

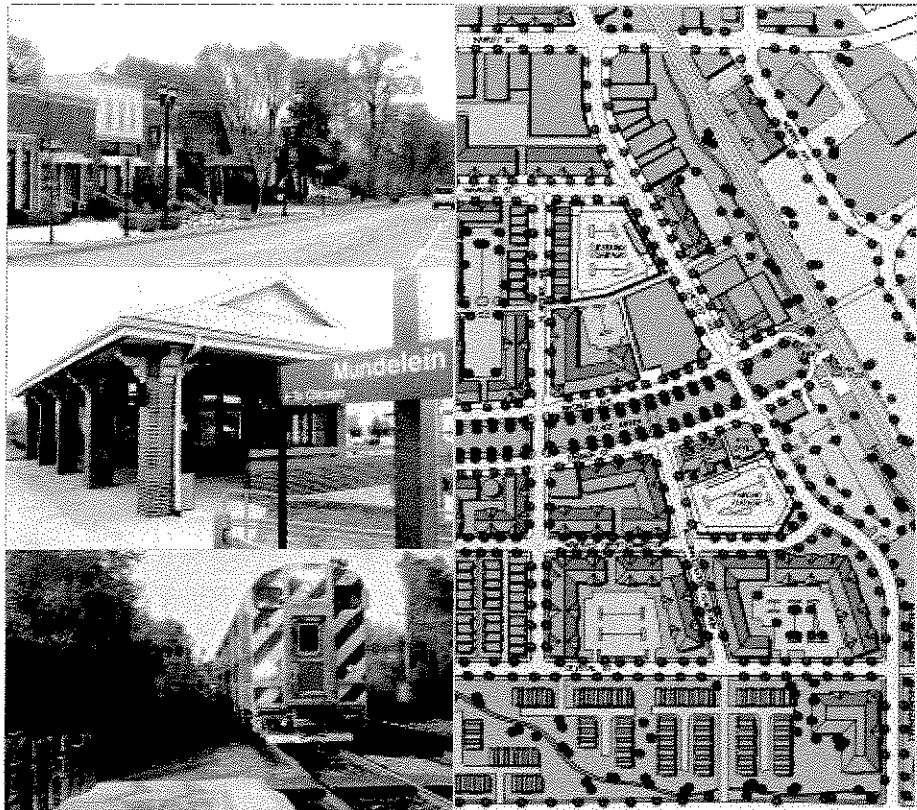
URS



Mundelein Transit-Oriented Plan Appendix **Village of Mundelein, Illinois**

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***Transit-Oriented Development Plan
Mundelein, Illinois
Development Opportunities***

**Draft Report
Presented to the Mundelein TOD Project Advisory Board
Tuesday June 22, 2004**

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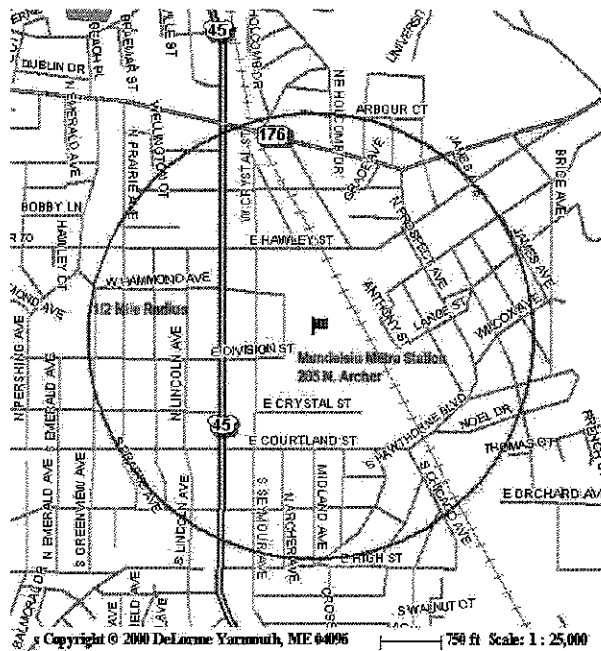
I. EXECUTIVE SUMMARY

Project Background

The Village of Mundelein wishes to redevelop the area surrounding their downtown Metra Station by undertaking a Transit Oriented planning project. The majority of funding for this project was provided by Regional Transportation Assistance Program (RTAP) grant made available by the Regional Transportation Authority for the Chicago metropolitan area. The Village wishes to increase accessibility and use of transit (i.e., Metra Rail), create a tighter link between the train station area and Mundelein's downtown, and create a plan that will encourage private development of this area. To maximize the potential for successful redevelopment of the train station area, development concepts must comprise initiatives that will be economically feasible in terms of market conditions and appropriate for the community's demographics and behaviors.

The Mundelein Metra station is located in downtown Mundelein at 205 Archer Street. The Village has defined the Study Area as the area roughly bounded by ½ mile radius from the Metra station. The figure below provides an illustration of the Study Area. The Village considers the Study Area to fall within its "Downtown," which is generally located along Route 45 (Lake Street) between Route 176 (Maple) and Division Street, and along Hawley Street between Route 45 and Route 176.

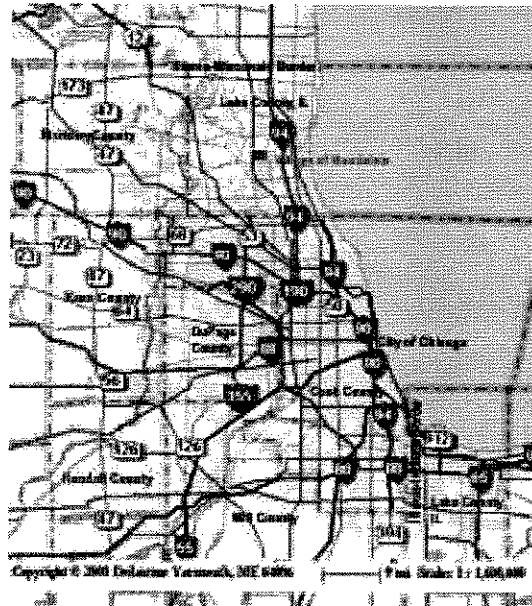
Figure A.1



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Community Overview

Mundelein is a fast-growing suburban community. Like the rest of Lake County, it experienced rapid population growth during the 1990s, and has been named a "Great Deal" among Chicago suburbs by the Chicago Tribune and research firm Location, Inc. The Village is located approximately 35 miles north of Chicago, ten minutes west of Interstate 94 in central Lake County.



In 2003, the Village of Mundelein had an approximate population of 32,917. It experienced greater average annual population growth during the 1990s than Lake County, Illinois and the United States. The Village of Mundelein and Lake County have larger proportions of its overall population in the under-18 and 25-44 year-old age brackets, relative to the state and nation. Currently, the predominant household type in Mundelein includes three or more persons. Although single-person households occurred less frequently in Mundelein than in Lake County, Illinois, or the United States, this type of household experienced slightly higher average annual growth rates between 1990-2000 than the more common 3+ households. Mundelein's median household income has been slightly lower than neighboring municipalities in affluent Lake County, although it has been higher than the Chicago PMSA median. Mundelein's median household income has grown at faster average annual rates than surrounding communities of Grayslake, Lake Zurich, Libertyville, and Vernon Hills. Mundelein maintains a significant manufacturing presence, although similar proportions of residents are employed in professional or service-oriented occupations.

Mundelein's growing population and rising incomes present positive support for changing the mix of uses in the Study Area. The Village should also encourage redevelopment based on the

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Study Area's existing physical and circulation conditions. At present, the Study Area contains a mix of land uses, including institutional/civic, industrial, retail, residential, and open space, that are not laid out in a logical or easily navigable pattern. Building conditions, styles and ages vary through the Study Area. Several properties within the Study Area are vacant or underutilized. Circulation within the area is dominated by the automobile.

