



Concept Design Plan

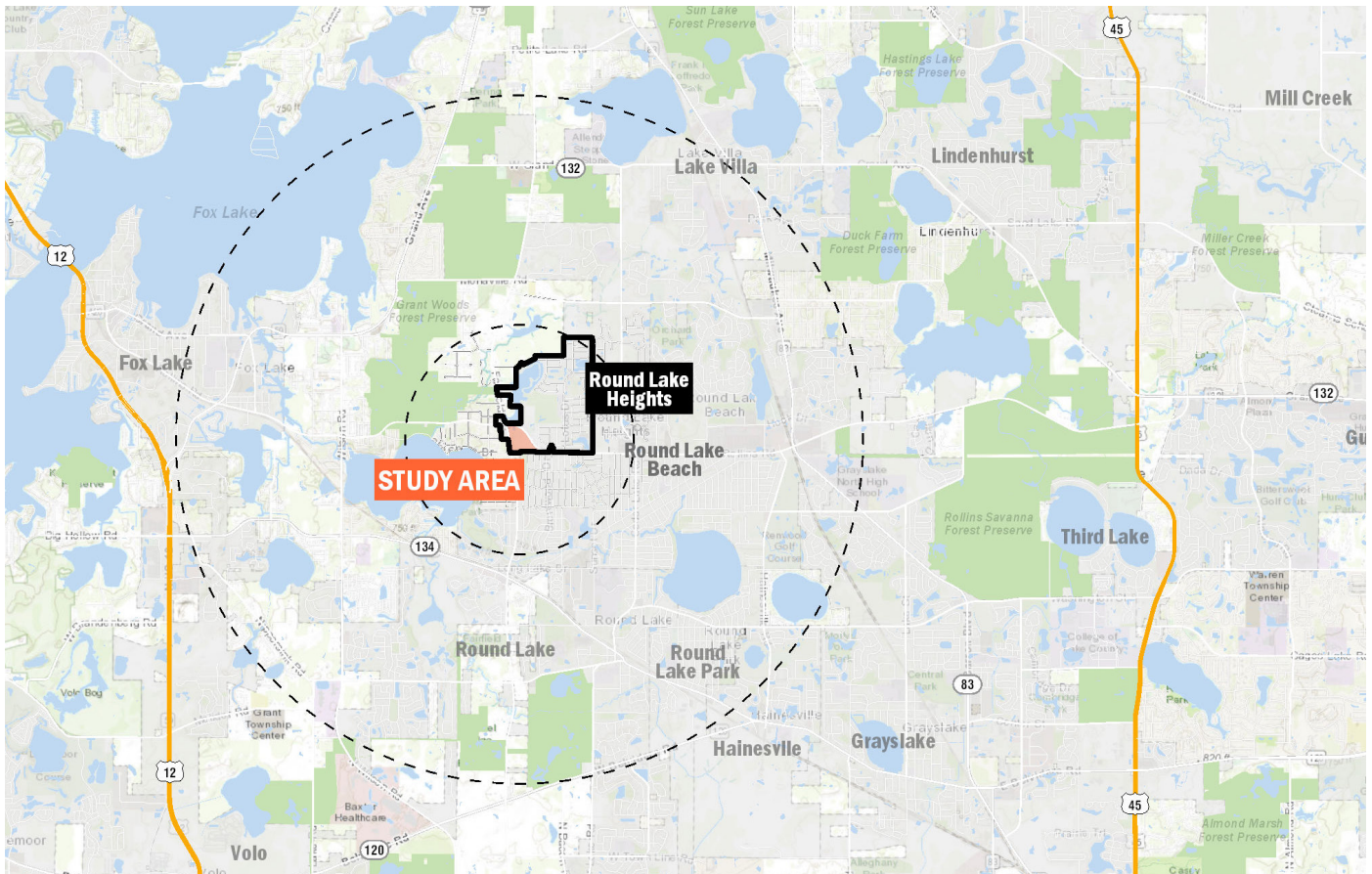
Village of Round Lake Heights

June 2018



DRAFT FOR DISCUSSION ONLY





PURPOSE

The purpose of this study is to develop a concept design to guide municipal officials and property owners in the development of the 21.87-acre site to be consistent with the Village's long-term vision for a gateway project to the Village Center. This concept design embodies the planning principles, land use site configuration, density, and design concepts that best utilize the site's opportunities.

