ORDINANCE NO. 2000-19

**AN ORDINANCE AMENDING THE
COMPREHENSIVE PLAN OF THE VILLAGE OF LAKE BLUFF
TO INCORPORATE THE INDUSTRIAL AND COMMERCIAL CORRIDOR
BUSINESS DISTRICT PLANNING AND TRANSPORTATION STUDY**

Passed by the Board of Trustees, December 11, 2000

Printed and Published, December 12, 2000

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by Authority of the
President and Board of Trustees

VILLAGE OF LAKE BLUFF
LAKE COUNTY, ILLINOIS

I hereby certify that this document
was properly published on the date
stated above.


Village Clerk

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WHEREAS, the Village of Lake Bluff has the authority pursuant to the provisions contained in 65 ILCS 5/11-12-1 *et seq.*, to adopt an official comprehensive plan, or any amendment or revision thereto, for the present and future development or redevelopment of property within the corporate limits of the Village and for contiguous property not more than one and one-half miles beyond the corporate limits and not included in any other municipality; and

WHEREAS, on June 9, 1997, the Lake Bluff Board of Trustees adopted Ordinance No. 97-14, comprehensively amending the Village's Comprehensive Plan (the "1997 Comprehensive Plan"); and

WHEREAS, the 1997 Comprehensive Plan recommended that the Village conduct a study of the Industrial and Commercial Corridor Business District ("ICCBD") located along Routes 176 and 41 in the Village; and

WHEREAS, the Village subsequently selected Barton-Ashman and Associates to conduct a planning and transportation study regarding the proper use and development of the ICCBD; and

WHEREAS, Barton-Ashman submitted its report to the Plan Commission in December, 1999; and

WHEREAS, at the direction of the Village Board of Trustees, the Lake Bluff Plan Commission, the Village staff, and the Village Attorney reviewed the Village Comprehensive Plan and the Barton-Ashman report in order to develop a land use plan and additional policies specifically for the ICCBD to provide, among other things, enhanced, yet appropriate, development and redevelopment plans for the ICCBD; and

WHEREAS, on June 2, 2000, the Plan Commission commenced a public hearing on an amendment to the 1997 Comprehensive Plan to incorporate the recommendations in the Barton-Ashman report; and

WHEREAS, the President and Board of Trustees have found and determined that the amendments recommended by the Plan Commission to the Village Comprehensive Plan as set forth in this Ordinance will preserve and foster reasonable development and redevelopment of the ICCBD and otherwise will be in the best interests of the Village and its residents;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LAKE BLUFF, LAKE COUNTY, ILLINOIS, as follows:

SECTION 1. NOTICE.

A public hearing to consider the proposed amendments to the 1997 Comprehensive Plan was duly advertised in the *Waukegan News-Sun* on or before May 18, 2000, and was commenced by the Plan Commission on June 2, 2000. The Plan Commission

recommended that the Village Board approve the amendments set forth in this Ordinance on June 2, 2000.

SECTION 2. COMPREHENSIVE PLAN AMENDMENTS.

A. Existing Land Use Map. The 1997 Comprehensive Plan is hereby amended by replacing the Existing Land Use Map on Page 33 of the 1997 Comprehensive Plan with the revised Existing Land Use Map attached hereto as Exhibit A (the "Revised Existing Land Use Map"). Any reference in the 1997 Comprehensive Plan to the Existing Land Use Map shall hereafter be deemed to be a reference to the Revised Existing Land Use Map.

B. Annexation Areas Future Land Use Map. The 1997 Comprehensive Plan is hereby amended by replacing the Annexation Areas Future Land Use Map on Page 58 of the 1997 Comprehensive Plan with the revised Annexation Areas Future Land Use Map attached hereto as Exhibit B (the "Revised Annexation Areas Future Land Use Map"). Any reference in the 1997 Comprehensive Plan to the Annexation Areas Future Land Use Map shall hereafter be deemed to be a reference to the Revised Annexation Areas Future Land Use Map.

C. Future Land Use Map. The 1997 Comprehensive Plan is hereby amended by replacing the Future Land Use Map on Page 49 with the revised Future Land Use Map attached hereto as Exhibit C (the "Revised Future Land Use Map"). Any reference in the 1997 Comprehensive Plan to the Future Land Use Map shall hereafter be deemed to be a reference to the Revised Future Land Use Map.

D. Development Areas Map. The 1997 Comprehensive Plan is hereby amended by replacing the Development Areas Map on Page 62 with the revised Development Areas Map attached hereto as Exhibit D (the "Revised Development Areas Map"). Any reference in the 1997 Comprehensive Plan to the Development Areas Map shall hereafter be deemed to be a reference to the Revised Development Areas Map.