Development Opportunities

The Village should encourage the redevelopment of the area surrounding the Metra Station. At present, this area contains a mix of land uses, including institutional/civic, industrial, retail, residential, and open space. Building conditions, styles and ages vary through the study area. Circulation within the area is dominated by the automobile. An economically feasible development plan for the study area will include new housing units, retail, office space for smaller, professional services businesses, and new Village administrative offices (as needed) and civic-oriented uses. A summary of development opportunities is included at the end of this section as Table SUM.1

Civic Campus

Public input suggests support for a civic campus around the train station. The current Village Hall is aging toward obsolescence. The only likely demand for additional institutional building space would be a replacement facility for the current Village Hall. Using a bottom-up estimate of employee space needs, a recent study recommends a facility with 35,000 to 47,000 square feet.

The Post Office reports that it has adequate building facilities to serve the community, but insufficient parking space and inconvenient access and parking lot circulation at peak usage. A new retail or walk-up postal outlet of 8,000 to 15,000 square feet may be appropriate in the Study Area. Otherwise, the public agencies serving Mundelein have adequate facilities to service its population. Many, such as the Police and Fire Departments, have very modern structures that are less than five years old.

Residential Development

New medium- to high-density residential projects are appropriate for transit-oriented neighborhoods. Mundelein has not experienced much new construction of attached or multi-family dwellings in recent years. However, the surrounding communities of Grayslake, Lake Zurich, and Libertyville have, including several very successful townhome and condominium projects. The sustained success of these residential product types in neighboring communities indicates potential for the study area.

Recommended for-sale products would have two bedrooms, two to three bathrooms, a den or office, indoor parking, and a deck, balcony or patio. This type of housing would be aimed at

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smaller households such as single professionals, young couples, move-down buyers or empty-nesters, and retirees. Townhome products would provide 1,300 to 1,700 square feet of living space, and be priced from \$182,000 to \$250,000. Mixed-use condominium developments would offer 1,000 to 1,400 square feet of living space, with suggested pricing in \$140,000 to \$210,000 range. Proposed average annual absorption would be 60 to 80 units per year over a ten-year period.

Recommended rental products would have one or two bedrooms, and be priced in the \$1.40 to \$1.60 per square foot range. Proposed average annual absorption would be 50 units per year over a ten-year period.

Retail and Entertainment Development

Such a plan could build a critical mass of daytime population, residents, and transit users to develop a sustainable base of new retail in the study area. By increasing the number residents, workers, and transit users in this concentrated area, the study area will become a more prominent retail/visitor destination area, attracting a wider visitor base for longer shopping experiences.

In the short term, the development plan should focus on convenience-oriented and boutique retail serving area residents, workers and the Metra commuters. Taking into consideration the potential future increase in both Metra riders at the Mundelein train depot and new neighborhood residents, it is estimated that there would be market demand to initially support 9,000 to 13,000 square feet of convenience retail in the study area. With access to Route 45, and proximity to Route 176, Route 21, and Route 60, the study area may be able to support a small to mid-sized "Lifestyle Center" of 100,000 to 150,000 square feet. This type of shopping center, featuring chain specialty stores, would draw from a larger trade area than convenience retail, such as the 100,000+ population within a five-mile radius of the Metra station. As vitality and traffic in the study area increase, and as the neighborhood becomes a more established shopping destination, the area will develop the potential to draw shoppers from a wider market shed or encourage spending of larger shares of the household shopping budget in the area. At that point, additional types of retail may become sustainable, such as entertainment-oriented retail with cinemas and restaurants.

Office Development

There is limited demand for office space in Mundelein, and significant volume of vacant office or flexible commercial space currently available. Village economic development officers report that the current stock of office space in the Study Area (as well is in the larger Downtown) no longer meets today's tenants' expectations for design and amenities. Over a ten-year period, it may be appropriate to develop 50,000 to 100,000 square feet of new, modern office space for locally-

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oriented service professionals, such as lawyers, doctors, accountants, etc., who currently occupy obsolete space.

**Development Opportunities Table SUM.1
Village of Mundelein
Transit-Oriented Development Plan
Summary: 10-Year TOD Development Opportunities**

CIVIC PROJECTS	
1.	Village Hall 35,000 - 47,000 square feet; 160 parking spaces
2.	Retail Post Office 5,000 - 15,000 square feet; 7 - 18 parking spaces
OFFICE PROJECTS	
1.	Professional Services / Small Business Offices 50,000 - 100,000 square feet; 150 - 300 parking spaces Mixed-Use or Stand-Alone
RESIDENTIAL PROJECTS	
1.	For-Sale Residences 60 - 80 units per year over ten years Townhomes: 1,300 - 1,700 square feet Condominiums: 1,000 - 1,400 square feet Mixed-Use or Stand-Alone
2.	For-Rent Residences 40 - 60 units per year over ten years Apartments: 700 - 1,200 square feet Mixed-Use or Stand-Alone
RETAIL PROJECTS	
1.	Convenience Retail 9,000 - 13,000 square feet; 41 - 59 parking spaces Mixed-Use or Stand-Alone
2.	National / Lifestyle Retail 100,000 - 150,000 square feet; 450 - 675 parking spaces Mixed-Use or Stand-Alone
ENTERTAINMENT and TOURISM PROJECTS	
1.	Entertainment Retail (<i>subject to further study</i>) <i>Miniplex Cinema: 9,000 - 31,500 square feet; 170 - 595 parking spaces</i> <i>Multiplex Cinema: 36,000 - 67,500 square feet; 680 - 1,275 parking spaces</i>

II. DEMOGRAPHIC ANALYSIS

Approach

The primary market area for the Project includes the ½ mile radius around the Metra station, with the Village of Mundelein serving as a secondary market. To understand market conditions and potentials within the area, URS analyzed demographic trends at the village, county and state levels. URS also defined areas around Mundelein's train station for a micro-analysis of demographic trends.

Demographic characteristics of the population play an important role in the redevelopment of the area. Population, age, income, employment and education variables influence which retailers will consider the site, as well as indicating the potential buyer profile for residential units.

To evaluate the business environment in the Project Area, URS completed the following tasks:

- Interviewed key Village personnel, local economic development practitioners, and community business leaders regarding industry in the Project Area.
- Analyzed secondary data from the US Census Bureau, Claritas Inc., Bureau of Labor Statistics and the Illinois Department of Employment Security.
- Reviewed recent planning documents, including:
 - Strategy Planning Associates, *Village of Mundelein Downtown Plan: Analysis of Market Demand for Designated Uses in the Downtown* (1996)
 - Valerie S. Kretchmer Associates, Inc., *Land Use Impacts: North Central Service Impact Evaluation – Phase II* (1999)
 - Village of Mundelein, *Downtown Comprehensive Plan* (1997)
 - Center for Governmental Studies at Northern Illinois University, *Radius Demographics for the Village of Mundelein* (2003)
 - Lake County Illinois, *Regional Framework Plan* (2003)

Detailed tables illustrating these characteristics and trends are provided as Appendix Tables A.1 – A.9. Highlights include the following:

Population Trends

- The total population of the Village of Mundelein was 30,588 in 2000.