LOCATION

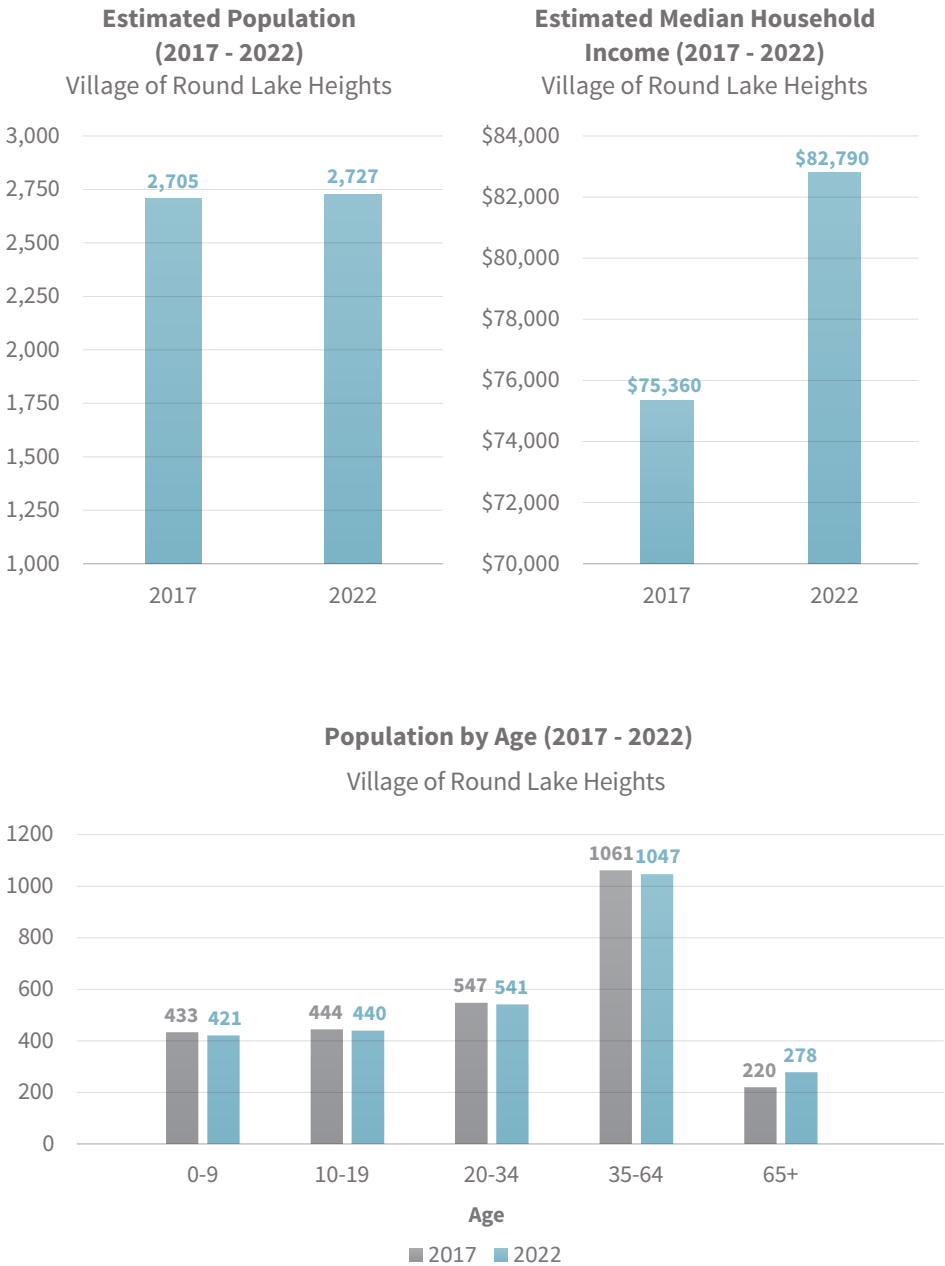
The site is located at the southwest corner of Round Lake Heights, located on the western edge of the Village Center. It is accessible from West Rollins Road, West Lake Shore Drive, and North Fairfield Road. The Village itself is nestled in Northwest Lake County.