E. Industrial and Commercial Corridor and Special Study Area Map. The 1997 Comprehensive Plan is hereby amended by replacing the Industrial and Commercial Corridor and Special Study Area Map on Page 77 with the revised Industrial and Commercial Corridor and Special Study Area Map attached hereto as Exhibit E (the "Revised Industrial and Commercial Corridor and Special Study Area Map"). Any reference in the 1997 Comprehensive Plan to the Industrial and Commercial Corridor and Special Study Area Map shall hereafter be deemed to be a reference to the Revised Industrial and Commercial Corridor and Special Study Area Map.

F. Plan Elements: Goals, Objectives and Policies. The paragraph entitled "Business" on Page 31 of the 1997 Comprehensive Plan is hereby amended in its entirety so that said paragraph shall hereafter be and read as follows:

"Business

- **Commercial Land Use - Primary retail, auto-oriented retail, restaurants, hotels, commercial services and offices."**

G. Policies. Policies LU5-2 and LU5-4 on Page 43, Policy LU5-7 on Page 44, Policy LU6-4 on Page 45, Policy LU9-1 on Page 48, Policy AD1-5 on Page 52, Policy AD1-5 on Page 57, Policy AD2-8 on Page 61, Policies ED2-1 and ED2-2 on Page 75, Policy PS5-6 on Page 88, Policies TR3-2 and TR3-3 on Page 96, and Policies TR3-8, TR3-9, and

TR3-10 on Page 97 of the 1997 Comprehensive Plan are hereby amended in their entirety so that said Policies shall hereinafter be and read as follows:

“LU5-2: Minimize the expansion of institutional uses (JAWA) to the extent practical, recognizing the importance of JAWA to the Village. (See ICCBD1-8.)

LU5-4: Consider the property south of Route 176, west of JAWA, east of the Union Pacific railroad as part of a Special Study Area. See “*Economic Development*” for a map of the Special Study Area and see policies LU9-1, AD2-3, ED2-1, TR3-2, and PS5-6. (See the Section “Route 176 Commercial Corridor”.)

LU5-7: Enhance pedestrian access to adjacent areas through the following:

- a) pursue installation of a non-grade pedestrian crossing of Route 176 near Green Bay Road to provide improved safety for access to Blair Park. See policy TR1-4. (See ICCBD1-9)
- b) support the construction/installation of the pedestrian/bike path adjacent to the Union Pacific freight line connecting the North Shore Bike Path adjacent to Route 176 south to the City of Lake Forest. See policy TR1-5. (See ICCBD1-10)

LU6-4: Pursue installation of a non-grade pedestrian crossing of Route 176 near Green Bay Road to provide safe access to Blair Park. See policy TR1-4 and LU5-7. (See ICCBD1-10)

LU9-1: Consider the entire area as a Special Study Area. The future land use map reflects a retail classification of the area. The Special Study should address maximizing retail/commercial land uses. A comprehensive traffic study is recommended. See “*Economic Development*” for a map of the study area and see policies LU5-4, AD1-4, AD2-8, ED2-1, TR3-2, and PS5-6. (See ICCBD1-4)

AD1-5: Knollwood – Knollwood is the residential area north of Route 176, east of Green Oaks, west of Route 41 and south of Great Lakes Navy Base and North Chicago. Knollwood has a 1990 population of 2,149 and approximately 750 households.

AD1-5: Knollwood

The Village of Lake Bluff held an advisory referendum on November 5, 1996 which resulted in the following determination regarding the annexation of Knollwood: 2,099 against and 903 for. Materials regarding the annexation of Knollwood are on file at Village Hall and include:

- The *Cameros Fiscal Impact Analysis*,
- The *Plan Commission's Annexation Evaluation Matrix and Matrix Narrative pertaining to Knollwood*,

- *The Land Planning Analysis of the Potential Annexation Area Known as Knollwood*, prepared by Rolf C. Campbell and Associates Inc., and
- The Village's *Implementation Plan* for the Annexation of Knollwood.