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- This represents an average annual increase of 3.8% from 21,025 persons in 1990.
- Population estimates and projections by Claritas suggest that population will increase to 32,917 in 2003, and to 36,218 persons in 2008. These population levels represent a slightly slower average annual increase of 2.1% from 2000 levels.
- Mundelein has a larger population than its nearest neighbors: Grayslake to the northwest, Lake Zurich to the west, Libertyville to the north, and Vernon Hills to the southeast.
 - Grayslake has an estimated 2003 population of 20,682. It experienced over 8% average annual growth between 1990 and 2000, which has slowed slightly to 3.4% since 2000.
 - Lake Zurich experienced small but steady population growth between 1990 and 2003, expanding from 15,857 persons in 1990 to 18,869 in 2003.
 - Libertyville's population growth between 1990 and 2000 was negligible, staying at just over 20,000 persons throughout the decade.
 - Vernon Hills grew at 2.6% per year, yielding a population of 20,120 in 2000.
- Mundelein experienced greater average annual population growth than Lake County during the 1990s, which grew at 2.2% per year. Mundelein's 1990-2000 average annual growth rate also exceeded that of Illinois and the United States.
- Estimates for the population living within the following radii from the Metra Station at 205 N. Archer in 2003 are:
 - ¼ Mile Radius – 476 persons
 - ½ Mile Radius – 3,783 persons
 - ¾ Mile Radius – 9,700 persons
 - 1 Mile Radius – 15,286 persons
 - 3 Mile Radius – 66,846 persons

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- 5 Mile Radius – 101,302 persons

Household Trends

- In the Village of Mundelein, there were 7,104 households in 1990. This number increased in 2000 to 9,784 households, at an average annual rate of 298 households. Claritas estimates that by 2003, the number of households would rise slightly to 10,387.
- The predominant household type in Mundelein includes three or more persons. This household type grew in frequency between 1990 and 2000, rising from 54.7% of total households in 1990 to 56.9% of households in 2000. Claritas estimates this share to rise to 57.3% by 2003.
- Single-person households occurred less frequently in Mundelein than in frequency rates in Lake County, through Illinois, or across the United States. However, this type of household experienced slightly faster growth than the more common 3+ households between 1990-2000, at 3.8% each year (compared to 3+ households' annual growth of 3.7%).
- Estimates for the numbers of households living within the following radii from the Metra Station in 2003 are:
 - ¼ Mile Radius – 155 households
 - ½ Mile Radius – 1,211 households
 - ¾ Mile Radius – 3,078 households
 - 1 Mile Radius – 4,819 households
 - 3 Mile Radius – 22,786 households
 - 5 Mile Radius – 34,496 households

Racial and Ethnic Composition

- As of 2000, the Village of Mundelein was still a mostly white community. It is experiencing some increase in diversity as a result of expansion in non-white, non-black ethnic groups, primarily Asians and non-specified single racial groups. Blacks comprised less than 2% of the total population in Mundelein between 1990 and 2000. Estimates for 2003 by Claritas confirm this same general pattern.

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- Based on data from Claritas, it does not appear that there are correlations between racial designation and location of residence vis-à-vis the Metra station.
- During the 1990s, Mundelein's Hispanic population grew from 13.4% of residents to 24.2% of residents. This average annual growth rate of 10.1% per year (or 508 persons) exceeded Lake County, Illinois and US averages for growth in the Hispanic population.
- Claritas estimated that Hispanics comprised over 29% of residents living within 1 mile of the Metra station in 2003. This share declines with increasing distance from the station, falling to 12.1% of residents living 5 miles away from the station. This data suggests a concentration of Hispanic residences in or near downtown Mundelein.

Age Distribution

- The Village of Mundelein and Lake County have family-focused populations, relative to the state and nation, with larger proportions of its overall population in the under-18 and 25-44 year-old age brackets.
- The “Echo-Boomer” generation¹, born approximately between 1976 and 1995, comprised 30% of Mundelein's population in 2000.
- Around six percent of the Village's population is in the 65+ age bracket, according to 1990 and 2000 Census Data, and 2003 estimates by Claritas.
 - While this age cohort did increase in numbers over the 1990-2003 period by 600 persons, the relative share of seniors compared to the Village's total population is lower than county, state or national frequencies (8.8%, 12.3% and 12.8%, respectively, in 2003).

¹ Also known as “Generation Y” or the “Millennials,” the overall size (and spending power) of this generation is estimated to be significant: equivalent to the “Baby Boomers” and much larger than “Generation X” which falls between the two.

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- There is a higher concentration of seniors living near the Metra station than other areas of the Village:
 - ¼ Mile Radius – 9.9%
 - ½ Mile Radius – 9.1%
 - ¾ Mile Radius – 8.2%
 - 1 Mile Radius – 7.8%
- This data suggests that there may be a shortage of appropriately designed or priced senior housing in the Village, and that there may be an opportunity to focus on this population during this Project's design and programming phases.
- Lake County as a whole experienced an increase of over 3,000 persons over age 65 who enrolled in Medicare between 2000 and 2002. This represents an average annual increase of 1.6%, which is higher than increases within the State of Illinois and the US.

Educational Attainment

- Between 1990 and 2000, Mundelein experienced a polarization in its educational attainment, with both increases in population having less education (some high school or less) and having more advanced education (bachelor's or graduate degrees).
- The neighboring communities of Grayslake, Lake Zurich, Libertyville, and Vernon Hills have higher levels of educational attainment than Mundelein, Lake County, Illinois, and the US in 2003. The shares of their population with below-high school education (50+%) are much lower than county, state or national averages (40%). Attainment of undergraduate or graduate college education occurs at a higher frequency.

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Household Incomeⁱⁱ

- 2000 median income for Mundelein was approximately \$69,651, representing an average annual growth rate of 4.2% over the 1990 median income of \$45,947.
 - When adjusted for inflation, real median income in Mundelein still demonstrated growth above county, state and national averages, experiencing an average annual increase of 1.2% between 1990 and 2000.
 - Growth between 2000 and 2003 is estimated to occur at an average annual increasing rate of 2.2%, yielding a 2003 estimated median income of \$79,161, which is above the 2003 median incomes of Lake County (\$74,836), Illinois (\$52,104), and the US (\$46,868).
 - The neighboring communities of Grayslake and Vernon Hills have estimated 2003 median household incomes that are slightly above Mundelein's, at \$83,444 and \$80,026, respectively. In contrast, Lake Zurich and Libertyville have significantly higher median household incomes of \$97,227 and \$100,175.
 - The 2003 Chicago PMSA median household income, used by the United States Department of Housing and Urban Development as a yardstick for housing affordability, was \$75,400.
- Lake County median incomes are significantly above state and national medians throughout the measurement period. Grayslake, Lake Zurich, Libertyville, and Vernon Hills are all characterized by median incomes above Mundelein and county figures.
 - When analyzed by age cohorts, median incomes for Mundelein residents exceed Lake County medians until the 45-64 year old age cohort.
 - Median incomes begin to decline at the 65 year old age mark as people move into retirement. Mundelein's 65-74 year old age cohort experienced a sharper decline than the State of Illinois, US, or surrounding communities. This trend also occurred in Lake County, Lake Zurich, Libertyville, and Vernon Hills.
- Measured in nominal dollars, fewer households in Mundelein earned less than \$25,000 in 2000 than in 1990, and a significantly larger number of households earned more than

ⁱⁱ All figures are in nominal, or current year, dollars unless otherwise noted.

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\$75,000 in 2003. The income category with the largest increase in numbers of households was the category earning \$100,000 and above: in 1990, 6.2% of Mundelein households (442) fell into this category; in 2003, 33.6% (or 3,491) were in this group.

- Based on data from Claritas, there currently appears to be a correlation between lower median household income and proximity of residence to the downtown and the Metra station.

III. ECONOMIC BASE ANALYSIS

Approach

To evaluate the business environment in the Project Area, URS completed the following tasks:

- Interviewed key Village personnel, local economic development practitioners, and community business leaders regarding industry in the Project Area.
- Analyzed secondary government data from the US Census Bureau, Bureau of Labor Statistics and the State of Illinois Department of Labor.

Mundelein Employers

Employment at private-sector establishments located in Mundelein has been increasing since 1982. Between 1982 and 2002, employment doubled, from 5,691 jobs in 1982 to 12,229 in 2002. Mundelein added approximately 50 jobs between 2001 and 2002. Please refer to *Tables B.1, B.2 and B.3* in the Appendix for more details related to industry data for Mundelein in 2001 and 2002.