DEMOGRAPHIC ANALYSIS

The demographic analysis of the Village and Northwest Lake County's existing and 5-year projected population revealed a slow annual growth rate. The trend is consistent with Northwest Lake County's projections. Among various population groups, the senior population's (65+) increase would be the most substantial while other age cohorts are projected to decrease. This suggests an increased demand for senior housing.

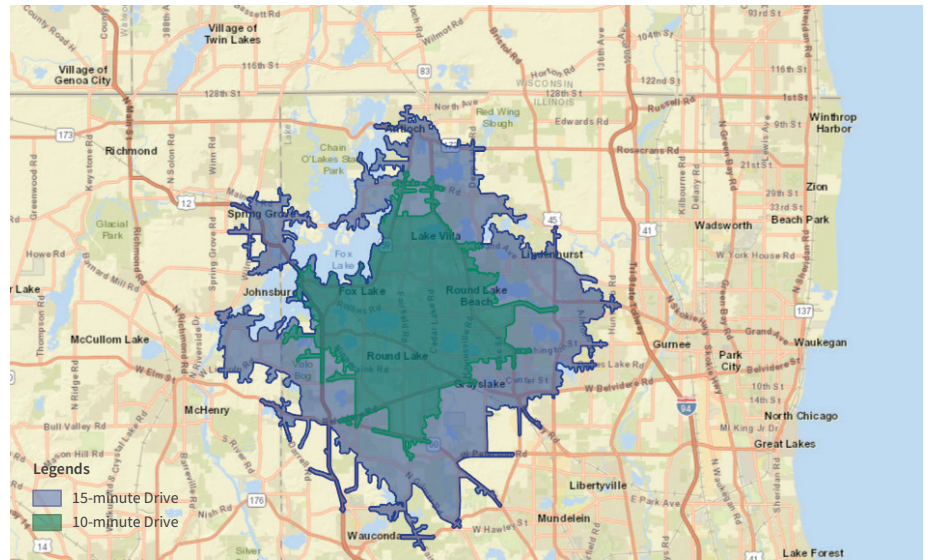
The median household income is projected to increase by two percent over the next five years. An overall increase in income correlates to an increase in disposable income. This presents the opportunity for additional spending on goods and services.



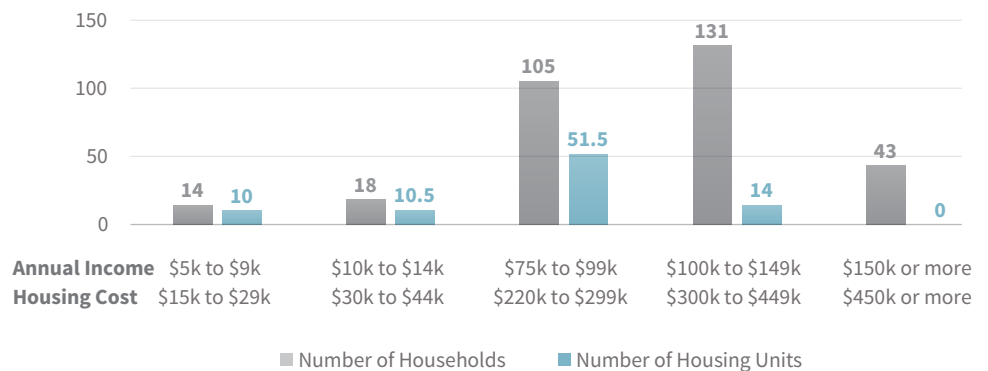
MARKET ANALYSIS SUMMARY

The market retail gap analysis within the 10 and 15-minute drive times indicated significant amounts of sales potential exist for the majority of industry groups, which suggests opportunity for more commercial development.