Voluntary annexation of the commercial properties along the north side of Route 176 and the west side of Route 41 should be pursued. (See ICCBD1-6)

AD2-8: Consider the entire area as a Special Study Area. The Special Study should address maximizing retail/commercial land uses. Auto dealership/service uses are recommended for the parcels south of Route 176 and east and west of Route 41. See "*Economic Development*" for a map of the Special Study Area and see policies LU9-1, ED2-1, TR3-2, and PS5-6. (See ICCBD1-1)

ED2-1: Evaluate a portion of the Industrial and Commercial Corridor through a Special Study Area. Examine land use patterns and consider public improvements, activities and other incentives, with specific attention to the re-design of the Route 41/176 interchange, to maximize retail/commercial land uses and encourage appropriate re-development. See the "*Industrial and Commercial Corridor and Proposed Special Study Area Map*" included below and see policies LU9-1, AD1-4, AD2-8, TR3-2, and PS5-6. (See ICCBD1-4)

ED2-2: Encourage appropriate commercial and light industrial development and redevelopment that will diversify the Village's long-term revenue base without significantly increasing the demand for public services. (See ICCBD1-2)

PS5-6: Pursue realignment of the intersection/interchange of Route 41 and Route 176 in a manner which will benefit the Village, considering the following:

- a) Resist placement of any cloverleaf intersection which may adversely impact Lake Bluff businesses;
- b) Facilitate pedestrian access in any redesign of the interchange;
- c) Review the inclusion of the Union Pacific freight line into the redesign of the intersection. Develop a plan to route pedestrians and automobile traffic either under or over train tracks. See policies LU1-9, LU5-4, AD1-4, AD2-8, ED2-1, and TR3-2. (See ICCBD1-5)

TR3-2: Pursue improvement of the Route 41/Route 176 interchange with the Illinois Department of Transportation and the Lake County Department of Transportation. See policies AD1-4, AD2-8, LU9-1, ED2-1, and PS5-6. (See ICCBD1-5)

TR3-3: Consider a non-grade crossing of Route 176 by the Union Pacific freight line in conjunction with policy TR3-2. Improvements should be made with reference to the Special Study Area proposed for this area. (See ICCBD1-10)

TR3-8: Vigorously resist new expressway or multi-lane highway development in or near the Village exclusive of the expansions of Route 176 (from Route 43 to Route 41) and Route 41. (See ICCBD1-5)

TR3-9: Route 176, east of Route 41, should remain a two lane arterial widened where appropriate to include emergency and vehicle turning lanes similar to the design of Deerpath Road. (See ICCBD1-5)

TR3-10: Discourage any expanded use of Route 176 through appropriate speed limits and other traffic controls on Route 176 and Green Bay Road. (See ICCBD1-5)"

H. **Route 176 Commercial Corridor.** The 1997 Comprehensive Plan is hereby amended by including and incorporating therein in the appropriate location the following new Route 176 Commercial Corridor plan and related policies:

"ROUTE 176 COMMERCIAL CORRIDOR

In January 2000, the Village of Lake Bluff received the Industrial and Commercial Corridor Business District Planning and Transportation Study Final Report from Barton-Aschman and Associates. The plan provides transportation and land use planning, development, and design recommendations to assist in guiding the future of the area. The recommended land use and transportation plan for the study area is a coordinated plan that recognizes the need for better transportation access and the potentials for redevelopment that can be associated with that improved access. In addition, the plan recognizes the need for a coordinated urban design plan that not only provides a consistent, functional, and aesthetically pleasing design but also coordinates the design of this area with the adjacent sections of Route 41 and Rockland Road corridors and the community.

To that end, the Plan Commission recommended to the Village Board, and the Village Board approved, the following recommendations for adoption of the ICCBD Planning and Transportation Study into the 1997 Comprehensive Plan. These recommendations apply not only to existing Village property, but also to those properties suggested for voluntary annexation. Finally, the recommendations encompass Figure 6-1 Land Use Plan, Table 6-1 Recommendation for Potential Development, Figure 6-2 Proposed Improvements, Table 4-3 Suitability of Potential Development Areas for New Economic Development, ICCBD Corridor Design Plan, and Concept #2 Single Point Diamond Interchange.

ICCBD1-1: Create the Route 176 Commercial Corridor that includes the unincorporated commercial properties located along Route 43, north of Route 176, and along the west side of Route 41.

ICCBD1-2: Devote the major portion of the ICCBD area to commercial land uses, including primary retail, auto-oriented retail, commercial service and office uses. In general, emphasize retail development, particularly along the Rockland Road corridor and near the improved interchange of Rockland Road and Route 41. The highly accessible and highly visible properties around the new interchange should be reserved for major new mixed-use development, possibly including a new retail center, a new hotel, and related retail, office and services uses.

ICCBD1-3: Eliminate the distinction between Retail and Office to create a new category called Commercial. Commercial Land Use would be defined as primary retail, auto-oriented retail, restaurants, hotels, commercial services and offices.

ICCBD1-4: Actively pursue commercial land uses, including primary retail, auto-oriented retail, commercial service, and office uses particularly along the Rockland Road corridor and near the improved interchange of Rockland Road and Route 41.