Industries

- Businesses located in Mundelein employing the largest numbersⁱⁱⁱ of workers in 2001 and 2002 according to industry sector classification include:
 - Manufacturing (4,000)
 - Wholesale Trade (800)
 - Retail Trade (1,200)
 - Transportation and Warehousing (800)
 - Accommodations and Food Service (1,000)
 - Administrative and Support Services (700)

ⁱⁱⁱ Presented as round numbers here; please refer to Table B.1 for exact figures for 2001 and 2002

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- Businesses located in Mundelein experiencing the largest shifts in employment between 2001 and 2002 according to industry sector classification were:
 - Retail Trade (+200)
 - Manufacturing: Electrical Equipment (-150)
 - Manufacturing: Miscellaneous Products (+60)
 - Administrative and Support Services (-130)
 - Accommodations and Food Service (+60)

Firms

The top ten employers in the Village of Mundelein in 2003 were:

- Medline Industries, Inc. (900)
- Accurate Transmissions, Inc. (320)
- Amcor Flexibles Healthcare (315)
- North Shore Gas Company (250)
- MacLean-Fogg Company (240)
- University of St. Mary of the Lake/Mundelein Seminary (185)
- Mundelein Consolidated High School District #120 (180)
- Mundelein Elementary School District #75 (165)
- Sysmex America, Inc. (145)
- Carter-Hoffmann Corp. (144)

The Village of Mundelein had 178 full-time employees and 38 part-time employees in 2003; 40 of these employees are based in the Village Hall.

Unemployment

- Unemployment in Mundelein as of 2003 was 5.2%, lower than Lake County (7.1%), the nine-county Chicago metropolitan region (6.8%), Illinois (6.3%), and the US (5.4%).
- According to the U.S. Bureau of Labor Statistics, unemployment in the Village of Mundelein between 1993 and 2003 ranged from 3.9% in 1999 to a high of 6.4% in 1992.

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Please refer to *Table B.4* in the Appendix for more details related to unemployment between 1993 and 2003.

Resident Labor Pool

In 2000, the Village of Mundelein had a population of 15,509 employed civilians aged 16 or older. This figure represents an increase of approximately 3,600 working residents from 1990. Please refer to *Table B.3* in the Appendix for more details related to employment and occupation shares for residents of Mundelein in 1990 and 2000.

Industries

- The top industry sectors employing residents^{iv} of Mundelein in 2000 included:
 - Manufacturing (3,000 jobs – 20% of resident workforce)
 - Education, Health and Social Services (2,400 jobs – 16% of resident workforce)
 - Professional Services (2,200 jobs – 15% of resident workforce)
 - Retail Trade (1,700 - 11% of resident workforce)
 - Accommodations and Food Service (1,300 – 9% of resident workforce)

- The industries with the largest shifts in employment for residents between 1990 and 2000 were:

○ Professional Services (+1,500)	○ Education, Health and Social Services (+800)
○ Accommodations and Food Service (+1,100)	○ Retail Trade (-450)

Occupations

- The majority of Mundelein residents in the civilian labor pool are employed in white-collar or sales & office positions.

^{iv} Presented as round numbers here; please refer to *Table B.1* for exact figures for 2001 and 2002. These figures reflect employment of Mundelein residents, whose jobs may or may not be located in the Village.

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Employment Class

- Approximately 546 Mundelein residents were self-employed in 2000.

Where Workers Work

- In 2000, 18% of employed Mundelein residents worked in Mundelein.
- Just over half worked elsewhere in Lake County. Slightly less than a third worked outside of Lake County, but within Illinois.
- A small minority worked outside of Illinois, or out of their homes.
- Over 93% of Mundelein residents get to work by car, the majority of whom drive alone.
- Metra estimates that the number of commuters using the Mundelein station is expected to rise to 590 by 2008 as a result of service enhancements and area population growth.
 - According to Fall 2002 Metra data surveying commuters on the North Central Line, 86% to 90% of commuters' final destination is Downtown Chicago.
- Median commute time is between 20 and 24 minutes.
- Please refer to *Table B.6* and *B.7* in the Appendix for more details.

Business Organizations

The following organizations support business and economic development in Mundelein:

- Mundelein MainStreet is a not-for-profit corporation formed in 1993 to renew interest and investment in downtown Mundelein. Mundelein MainStreet offers a variety of services, including local networking opportunities and technical assistance, and belongs to the following Main Street organizations:
 - Illinois Main Street
 - Illinois Council of Main Street Communities
 - National MainStreet Center
- The Green Oaks, Libertyville, Mundelein, Vernon Hills Area Chamber of Commerce (GLMV) has 775 business members.

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- Lake County Partners provides technical and location assistance for establishments in or targeting Lake County.

IV. CIVIC AND INSTITUTIONAL REAL ESTATE MARKET ANALYSIS

Approach

To evaluate the business environment in the Project Site, URS completed the following tasks:

- Interviewed key Village personnel regarding office supply and demand in the Project Site.
- Analyzed location of current government space.

Existing Civic and Institutional Space

Inside Project Area

- The current Village Hall located at 440 West Hawley supports a current staff of 40 employees. The Village Hall is a 1929 tudor-style building that, while appreciated for its historic past, lacks modern conveniences associated with current office development and design standards.
 - The Village recently engaged the architecture firm of Sente-Rubel-Bosman-Lee to perform space analysis for a potential new village hall and public works site. That study made three site location recommendations at Lake Street, Seymour and Crystal Street, and at the current public works campus. The study also presented a range of configuration options and prices, from 34,952 square feet to 46,646 square feet, using a bottom-up estimate of space needs according to employee functions. The Village estimates a corresponding need for approximately 160 parking spaces.
- The Mundelein Police Station is located at 221 N. Lake Street. Construction on this modern facility was completed in 2002. In addition to police operations and administrative space, the facility includes meeting space for community events.
- The Mundelein Post Office was built in 1976. It is a 19,000 square foot facility situated on a 2.5 to 3 acre lot at 435 E. Hawley Street. The Mundelein post office employs 80 people, approximately 30 of whom are Mundelein residents. The site has 22 customer parking spaces, which are insufficient for peak usage on Mondays, days after holidays, and Saturday s between 9am and 1pm, according to the Postmaster. Employee parking is sufficient, but unsuitable for customers use due to heavy traffic of postal vehicles. Customer drop-off boxes are also inconveniently located, with auto paths crossing pedestrian access to the building. There are no plans for renovation in the near future.
- The Santa Maria del Popolo school is located at 40 North Seymour Avenue, between Crystal Street and Courtland Street, on the west side of Seymour. The rest of the parish

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campus is located at 116 N. Lake Street. The Archdiocese of Chicago reports that the parish had 3,500 member families in 2003, and grows at an average rate of 400 families per year. The parish has recently undertaken an addition of a new parish center, which will include space for athletic and educational activities, library and media center, and a full service commercial kitchen. They are also renovating a lower level of the church for additional worship and activity space.

Outside Project Area

- There are two fire stations in the Village of Mundelein.
 - The Fire Department headquarters is located at 1000 N. Midlothian Road. This facility was built in 2000, and can accommodate up to nine firefighters and eight pieces of equipment. This station includes meeting and training space that can be used for Village events, a fire prevention bureau, and administrative offices. This station is located approximately 1.6 miles from the Project Site.
 - A second fire station is located at 1300 S. Lake, and was built in 1999. The facilities can accommodate up to six firefighters and six pieces of equipment. This station contains the Village's Emergency Operations Center (EOC), a backup communications center, and a police Sub-Station. This station is located approximately 1.8 miles from the Project Site.
- Mundelein residents are served by two public libraries, Fremont Public Library in Mundelein, and Cook Memorial Public Library in Libertyville. Access to a library is based on residence in one or the other's library taxing district.
 - Fremont Public Library is located at 1170 N. Midlothian Road. In addition to regular library services, this branch houses the Lake County Genealogical Society's Research Facility. It also offers meeting rooms with capacity for 36 to 90 persons. This library is located approximately 1.8 miles from the Project Area.
 - Cook Memorial Public Library is located at 413 N. Milwaukee Avenue. A 2,800 square foot secondary, interim branch is located in the Vernon Hills Village Hall at 290 Evergreen Drive. This library is located approximately 3.3 miles from the Project Area.
- University of St. Mary of the Lake / Mundelein Seminary is located northeast of the Study Area at 1000 E. Maple Avenue. Chartered in 1884, the university serves as the major seminary and school of theology for the Roman Catholic Archdiocese of Chicago, as well as offering lay degrees. It is in the process of expanding its research and library facilities. The campus includes 800 wooded acres and a 200-acre lake.
- Carmel High School, located northeast of the Study Area across Route 176 from Mundelein Seminary, expanded its facilities to include a new 23,000 square foot science wing, and is embarking on a renovation of some classroom, lab and athletic facilities.