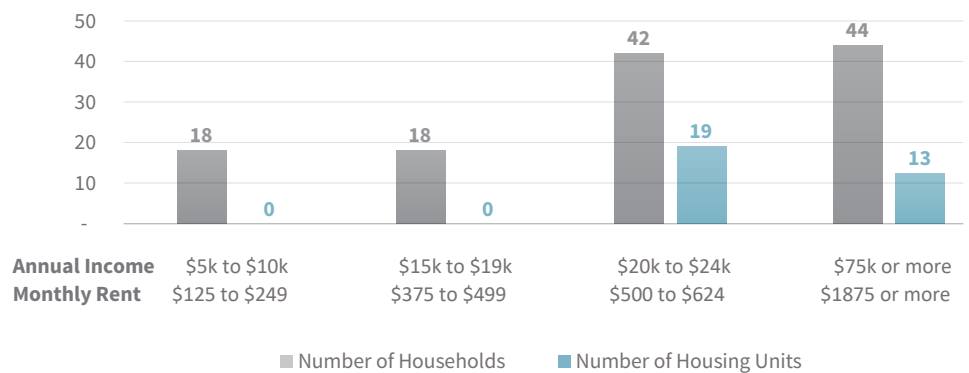
The housing analysis revealed a need for higher-value, for-sale housing and low and high-rent rental housing. Single-family attached housing, such as townhomes, is a good option to meet both owner and renter demand.



Owner Affordability Comparison



Renter Affordability Comparison



Retail Gap Analysis Summary

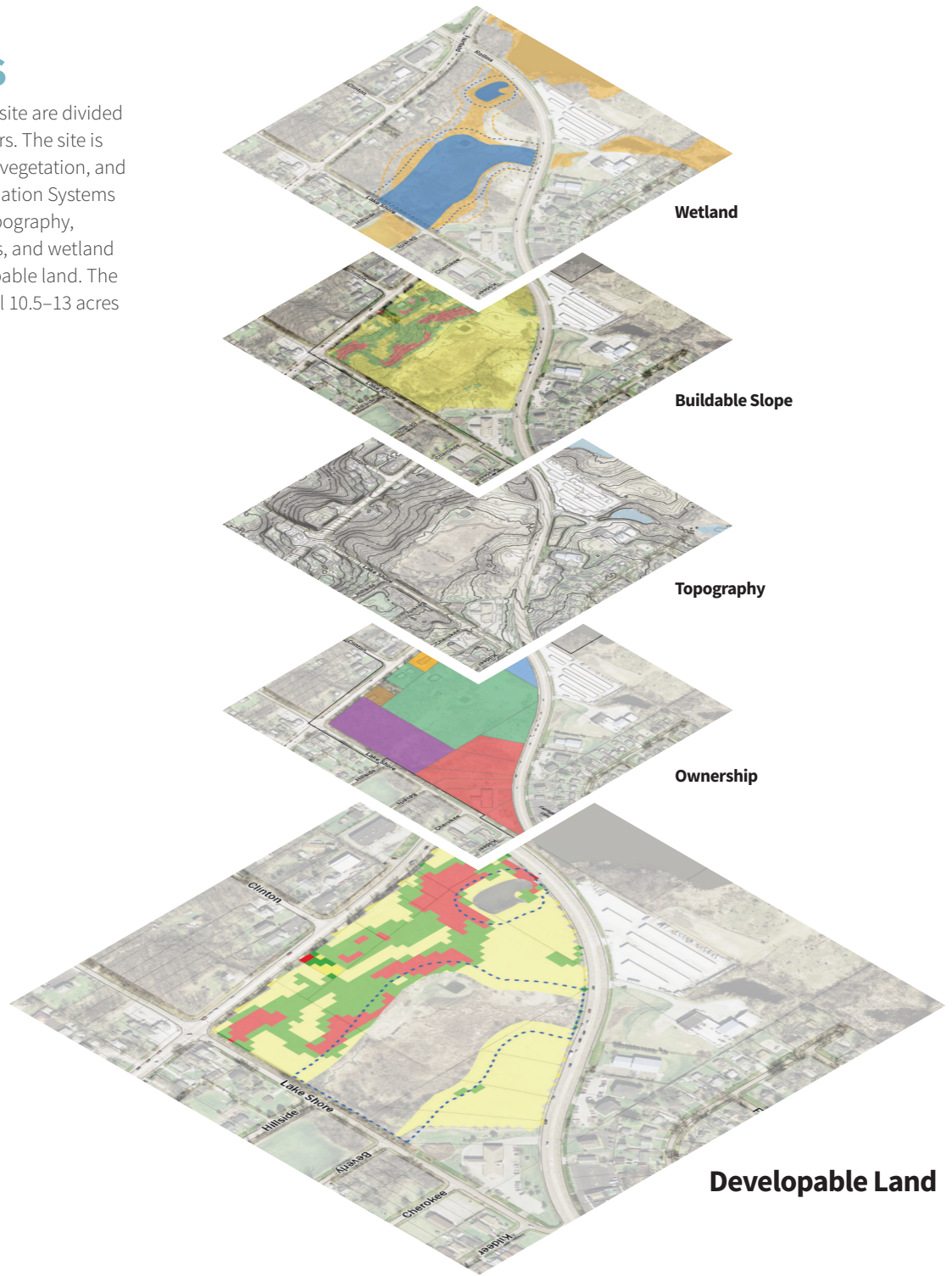
Round Lake Heights: Heights: Rollins Road/W Lake Shore Drive Intersection - 10 & 15 Minute Drivetime (2017)

