



URBAN PLANNING AND ZONING CONSULTANTS MEMORANDUM

Date: February 8, 2021
To: Plan Commission
Village of Green Oaks
From: Rolf Campbell Associates
Re: **Comprehensive Plan - Public Hearing Draft
Comprehensive Plan Review**

As reflected in the draft Comprehensive Plan (dated 12/28/20), the following provides a summary of the Comprehensive Plan revisions that were completed following past Plan Commission meeting discussions to prepare for the Public Hearing as well as additional possible revisions suggested by the Village following the draft submittal.

- 1) Changed the future land uses of southwest corner of Bradley Road and IL Route 176 parcels on Figure 4A: Future Land Use Map from the redevelopment area land use to the commercial land use. Revision made in 12/28/20 Draft.
- 2) Created and added Figure 4C: Baker Road Area Concept Plan Example - Small-Scale Redevelopment 2. Revision made in 12/28/20 Draft.
- 3) Added language that a key priority for any Baker Road Redevelopment is to maximize building floor area to improve and sustain the Village's property tax base. Revision made in 12/28/20 Draft.
- 4) Revised language regarding future redevelopment in the Arcadia Road area:
 - a. Revisions made in 12/28/20 Draft.
 - i. To address possible train watching tourism uses; and
 - ii. To remove previous Comprehensive Plan language regarding any possible connections to Glenmore Woods and Ashford Drive.

- b. Suggested Village revision since 12/28/20 Draft submittal.
 - i. See Pg. 28 1st memo attachment ~~completely language regarding emergency access in Arcadia Road area.~~

Previous emergency access drive language was included in 12/28/20 draft to limit the scale of redevelopment and protect against large scale development that might not meet safety access standards in the Arcadia Road area due to limited potential for safe secondary access (i.e., any redevelopment considerations of the area would be constrained and limited unless an emergency access way might be provided; this constraint could help limit the size of redevelopment of the area, which could be important given this property is located in unincorporated Lake County and currently outside the Village's direct zoning authority).

- 5) Village Vision Statement revisions suggested by Village. See Pg. 5 2nd memo attachment ~~language regarding~~.

The Public Hearing process provides a forum for interested parties to provide their input on the Comprehensive Plan to the Village, which may generate further refinements to the plan before it is forwarded to the Village Board.

v) Open Space Uses:

As a component for destination uses like a train station, well-designed open space places can create a distinct and memorable character that enhances the visibility and functionality of an area. For the immediate area around the train station, the Village envisions focused open spaces areas that provide decorative green spaces that evoke the feel of a traditional town square. These open spaces areas should include distinct tree planting schemes with decorative seasonal planting beds and characteristic hardscape features, such as benches, public art, memorials, water features, and public clocks. With the development of uses other than the train station, the concept plans should seek to add open space features that unify the different land use areas with active and passive open uses. In particular, the concept plans should use floodway/floodplain areas as opportunities to provide natural passive open space areas linked together with more active recreation areas. Ideally, these open space uses will serve as signature pieces that create a memorable and distinct place within the Village.

While the area 8A is expected to be the main area for which the Village would like to develop concept plan alternatives with the elements as described above, the Village sees the potential to build upon concepts from 8A in area 8B, especially if a roadway connection to Atkinson Road is able to be developed. Presently, Abbott Labs owns the majority of area 8B, which most likely is reserved for future accommodations to expand the company's facilities as needed. The Village's efforts to develop a train station to the south may accelerate the viability for expansion of some of the company's facilities or provide the company with an opportunity to work on developing the area with uses that might benefit the company and its employees' needs and quality of life. The Village believes the land use elements identified for area 8A would also be viable in area 8B along with the potential to develop large active and passive open space areas adjacent to the Amtrak tracks. The potential for this open space area would be ideal for the development of a linear park arrangement that can serve as a north-south gateway for the train station area from Abbott Labs to the north and the existing Village residential core to the west connecting via Atkinson Road. The Village will need to consider the development of concept plans for area 8B as they evaluate the plans developed for area 8A.

4-12: KEY DEVELOPMENT AREA 9 – ARCADIA ROAD :

This approximately twenty (20) acre area consists of the unincorporated homes and other uses located adjacent to Arcadia Road. The Arcadia Road area is isolated by a narrow entry way from IL Route 176 underneath an existing large berm to the north, by railroad tracks to the west, and by open space uses to the east and south. Based on the success of other redevelopment occurring in the Rondout TIF District, the Plan recognizes the potential for this area to be redeveloped. Due to its isolation, this area might be well suited for some type of senior or assisted living facility along with some public open space features. Any redevelopment of the area should be compatible with the adjacent Glenmore Woods subdivision and provide appropriate screening and buffering. ~~Depending on the scale of redevelopment in the area, emergency access may be needed.~~

The railroad tracks around this key development area are one of only a few locations in the Chicago area where three railway line tracks intersect. In 1924, the area was also the location of the largest train robbery in U.S. history and has been listed as a point of interest in various publications. The Village has received inquiries about the potential to host train watchers and events oriented to them. A redevelopment option component in this area could be the development of parking areas and train watching platforms where visitors could safely watch and photograph trains. The development of such uses would need further review and study before going forward.

4-13: KEY DEVELOPMENT AREA 10 – THE SHERIDAN AND HILL TOP COMMONS AREA:

As identified in the previous Plan update, the Village had sought the redevelopment of the approximately forty (40) acre former Hill Top Sanitarium property as a key objective to bring new vibrance to an area that was suffering from blighting conditions. The Village specifically established the Rondout TIF District as a tool to be able to leverage private investment to redevelop this area. As mentioned at the beginning of this Plan, the Village was successful from the initiation of the Rondout TIF District to attract developers to redevelop the property with the Sheridan Additional suggested revisions 2-8-2021

Village of Green Oaks

Vision Statement:

The Village aspires to maintain the best elements of the community's existing character and to build upon them with conscious actions that will capture beneficial opportunities for growth and development currently present or that may arise in the coming years.

By the year 2040 and beyond, this Plan envisions the Village containing these elements:

- A ~~high quality~~ single-family residential community ~~west of the tollway~~ that provides for regional market needs of primarily large lot, detached single family home opportunities.
- A mix of housing types ~~and affordability levels east of the tollway~~ with appropriate sites and designs that provide for the needs of residents at all stages of the life cycle and as part of a holistic Village.
- A mix of commercial and employment-oriented development east of the tollway that provides a sound tax base for the Village and supplements shopping and services of the larger surrounding market area.
- Superior passive and active open space areas that preserve and protect sensitive environmental ecosystems, afford residents with ready access to outdoor activities, and act as a defining characteristic of the Village's character.
- A community that incorporates environmental, energy, resource, and economic sustainability principles in its continued development and future vitality.
- An infrastructure and public service system at or beyond current levels that meets Village residents' needs for transportation, education, public safety, water, and sanitation provisions.
- Existing developed areas that are well maintained, contribute to the sustainability of the Village, and retain the best elements of its character.
- A transportation network that meets the changing mobility needs of residents and businesses in terms of automobile, pedestrian, bicycle, and commuter/freight train traffic while not affecting the quality and character of residential neighborhoods.
- A community character that creates a distinct sense of place in terms of its land use pattern, quantity of large lot, single-family homes, access to high quality open space areas, local and regional commercial uses, multi-modal transportation facilities, and effective and efficient public services.
- A cooperative relationship with Lake County, surrounding municipalities, townships, and other governmental bodies and agencies in order to represent and communicate the vision of the Village's residents on regional and intergovernmental policy decisions.

Additional suggested revisions 2-8-2021