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1,450 students are enrolled at this private Catholic, coeducational, college preparatory high school during the 2004 – 2005 school year. An average of 30 students use Metra to get to school; CHS provides a vanpool connection from the station to the school

- Mundelein High School, located west of the Study Area at 1350 W Hawley Street, has recently finalized an agreement to purchase 92 acres of land at Midlothian Road and Winchester Road (1.5 miles north of the school) for future expansion. This deal with the Village Green Golf Course will be staged in three phases over four years, for approximately \$8.4 million. Mundelein High School District 120 currently has a student population of 2,100. Existing school facilities have a capacity for 2,200 students, but projections of growth in Mundelein estimate 3,500 students by the year 2020.

Civic and Institutional Real Estate Conclusions

One opportunity for additional civic development in the Study Area would be a replacement facility for the current Village Hall. Using a bottom-up estimate of employee space needs, a recent study recommends a facility with 35,000 to 47,000 square feet, and 160 parking spaces.

The Post Office reports that it has adequate building facilities to serve the community, but insufficient parking space and inconvenient access and parking lot circulation at peak usage. A new retail or walk-up postal outlet of 8,000 to 15,000 square feet may be appropriate in the Study Area. Otherwise, the public agencies serving Mundelein have adequate facilities to service its population. Many, such as the Police and Fire Departments, have very modern structures that are less than five years old.

V. OFFICE REAL ESTATE MARKET ANALYSIS

Approach

To evaluate the business environment in the Project Site, URS completed the following tasks:

- Interviewed key Village personnel, representatives of the real estate industry, and community business leaders regarding office supply and demand in the Study Area.
- Analyzed location of current office space.

Office Real Estate Trends

Major findings from URS' research include:

Space

- Lake County Partners noted the following key real estate trends:
 - As of February 2004, there was 150,000 square feet of pure office space available for rent throughout the Village of Mundelein.
 - In contrast, there was 398,000 square feet of industrial or flex space available in Mundelein, 239,000 of which was located in the Study Area at the Green Hill / former Malinkrodt office park.
 - Over 80% of available space had been on the market since May 2003.
- The Illinois Department of Commerce and Economic Opportunity (DCEO) also communicates available commercial properties through Loopnet.com.
 - As of June 2004, 800,000 square feet of building space (on 50 acres) were for sale across the Village of Mundelein.
 - Over 300,000 square feet of building space available for sale came onto market before 2004.
 - 520,000 square feet of commercial space was available for lease. (Some properties were listed for sale or lease.)
- Among major transactions tracked by Colliers Bennett Kahnweiler (CBK), the firm noted an 85,000 square foot lease by Sysmex at One Nelson C. White Parkway at the former Motorola Training Center in Mundelein.

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- Previous planning studies for downtown Mundelein indicate a supply of approximately 43,000 square feet of office space in the downtown area. The majority of this space is reported to be old, of Class B or Class C quality^v.

Figures D.1 and D.2 in the Appendix represent the locations of currently available commercial space in Mundelein.

Market Trends

- CBK projects increased sales of suburban Chicago office activity (as compared to 2000 – 2003) as traditional large property owners try to divest themselves of high-vacancy developments. The firm predicts that the drops in rent experienced between 2000 and 2003 have leveled off.
- Of all suburban Chicago submarkets, the North Suburban submarket experienced the least volatility in 2003, according to CBK. Nearly 250,000 square feet of space was absorbed during the year. The firm views Lake County as the most “troublesome” area in the submarket, due to competition among existing landlords with large amounts of vacant space.
 - This is confirmed by local brokers for Trammel Crow, which reported office vacancy rates of 18% in Mundelein and only 8% in Lake County overall. They note that vacancy in Mundelein has been creeping up over last 3 years at about 3% per year, whereas vacancy in the rest of the county has been dropping approximately 0.75% per year for the last 3 years.
 - However, limited new speculative development has occurred in Lake County during the last 10 years, keeping the vacancy rates consistently 1% to 2% lower than the rest of the metropolitan Chicago area.
- Brokers at Trammel Crow report that local office gross rental rates currently range from \$12 to \$15 per square foot. Industrial rates are much lower, between \$5 and \$9 per square foot, and flex space ranges \$7.50 to \$12 per square foot.
- *Table D.1* in the appendix provides additional details on the office space market in Mundelein.

Office Real Estate Conclusions

Having spoken with numerous commercial real estate brokers in the community, we learned that there is limited demand for office space in Mundelein, and significant volume of vacant

^v From the Urban Land Institute's *Office Development Handbook*: "Class A space [has] excellent location and materials, attract high quality tenants, and are managed professionally. Building materials are high quality and rents are competitive with other new buildings. Class B buildings have good locations, management, and construction, and tenant standards are high. Buildings should have very little functional obsolescence and deterioration. Class C buildings are typically 15 to 25 years old but are maintaining steady occupancy."

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office or flexible commercial space currently available. Additionally, many large businesses prefer to locate adjacent to an interstate for easy accessibility.

As discussed in *Section II Economic Base Analysis*, data indicates that compared to the other employment sectors located in Mundelein, Finance / Insurance / Real Estate (FIRE), Information, and Business Services, which make up most of the office-using employment, are proportionately low in Mundelein, 8% in 2001 and 2002. The share of Mundelein residents employed in these industrial sectors was 22.2% in 2000, up from 14.5% in 1990^{vi}. From both perspectives, these statistics on professional activity relative to the rest of the employed population has kept demand for new office space low.

Since the stock of existing office in Downtown Mundelein and in the Study Area is aging and does not meet the amenity and design expectations of today's office tenants, development of 50,000 to 100,000 square feet of office space over the next decade is appropriate. Target tenants would be smaller, professional services businesses currently located in Mundelein who need improved space, as well as similar new businesses attracted by a more vibrant TOD environment. However, due to the current supply of large-scale office and flexible commercial space, the Project Area is not recommended for development of large-scale speculative office space.

^{vi} Changes in industrial classification between 1990 (SIC basis) and 2000 (NAICS basis) require comparisons of data on a directional basis only, since conversion between the two code systems are not exact.

VI. RESIDENTIAL REAL ESTATE MARKET ANALYSIS

Approach

URS began its assessment of the residential market using secondary data describing residential real estate trends at the trade area, city, county and state levels, from sources such as the United States Census, Village of Mundelein and the Multiple Listing Service of Northern Illinois. The project team also conducted interviews with key community stakeholders, such as Village personnel, developers, and representatives from the real estate industry. URS surveyed residential development projects that have recently been completed or are currently under construction or in planning, to help assess the future residential market potential for the Project Site.

Residential Trends

Detailed data on residential data is provided in *Tables E.1* through *E.12* in the Appendix. Highlights include:

Housing Stock

- The Village of Mundelein experienced an addition of approximately 2,751 housing units between 1990 and 2000, bringing the total number of units to 10,148.
- The occupancy rate in 2000 was 96.9%. Mundelein's 2000 figures represent an increase of 2,713 occupied housing units since 1990.
- Of Mundelein's occupied units in 2000, 79.9% were owner-occupied. An increase in this figure from the 1990 level (73.4%) indicates that Mundelein is viewed as an attractive community for home ownership.
- Of Mundelein's vacant units in 2000, the majority (58.7%) were empty rental units during the Census period^{vii}. 18.4% of vacant units were units up for sale.
- The median age of owner-occupied housing units was 23 years, having been built in 1981. Renter-occupied housing units are generally older, with a median age of 30 years or build date of 1974.

^{vii} Rental vacancy accounts for 2% of total housing units, indicating a very tight rental market, according to HUD guidelines of 6% as an equilibrium market.

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- Over 99% of housing units were equipped with kitchens and bathroom plumbing facilities.
- Median number of bedrooms in housing units was three.