Summary Demographics	10 Minut Drivetime	15 Minute Drivetime		
2016 Population	90,466	168,697		
2016 Households	29,752	58,784		
2016 Median Disposable Income	\$54,165	\$58,898		
2016 Per Capita Income	\$29,644	\$35,331		
Summary	Retail Gap			
	10 Minute Drivetime		15 Minute Drivetime	
Total Retail Trade and Food & Drink	\$223,868,705	\$223,868,705	\$509,499,710	\$509,499,710
Total Retail Trade	\$181,509,051	\$181,509,051	\$416,534,200	\$416,534,200
Total Food & Drink	\$42,359,653	\$42,359,653	\$92,965,511	\$92,965,511
Industry Group	Retail Gap	Potential	Retail Gap	Potential
Motor Vehicle & Parts Dealers	-\$11,206,209	(28,016)	-\$43,443,086	(108,608)
Furniture & Home Furnishings Stores	\$31,993,280	79,983	\$49,699,702	124,249
Electronics & Appliance Stores	\$23,987,375	59,968	\$49,309,993	123,275
Bldg Materials, Garden Equip. & Supply Stores	-\$22,946,073	(57,365)	-\$20,434,976	(51,087)
Food & Beverage Stores	-\$45,373,603	(113,434)	-\$36,058,442	(90,146)
Health & Personal Care Stores	\$35,309,331	88,273	\$82,415,971	206,040
Gasoline Stations	-\$39,956,190	(99,890)	-\$36,471,055	(91,178)
Clothing & Clothing Accessories Stores	\$51,659,962	129,150	\$73,970,069	184,925
Sporting Goods, Hobby, Book & Music Stores	\$7,910,694	19,777	\$165,104	413
General Merchandise Stores	\$111,302,587	278,256	\$201,303,710	503,259
Miscellaneous Store Retailers	\$17,681,651	44,204	\$39,195,147	97,988
Nonstore Retailers	\$21,146,246	52,866	\$56,882,062	142,205
Food Services & Drinking Places	\$42,359,653	105,899	\$92,965,511	232,414

1 Square footage potential based on an average annual sales per-square-foot of \$400.

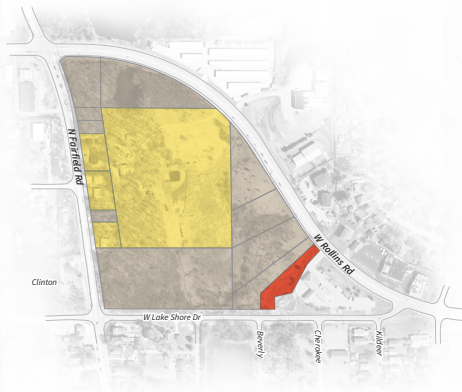
SITE ANALYSIS

Individual parcels within the site are divided among seven property owners. The site is constrained by steep slopes, vegetation, and wetlands. Geographic Information Systems (GIS) was used to analyze topography, slopes, watersheds, wetlands, and wetland buffers to determine developable land. The analysis identified a potential 10.5–13 acres of developable land.