ICCBD1-5: Implement the following major components for the streets and intersections:

- a) A new single-point interchange to replace the existing Route 41/Rockland Road interchange and provisions for Route 41 improvements.
- b) Removal of the existing frontage roads along both Route 41 and Rockland Road.
- c) Extension of Skokie Boulevard to the north as a new north-south access road.
- d) Limited widening of Rockland Road to provide a five-lane cross section west of the Union Pacific tracks and a three-lane cross section for some limited distance to the east.
- e) Southern extension of Shagbark Road to the south to intersect with Carriage Park Avenue.
- f) Adding right-turn lanes to the intersection of Rockland Road and Waukegan Road.
- g) When possible, adding left-turn lanes to Waukegan Road south of Rockland Road.
- h) Monitor the need for a new traffic signal at the intersection of Waukegan Road with North Shore Drive.
- i) Provide extended pedestrian walk phases on the traffic signal at Rockland and Shagbark Road.
- j) Provide for the potential grade separation of Rockland Road and the Union Pacific tracks.

ICCBD1-6: Actively pursue voluntary annexation of the commercial properties along the north side of Route 176, west of Route 41.

ICCBD1-7: Recommend to the Zoning Board of Appeals the possibility of creating a Planned Commercial Development zoning district to allow for unified commercial development.

ICCBD1-8: Maintain exclusively for future public use, the land east of the railroad. Development in these areas would be too severely impacted by floodway, wetlands, and other environmental concerns.

ICCBD1-9: Retain the current cross section along the length of the North Shore Path. Create a small island located between the northbound off-ramp and the southbound on-ramp to store pedestrians and cyclists that were not able to cross the entire interchange in one traffic signal cycle.

ICCBD1-10: Provide pedestrian and bicycle facilities in all redevelopment areas. Include sidewalks for pedestrian traffic and wider street lanes that would allow bicycles and vehicles to share the roads. Include a northern extension of the proposed bike trail along the UP tracks to extend to the EJ&E tracks. Finally, implement a new grade-separated crossing with Route 41 to connect the residential areas in Knollwood to the east side of Route 41 without having to travel south to the North Shore Path. This new path could be extended to the east to eventually connect to the Green Bay trail.

ICCBD1-11: Implement landscaped tree line medians, similar to those on Central Avenue along Rockland Road, adjacent to the west edge of the downtown core of Lake Bluff at Sheridan Road and the Union Pacific Railroad (UPR), and between Sheridan Road and Green Bay Road. Maintain the single lane roadway in each direction while providing left turn lanes, as well as curbed edges and utilizing ornamental lights along the sidewalk. Finally, provide selective vistas or "view corridors" to the bluff south of the bikeway to reinforce the ravine landscape image prominent in Lake Bluff.

ICCBD1-12: Utilize informal roadway plantings and informal groupings of shade, evergreen, and flowering trees to replicate the natural, sometimes spontaneous, character of the rural landscape along Rockland Road, between Green Bay Road and Skokie Highway.

ICCBD1-13: Continue the landscape treatment of the Lake Bluff Industrial Park along Rockland Road, west of Route 41 to Waukegan Road, to provide a linear park character with gracious setbacks. Parking lots should be properly landscaped with perimeter screening of cars provided by landscape plantings and berms."

I. **Conflicts.** The amendments set forth in Subsections 2.A through 2.H of this ordinance are intended to modify and amend the 1997 Comprehensive Plan. Therefore, to the extent that the terms and provisions of the amendments set forth in this ordinance conflict with or are inconsistent with other provisions of the 1997 Comprehensive Plan, the terms and provisions of the amendments set forth in this Ordinance shall control.

SECTION 3. CERTIFICATE OF NOTICE.

The Village Clerk is hereby authorized and directed to file a Certificate of Notice of Adoption of this Amendment to the 1997 Comprehensive Plan with the Lake County Recorder of Deeds.

SECTION 4. EFFECTIVE DATE.

This Ordinance shall be effective following passage by the Board of Trustees of the Village of Lake Bluff in the manner required by law and publication in pamphlet form in the manner required by law.

PASSED this 11th day of December, 2000, by vote of the Board of Trustees of the Village of Lake Bluff, as follows:

AYES: (6) Hart, Letchinger, McElvain, Skinner, Stevenson, Swanton

NAYS: (0)

ABSTAIN: ()

ABSENT: ()

APPROVED this 11th day of December, 2000.


Village President

ATTEST:


Village Clerk

FIRST READING: November 27, 2000

SECOND READING: December 11, 2000

PASSED: December 11, 2000

APPROVED: December 11, 2000

PUBLISHED IN PAMPHLET FORM: December 12, 2000

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