Affordability

- Median housing expense as a share of total income was 23.9% for Mundelein renters. Sixty-two percent spent less than 30% of their income on housing expenses.
- Median rent for occupied apartments in 2000 was \$726 per month. Median rent for vacant apartments was advertised as \$742 per month. For over 90% of apartments, tenants had to pay for at least one utility service.
- Eighty-six percent of homeowners had a mortgage on their home in 2000. Median housing expense as a share of total income was 22.2% for Mundelein home-owners. Seventy-five percent spent less than 30% of their income on housing expenses.

Construction

URS analyzed building permit trends for residential housing units using data from the Census.

- Mundelein continues to expand its stock of new construction detached single-family homes. With the exception of 1998, the Village has built over 110 new homes per year since 1996, with a peak of 346 in that year.
- Mundelein has not added any new multi-family dwellings since 1997, when 68 units were constructed in buildings with three or more units.
- Mundelein has been tapping into Lake County's residential growth: the percentage of new housing units relative to the county has increased from 2.0% in 1998 to 3.0% in 2002.

Sales

URS analyzed sales trends for residential housing units using data from the Multiple Listing Service for 1995, 2000, 2001, 2002 and 2003 for Mundelein and surrounding communities.

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- Sales of single-family homes increased between 1995 and 2003. 1995 totaled were 333 home sales; sales during 2000 to 2003 ranged from 408 to 430 homes per year.
- Sales prices of single-family homes increased consistently during the period, averaging \$279,733 in 2003. Average sale prices for single family homes in Gurnee, Libertyville, and Vernon Hills averaged 8% to 39% higher, indicating a different target buyer.
- Sales of condominiums in Mundelein increased markedly from 90 in 1995 to 209 in 2003.
- The average sales price of condominiums in 2003 was \$193,107. More affordable condominiums could be found in Gurnee, with average prices 15% lower than in Mundelein. Average prices in Libertyville and Vernon Hills were only 8% to 16% higher, indicating more product similarities with Mundelein.
- Single family homes in Mundelein stayed on the market for an average of 84 days; condominiums sold in an average of 70 days.

For-Sale Developments

URS surveyed 12 recently completed, in-progress, or planned residential developments to establish an understanding of comparable developments. The surveys focused on townhome and condominium developments; more details are available in *Table E.12* in the appendix.

- Mundelein
 - *Diamond Pointe* is a 70-unit townhome development by Diamond Pointe Development, LLC. located on Allanson Road. The three-story units feature two bedrooms, two and one-half baths, a two-car garage, deck, and patio. Living space averages 1,400 square feet. Buildings contain four to six units. The project began in 2001, and was phased by building according to sales pace. As of February 2004, the development was 90% sold. According to sales representatives, the monthly absorption was approximately 0.8 units per month for the last year. Units are priced at \$173 to \$189 per square foot, or \$242,800 to \$264,300.
 - *Diamond Lane Condominiums* is a 102-unit condominium complex on Deepwoods Drive containing three buildings of 34 units. Most units are 950-square feet with two bedrooms and two baths, although a small number of three-

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bedroom units are available. Some units have balconies. Parking is not deeded, and is free. FHA down payment assistance is available. The project began sales and construction in late 2003, and is expected to sell out by 2005. The Winter sales pace was four units per month, which sales representatives expect to improve during the Spring. Pricing ranges from \$130 to \$152 per square foot, or \$124,900 to \$144,900. The development was 59% sold out, as of February 2004. Buyers represent diverse household types, including singles, empty-nesters, and single-parent families.

- Grayslake

- *Carillon North* is an age-restricted community by Cambridge Homes, featuring townhomes and single-family homes. The townhomes are one-story ranch-style, with two or three bedrooms, and one or two baths, and two-car garages. Unit sizes range from 1,268 to 1,694 square feet, and with pricing from \$131 to \$141 per square foot. Total prices are between \$178,990 and \$221,990. Sales representatives noted that the amount of living space, finished basements, large garages and upscale finishes have appealed to the 55+ market in Lake County. The community offers recreational and fitness amenities. The project experienced a slow start in 1998, but has averaged seven units per month in the last two months, as the project has neared complete occupancy. The sales person explained the change in sales pace as an increase in market acceptance for age-restricted living communities over the last five years. Buyers were reported to come mainly from the North Shore and northwest suburbs. The sales representative also noted that maintenance-free and age-restricted communities are appealing to younger buyers, e.g., forties and fifties.
- *Village Station* is a transit-oriented townhome development by Residential Homes of America that began sales and construction in late 2003. Townhomes have two or three stories, and feature two or three bedrooms. Sizes range from 1,471 to 1,944 square feet. Pricing ranges from \$180,000 to \$205,000, or \$105 to \$122 per square foot. Monthly assessments are estimated at \$120 to \$151. The development offers proximity to the Grayslake Metra station, walking paths and a gazebo on a two-acre site. Despite having no on-site model, the developer has experienced sales of 6.7 units per month since opening in September 2003. Sales representatives characterized buyers as a diverse group, including singles, young couples, and move-up buyers. Buyers to date have come from Chicago and locally from Lake County.

- Lake Zurich

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- *Concord Village* is a development by Concord Homes that offers single-family homes in addition to ranch villas and townhomes. There will be 96 ranch villas and 108 townhomes when the project completes in 2004. The community includes a clubhouse, pool, tennis courts, and walking/bike paths.

The ranch villas are multi-unit two-story buildings, with a one-bedroom 1,244 square foot floor plan available on the first floor, and a choice of two two-bedroom 1,400 square foot floor plans on the second floor. All models have a one-car garage and patio or balcony. Sales have averaged 9 units per month since June 2003; the project is 84% sold as of February 2004. Base prices range from \$200,990 to \$209,490, or \$147 to \$162 per square foot. Assessments are estimated at \$179 to \$196 per month. Buyers have tended to be “yuppie” singles and couples, as well as empty-nesters who appreciate the first-floor plans. Lake Zurich is the largest market of origin, followed by Cary and south-suburban Hickory Hills.

The Mews townhomes have two floor plans of 1,649 to 1,763 square feet. The smaller end units are 1.5 stories and have two bedrooms and one bath. The larger interior units have 2.5 stories of living space, three bedrooms, and 1.5 baths. Both plans offer two-car garages, high ceilings, and balconies. Sales have averaged 7.2 units per month since June 2003; the project is 60% sold as of February 2004. Base prices range from \$253,490 to \$277,990, or \$153 per square foot. Assessments are targeted at \$153 per month. Buyers have predominately been young singles and couples without children.

- *Sonoma* is an upscale 40-unit townhome community, also by Concord Homes. Concord offers two models, with approximately 3,000 square feet. Both include three bedrooms, fireplaces, two-car garages, and finished basements. One model has 2.5 baths and a first floor master suite; the other model features 3.5 baths, and options to add on a loft. Sales pace has been 2.8 units per month, with only seven left as of February 2004. Prices for remaining units are \$386,000, or \$129 per square foot. Assessments are estimated at \$271 to \$287 per month. Buyers were reported to be diverse in demographics and geographic origin.
- Libertyville
 - *Heritage Place* is a four-story condominium building by Cambridge Homes offering twelve floorplans, elevators, and indoor parking. There are 57 units in total, ranging from 1,377 to 2,887 square feet.

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- *Liberty Grove* is a subdivision by Ferris Homes, which features 3 rowhouses and 18 single-family homes. Rowhouses are base priced at \$378,900.
- *Wellington at Adler Park* is an age-targeted condominium development, with 40 to 50 units in a four-story building.
- *Victoria Park* is an upscale age-restricted townhome community by Avis Development. The 8.9 acre site includes 52 townhomes, a pond, walking paths, clubhouse, fitness center, and business center. The townhomes have two bedrooms (frequently including a master suite on the first floor), den, gourmet kitchen and attached garage. Living space averages 2,160 square feet. With base prices, \$183 per square foot, units begin at \$395,000.
- **Vernon Hills**
 - *Bayhill* is a new project by KB Homes in the Gregg's Landing subdivision, a golf-course community north of Westfield Shoppingtown-Hawthorne. Models include one and two-story townhomes, from 1,640 to 2,449 square feet. Assessments are estimated at \$160 to \$260. Build-out is expected to last through 2005.