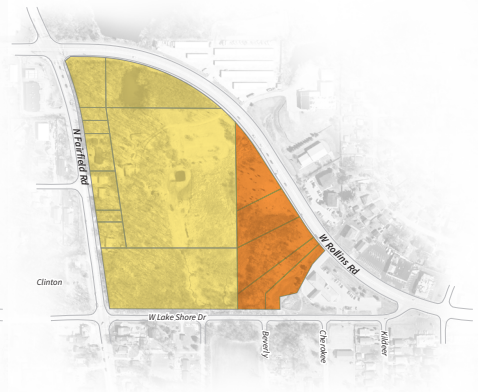




Current Zoning
 Single-Family
 Commercial



Existing Land Use
 Single-Family
 Commercial
 Vacant/Undeveloped



2013 Land Use Plan
 Single-Family
 Village Center

LAND USE

Current Zoning

The current zoning districts of the study area are Single Family and Business. The development process for this site should be controlled by a Planned Unit Development (PUD) zoning tool. The Village should develop a PUD ordinance to promote interest among the development community.

Existing Land Use

The existing land use of the site comprises of rural residential, commercial, and open space. Rural residential along N Fairfield Road; commercial along W Rollins Road and open space in the enter and along W Lake Shore Drive.

2013 Land Use Plan

The land use plan from the 2013 Comprehensive Plan designate the parcels in the study area as mix of commercial, village center, or wetland land use.

Future Land Use Plan

To accommodate the proposed redevelopment, an adjustment to the Village's future land use plan is recommended. Proposed changes include extending village center land use further west along W Rollins Road; designating parcel at the corner of N Fairfield Road and W Rollins Road as commercial; changing the parcels facing N Fairfield Road and W Lake Shore Drive from commercial to residential; and adding environmental land use to protect wetland and water body.



Future Land Use Plan

DEVELOPMENT PRINCIPLES

The development concept should adhere to these design principles:

- ▶ Promote redevelopment of the site into a vibrant and attractive, high-density residential and commercial development, which forms a gateway to the Village Center.
- ▶ Utilize pedestrian-friendly development with shared parking spaces, streetscaping, and landscaping.
- ▶ Encourage green infrastructure and stormwater management practices that protect natural resources from development impacts.





DEVELOPMENT CONCEPT

The proposed development concept is envisioned as a “gateway” to the Village Center. The concept recommends high-quality urban design elements to create an attractive and inviting development at the west entrance to the Village Center with strong pedestrian connectivity moving from east to west.

Key features of the development concept include:

- ▶ Layout and drainage consistent with the site’s natural topography
- ▶ Up to a ten (10) percent grade for development areas
- ▶ Preservation of steep slopes as open space
- ▶ Forty-three (43), attached townhomes with three bedrooms and a two-car garage
- ▶ A development density of seven units per acre
- ▶ Approximately 60,000 square feet of commercial development
- ▶ A vegetated buffer between N Fairfield Road and proposed residential development
- ▶ Pedestrian connectivity throughout the site
- ▶ Direct access surrounding roads
- ▶ Wetland preservation with a boardwalk along its eastern edge
- ▶ Permeable pavers for commercial parking lots
- ▶ Outdoor passive space with street trees accent pavers, sitefurnishing, and landscape in commercial area



View Looking Southwest



View Looking Northeast

SUBDIVISION PLAN

The concept subdivision plan is based on the scenario if the entire study area is developed as one unified development. All thirteen (13) parcels should be consolidated and a new subdivision plan should be created that best positions the site for future development.

The site should be divided into six parcels as shown in the subdivision plan. Parcel 1 should be positioned for commercial; parcels 4 and 6 for village center; and parcel 2 should be designated for medium density residential use. Parcels 3 and 5 should be preserved for environmental protection. There should be a 50-foot wetland buffer around parcels 3 and 5 to further protect the wetland and water feature from future development.



DEVELOPMENT POTENTIAL

The table identifies development potential of the site based on the design concept. This concept illustrates increased residential and commercial densities. Developers should be encouraged to increase residential density and commercial space.

Land Use	Development Density	Quantity	Notes
Commercial	--	57,000 square feet	Part of the commercial area is preserved for wetland protection.
Residential	7 units/acre	43 Units	3-Bedroom, 2-car garage at 1600 -1800 square feet/unit.



URBAN DESIGN GUIDELINES

Urban design guidelines ensure that future developments match the existing and/or the desired character of an area. These design guidelines serve to elevate the development standards within the site.

Access and Circulation

- ▶ The site should have direct access from N Fairfield Road, W Lake Shore Drive, and W Rollins Road.
- ▶ An internal road should connect various portions of the development. The internal circulation should also provide ADA-compliant pedestrian walkways connecting commercial and residential development as well as the surrounding area.
- ▶ Crosswalks should be provided at all pedestrian routes.
- ▶ Intersections should have unobstructed sightlines.
- ▶ Crosswalks should be well-defined with colored pavers and clear striping.
- ▶ Pedestrian walkways should be located to provide a comfortable experience, limiting conflicts with vehicular traffic.
- ▶ Walkways in the commercial area should be lined with street trees and planters to improve the pedestrian experience.

Height and Setback

Residential

- ▶ The residential buildings should not exceed two and a half (2.5) stories in height.
- ▶ Building setback should be at least 20 feet from the edge of an internal road.
- ▶ Front facade setbacks should include variations of at least four feet.

Commercial

- ▶ Commercial buildings should be one to two stories tall and setback at least 20 feet from the exterior roadway.



Architectural Treatment and Building Materials

Residential

- ▶ Front façades should be brick, stone, or cement siding.
- ▶ Vinyl siding, wood, concrete block, and metal should not be allowed on any facade visible from the street or the front of a residence.
- ▶ The facades of grouped townhomes should have alternating front yard setbacks and varying materials or design so that no more than two abutting townhomes have the same front yard setback or architectural treatment of facades and roof lines.

Commercial

- ▶ All building facades should be consistent in architecture, detailing, and materials.
- ▶ Commercial buildings should have pedestrian orientation, providing opportunities for window shopping and outdoor dining.
- ▶ Brick, stone, and cast stone should be the primary materials of all facades. Brick and stone selections should be designed in a compatible and contrasting range of colors for an entire building to avoid monotonous appearance.
- ▶ The number of façade colors should be minimized to maintain a unified character of all three commercial sites.
- ▶ Concrete, colored concrete and brick pavers, or exposed aggregate should be used for pedestrian walkways. However, concrete should be limited to no more than 50 percent of the material used for walkways around commercial area.

Roof and Eaves

Residential

- ▶ Townhome roofs should be pitched and compliment the overall design and architecture of the building. The main roof should have a minimum seven and 12 pitch. Flat roofs should only be used over entry porches.
- ▶ Traditional roof configurations, including gable, hip, or a combination are preferred. Dormers are encouraged, provided they match the architectural style of the home. Dormers add visual interest to a home, provide more interior natural light, and disrupt large roof masses.
- ▶ Roofing materials should complement the architectural style of a home. Cedar shakes/shingles are preferred and strongly encouraged.
- ▶ Roof overhangs should be between 12 and 20 inches and be articulated by fascia boards, friezes, cove and crown molding, or gutters.
- ▶ Eave brackets should be incorporated where architecturally appropriate.
- ▶ Eaves/rakes should be as continuous as possible, both horizontally and vertically.



Commercial

- ▶ Roof projections or overhangs that extend from the top of the building over the pedestrian right-of-way should be discouraged in favor of canopies or awnings.
- ▶ Rooflines and cornice elevations should be generally consistent with surrounding development, though minimal variation is encouraged to provide visual interest.
- ▶ Long, continuous eaves or rooflines should be broken by vertical trim elements, small setbacks, moderations in elevation, etc., to avoid monotony.
- ▶ Roof parapets should be encouraged to create an interesting building profile. Parapets should hide vents, coolers, and other rooftop mechanical equipment.

Parking

Residential

- ▶ The location of garage for residential units should consider site topography and configuration.
- ▶ Parking should be enclosed and provide easy access to the inside of the home.
- ▶ Guest parking should be on the street.

Commercial

- ▶ Parking lots should be well marked, sufficiently lit, provided with proper drainage, and include clearly marked pedestrian pathways.
- ▶ Shared parking should be encouraged to reduce or minimize paved parking areas.
- ▶ Parking should either be in the rear or on the side of the building.