The ranch townhomes are priced at \$280,000 to \$340,000, or \$137 to \$167 per square foot. Thirty percent of the 84 units have been sold since opening in Fall 2003, at a pace of approximately five units per month. A model will open in Spring 2004. Empty nesters from Lake County have been the largest buyer group.

KB had not begun selling the 60 two-story townhomes as of February 2004. These will be priced from \$290,000 to \$335,000, or \$142 to \$164 per square foot.

- *Shadow Creek* is a similar development in Gregg's Landing by KB Homes that started in 2001. This project has 24 ranch townhomes and 60 two-story townhomes; only eight ranch townhomes remain as of February 2004. Absorption for each product during the last year averaged 3.3 units per month. Models offer two or three bedrooms, 2.5 baths, and two-car garages. Base prices ranged from \$280,000 to \$360,000; the remaining ranch townhomes are priced at \$300,000. Per-square-foot prices were between \$165 to \$177. Assessments are estimated at \$160 to \$260. Empty nesters were the most common buyer group.

Rental Developments

As indicated by the Census data presented in Appendix *Table E.4*, existing rental housing in Mundelein has a median age of 30 years. URS surveyed several recently completed, in-progress, or planned residential developments to establish an understanding of rental supply. Details are available in *Table E.13* in the appendix; highlights of newer projects in Mundelein and surrounding communities include:

- Mundelein
 - *Whitehall Manor* is a complete renovation of an existing apartment complex at 2223 Mayfair. This complex will offer 522 apartments in 18 buildings, arranged in quads. Units will be a mix of studios, one-bedrooms, and two-bedrooms, which will rent for \$775 to \$1160 per month (\$0.89 to \$1.49 per square foot). The complex will offer a clubhouse, on-site management offices, a business center, fitness center, pool and deck, and theater/media center. Each quad will have a gazebo and barbeque area. Renovation of the first building is estimated to be complete in June 2004; four to five additional buildings are planned for completion dates during summer 2004. The property owner, the Laramar Group, believes that *Whitehall Manor* supplies an unmet need in Mundelein and surrounding communities for mid-priced rental residences with high quality amenities. They are marketing the complex primarily through community tours, outreach to local realtors, and a preferred employer program with local corporations and government agencies.

- Vernon Hills
 - *AMLI at Museum Gardens* is an upscale apartment complex of three buildings with 294 units in the Gregg's Landing master planned community. Construction began in 2003; the first building is estimated for occupancy in Summer 2004. Remaining buildings are targeted for completion in Spring 2005. 65% of units are one-bedrooms; 25% are two-bedrooms; 10% are three-bedroom units. Prices per square foot range between \$1.61 and \$2.25. Amenities include a pool, clubhouse, and gated entry.

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- Grayslake
 - *Savannah Ridge* is a development managed by RM properties, with a recreation room, clubhouse, fitness center, business center, and assigned parking. Buildings are equipped with elevators. One-bedrooms and two-bedrooms rent for approximately \$1.20 per square foot.

- Lake Zurich
 - *Landings of Lake Zurich* is an upscale apartment complex offering a clubhouse, fitness center, pool, and garage parking. Units have air conditioning, internet/cable access, fireplace, balcony or patio, and in-unit washer/dryer. There are 206 units in the complex. One-bedrooms and two-bedrooms rent for approximately \$1.30 to \$1.50 per square foot.

Residential Conclusions

As a growing community, Mundelein can continue to develop new housing units for a diverse population. Between 1998 and 2002, Mundelein has increased its share of Lake County's new residential construction. Residential resales of both attached and detached homes have also increased since 1995. Average single-family homes appreciated 66.7% between 1995 and 2003; multi-family units appreciated 57.1% during the same period^{viii}.

For-Sale Housing

New medium to high-density residential projects are appropriate for transit-oriented neighborhoods. Mundelein has not experienced much new construction of attached or multi-family dwellings in recent years. However, the surrounding communities of Grayslake, Lake Zurich, and Libertyville have, including several very successful townhome and condominium projects. The success of these residential product types indicates potential for the TOD project area.

- Projects would be aimed at smaller households such as single professionals, young couples, empty-nesters, and retirees.
- Recommended townhome products would have two bedrooms, two to three bathrooms, a den or office, two-car attached garage, and a deck, balcony or patio. Two or three-story models would be consistent with successful products in the area. At 1,300 to 1,700 square feet, pricing would range from \$182,000 to \$250,000.

^{viii} Calculations using 2003 dollars.

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- Condominium developments may include mixed-use designs close at the study area core with retail or commercial uses on the ground floor, or be completely residential. Units should offer 1,000 to 1,400 square feet of living space, including two bedrooms, two to three bathrooms, indoor parking, and a deck, balcony or patio. Pricing would range from \$140,000 to \$210,000.
- Projected average annual absorption would be 60-80 units per year.

Rental Housing

Rental housing in Mundelein should be priced to rent between \$1.40 to \$1.60 per square foot, to support a financially viable and marketable development.

- Competitive rental apartment projects should offer parking, a recreation facility (clubhouse/pool), modern appliances, and air conditioning.
 - One bedroom units: 700 – 900 square feet
 - Two bedroom units: 1,000 – 1,200 square feet
- Projected average annual absorption would be 40 to 60 units per year.
- Projects may include mixed-use designs close at the study area core with retail or commercial uses on the ground floor, or be completely residential.

VII. RETAIL MARKET ANALYSIS

Approach

To evaluate retail potential in the Project Site, URS completed the following tasks:

- Interviewed key Village personnel, representatives of the real estate industry, and community business leaders with retail experience to gather input on recent retail performance, plans for future expansion and feedback on future development from business owners.
- Inventoried and mapped current retail activity in Mundelein and in neighboring communities. Please refer to *Tables F.3 – F.13* and *Figures F.3 – F.13* in the Appendix for further details.

Existing Space

- Mundelein is located in a region that already offers a significant supply of retail opportunity. *Figure F.1* below illustrates shopping center^{ix} coverage in Mundelein and surrounding communities.
- The Village of Mundelein has approximately 1,061,000 square feet of retail space located in shopping centers.
 - 189,934 square feet of space is located in the Project Area. These centers are illustrated on *Figure F.2* below.
- Over the years there has been some turnover among retail businesses in the downtown and train station area, with stores closing due to insufficient traffic and increased competition within the regional market. There has been moderate success in keeping storefronts filled.
- National chain retail in Mundelein tends to be concentrated along Route 45 (Lake Street) and Route 60 (Town Line Road). Route 176 (Maple) is another retail corridor.

Retail Real Estate Trends

Retail Concepts

- CBK reported favorably that mixed-use town-center retail development has increased in 2003, with Arlington Heights, Naperville, and Prospect Heights cited as recent examples of successful communities that have attracted national retailers.

^{ix} The International Council of Shopping Centers (ICSC) and the National Research Board (NRB) define "Shopping Centers" as "a group of architecturally unified commercial establishments built on a site which is planned, developed, owned, and managed as an operating unit related in its location, size and type of shops to the trade area that the unit serves.... A unit [is] a shopping center if it contains three or more stores."

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- CBK also reported that specialty stores in the North Suburbs have solid prospects for success.

Retail Conclusions

The Village should encourage the redevelopment of the opportunity sites around the Metra Station. The redevelopment of the Project area could build a critical mass of daytime population, residents, and transit users to develop a sustainable base of new retail in the Project Area. By increasing the number residents, workers, and transit users in this concentrated area, the Project area will become a more prominent retail/visitor destination area, attracting a wider visitor base for longer shopping experiences.

Convenience Retail

Convenience-oriented and boutique retail serving area residents, workers and the Metra commuters, is recommended for the Train Station area. Example uses include: coffee shops, food marts, flower shops, shoe repair, barber shops, etc. Taking into consideration the potential increase in future Metra riders at the Mundelein train depot and new neighborhood residents, it is estimated that there would be market demand to support a limited number of convenience oriented retail businesses, totaling an estimated 9,000 to 13,000 square area feet of shopping space in the study area. This estimate is based on:

- Number of shoppers in the Primary Trade Area: Households residing in the study area and Metra Commuters (discounted by 25% to eliminate potential double-counting, based on an assumption that this share of Metra riders are also new TOD residents)
- Assumption that the shoppers would accomplish 10% of their retail purchasing in the study area, based on Bureau of Labor Statistics consumer expenditure trends.