Landscape

Residential

- ▶ Landscaping should include the combination of trees, shrubs, groundcovers, and turf to provide texture and interest to the landscaping.
- ▶ Conservation of existing trees, along with new plantings should be encouraged.
- ▶ Materials such as brick, concrete, or stone, which complement the exterior of the home, should be considered for the front walk and driveway.
- ▶ Clear entry space sequences extending from the public sidewalk to the private front door is encouraged.

Commercial

- ▶ Landscaping should be healthy and attractive. A landscape maintenance program and irrigation plan should be provided as part of new development approvals.
- ▶ Decorative planters should be encouraged but they should not impede the safe flow of pedestrian traffic.
- ▶ Parkway landscaping should consist of salt-tolerant street trees, shrubs, groundcover, and perennials. Street trees and other landscaping along the public rights-of-way should be protected from motorized and pedestrian traffic by street curbs and tree grates.
- ▶ The landscape maintenance program should include irrigation, turf mowing, periodic fertilization, pruning, and the clean-up of litter and debris.

Site Furnishing

Commercial

- ▶ The size, material, color, and shape of signs should complement the architectural style and scale of the building.
- ▶ Signs should be located on the building façade above storefront windows but below the sills of second-floor windows.
- ▶ Signs should not be painted directly onto the building façade. Instead, they should be mounted to the façade in a way that is appropriately integrated into the architecture of the building.
- ▶ The base of all ground signs should be landscaped with plants such as shrubs, ornamental grass, and perennial flowers.
- ▶ Appropriate and judicious lighting of a building's façade is encouraged to identify stores and businesses, promote a sense of safety and security, and highlight prominent buildings and building features. Excessive up-lighting should be avoided to reduce light pollution.
- ▶ Lighting should provide a sense of safety without having a negative effect on neighboring properties and should be located, aimed, lamped, or shielded to minimize glare, sky glow, and stray light.
- ▶ LED lighting is strongly encouraged to improve efficiency and reduce operating costs.

Screening and Buffering

Residential

- ▶ Above-ground utility transformers and other above-grade equipment should not be located in the front yard along a street.
- ▶ Above-ground utilities should be incorporated into the design of the building and integrated into landscaped areas to minimize visual impact.
- ▶ Utility meters should be screened and clustered in readily accessible locations.

Commercial

- ▶ Trash receptacles, dumpsters, and service areas should be fully enclosed by masonry walls, or screened with landscaping.
- ▶ The rear of commercial buildings should be well maintained. Secondary rear entrances to businesses are encouraged when public parking or pedestrian walkways are located behind the buildings.
- ▶ Mechanical equipment should not be visible from the public right-of-way. Roof-mounted equipment should not be visible from the access drive.
- ▶ Ground-level mechanical and utility equipment should be screened from public view with an enclosure or appropriate element matching the building design, masonry walls, or landscaping.



Green Infrastructure

The following are some common strategies that should be considered for this site:

Downspout Disconnection

- Rainwater should be rerouted from rooftop drain pipes to rain barrels, cisterns, or permeable areas instead of the sewer in accordance with an appropriate PUD.

Rain Gardens and Bioswales

- Provide green infrastructure that uses native plants and soils to manage stormwater and create healthier urban environments.
- Provide shallow, vegetated areas that collect and absorb runoff from rooftops, sidewalks, and streets using native plants and soil. This strategy is versatile, attractive, and can be installed in almost any unpaved space on the site.

Rainwater Harvesting

- Rainwater harvesting systems should be provided to collect and store rainfall for irrigation and landscaping. The system will also reduce stormwater runoff.

Land Conservation

- Existing wetland should be preserved and additional vegetated areas should be provided to maintain a high quality of life for residents through cleaner air and appealing pedestrian amenities and outdoor spaces.
- Existing wetland open spaces, steep slopes, and sensitive natural areas within the site should be protected to reduce stormwater runoff while providing recreational areas for residents.
- Coordinate with the United States Army Corps of Engineers, Chicago District to delineate wetland areas and required buffers.

Green Streets and Parking

- Permeable pavement, bioswales, planter boxes, and trees should be integrated into street design to improve permeation, store stormwater, and enhance the pedestrian experience through shading and traffic calming. This will also help reduce the urban heat island effect.