Please refer to *Tables F.13 to 15* in the Appendix for more details on the retail model.

Using *Urban Land Institute* parking guidelines of 4.5 spaces per 1,000 square feet of gross retail space, the proposed quantity of convenience retail would generate parking needs of 41 to 59 gross spaces.

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Based on an analysis of existing retail establishments in and around the Study Area (illustrated in *Tables F.3 to F.12* and *Figures F.3 to F.12* in the Appendix), the following categories of convenience retail could be considered as potential tenants in the Study Area:

- Bookstore
- Coffee Shop
- Cards & Gifts
- Video / DVD Rental

A number of pharmacies, grocery stores, dry cleaners and restaurants (both fast-food and sit-down) already exist in the study area. As site-specific development plans progress over the course of the TOD implementation, business owners and developers may wish to consider the relocation or consolidation of these businesses to new facilities.

National Retail

Since an agglomeration of national retail has developed in nearby Vernon Hills along Route 60, it may be difficult to attract these retailers to the Project Site. However, none of the shopping centers in the surrounding communities are "Lifestyle Centers," open-air shopping centers featuring upscale specialty chain stores targeted at upper-income households. The national retailers who occupy this type of retail center typically expects average household incomes of \$70,000 to \$80,000, and location on roadways with average daily traffic counts (ADTs) of at least 25,000. Route 45 south of Route 176 has ADTs ranging approximately 28,900 to 33,800; although this zone falls just outside of the immediate Study Area boundaries, careful urban design techniques may be able to draw this traffic into the Study Area. The 2003 estimated population within a five-mile radius of the Study Area is 101,302, and median 2003 household incomes are \$88,357. Institutional real estate investors have identified that successful lifestyle centers are located in infill locations, and contain social and interactive design elements such as restaurants and a plaza/square, in addition to just shopping. Typically, centers vary in size from 50,000 to 500,000 square feet of gross leasable space.

Potential in Mundelein

Based on demographics and the current retail supply and mix in Mundelein and surrounding communities, the vacant and underutilized parcels within the Study Area could be redeveloped to support a small to mid-sized lifestyle center of approximately 100,000 to 150,000 square feet. Using *Urban Land Institute* parking guidelines of 4.5 spaces per 1,000 square feet of gross retail space, the proposed quantity of lifestyle retail would generate gross parking needs of 450 to 675 spaces.

VIII. ENTERTAINMENT AND TOURISM MARKET ANALYSIS

Approach

To evaluate the entertainment and tourism environment in the Project Area, URS completed the following tasks:

- Reviewed secondary data and previous studies from local tourism bureaus:
 - National Laboratory for Tourism and eCommerce's *Analysis of Lake County Travel Market* prepared for Lake County Convention and Visitors Bureau, March 2003.
 - Travel Industry Association of America's *The Economic Impact of Travel on Illinois Counties 2002* prepared for the Illinois Bureau of Tourism, July 2003.
- Inventoried tourism and recreational attractions.

Agencies and Support

Lake County Convention and Visitors Bureau provides tourism and convention support for Lake County, including media, marketing and visitor information materials. This agency interfaces with the State of Illinois' Bureau of Tourism.

- The Tourism Director noted Mundelein's central Lake County location as a positive attribute. Tourists can base a visit in Mundelein, and have equidistant access to attractions in northern Lake County and southern Lake County / northern Cook County.

The Green Oaks, Libertyville, Mundelein, Vernon Hills Area Chamber of Commerce (GLMV) also serves its 775-member business community with event and convention-related support.

The Mundelein Park & Recreation District, created in 1954, manages 33 sites and 736 acres of parks & recreation facilities. Their properties include the Mundelein Community Center (with its Park View Health & Fitness Center and Big & Little Child Development Center), Steeple Chase Golf Course, the Mundelein Senior Center, Diamond Lake Recreation Center, Kracklauer Dance Studio, Fort Hill Heritage Center, and the Community Park Chalet.

Tourism Trends

Tourism data specific to the Study Area is not available. However, several agencies monitor trends for Lake County. Findings include:

- According to a 2002 study prepared for the Illinois Bureau of Tourism by the Travel Industry Association of America (TIA), Lake County earned \$791.9 million in domestic tourism expenditures, which translated to \$46.2 million in state tax receipts, and \$18.29

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million in local tax receipts. These figures represented 2% growth over 2001 figures. Trends were unavailable for individual municipalities.

- In contrast, TIA numbers of visitors and expenditures experienced a decline at the national and state levels after September 11, 2001. U.S. and international travelers in Illinois spent almost \$22 billion on transportation, lodging, food, entertainment and recreation and incidentals during 2002. This represents a drop of 1.3 percent from 2001.
- The University of Illinois conducted a study of tourism trends for Lake County Convention and Visitors Bureau (LCCVB) in 2002. The survey population included visitors who had requested travel information from the LCCVB. Conclusions included:
 - 33% of visitors made multiple visits to Lake County
 - Average length of stay was approximately 2 days
 - Travel parties generally included 2 adults; about half of the groups also included children
 - Of overnight visitors who stayed in hotels, half stayed in Lake County hotels; almost 12% stayed in other North suburbs; a few stayed in Downtown Chicago.
 - The most popular Lake County attractions included Gurnee Mills, Six Flags Great America, Bass Pro Shops Outdoor World, and the historic Village of Long Grove.
 - The most popular events in Lake County included Frightfest at Six Flags, Long Grove's Country Christmas, the Ravinia festival, and events at Lambs Farm in Libertyville.
 - The average travel party to the Lake County spent \$696, or \$84 per person per day. Approximate spending included \$196 for shopping, \$187 for lodging, and \$164 for meals/restaurants. Visitors also spent approximately \$88 for attractions/festivals, \$25 for entertainment and \$17 for local transportation.

Accommodations and Attractions

Accommodations

The three brand-name hotels are located in Mundelein, and offer 348 rooms. None are within the Study Area. The hotels include:

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- Crowne Plaza Chicago-Mundelein-Liberty
- Ramada Inn Grand Court
- Super 8 Mundelein

The Round Robin Inn is a bed-and-breakfast facility located in the Study Area. This Victorian Inn offers seven guest rooms.

Libertyville has five hotels providing 441 rooms. Vernon Hills has four hotels and 500 rooms.

The Conference Center at the University of St. Mary of the Lake / Mundelein Seminary hosts retreats, workshops and meetings. The Center has eight meeting rooms, which range in capacity from 20 to 225 persons. Weekends are generally booked with retreats; weekday utilization tends to be lower and less consistent. It also has an 800 seat auditorium, which is considered underutilized. Lack of sufficient parking is viewed as a major constraint to the auditorium's utilization, since the Center only has 140 parking spaces for guests. The Center offers 100 rooms for conference guests; overflows are housed at the Ramada Inn or at the hotels in Libertyville.

Attractions

The Fort Hill Historical Society is located at 601 E. Noel Street, in the southern portion of the Study Area, on the east side of the railroad tracks. It is housed in an antique depot for the former Soo Line Railroad. The museum is only open to the public on Saturdays from 1-4 pm and by appointment. The number of visitors varies greatly from year to year.

Kracklauer Park at Crystal Street between Seymour Street and Lake Avenue is a 2.6 acre park with playground equipment, picnic facilities, dance studio, recently renovated greenhouse, and parking.

The Village of Mundelein has received designation as a "Main Street Community." The Main Street area overlaps the TOD Study Area, and is bounded by Edgemont, Prairie, Cortland, and James Street. The Main Street designation is reflective of Mundelein and other member communities' exciting dining, unique shopping and attractions, and family festivals.

The Village of Mundelein boasts numerous restaurants in and near the Study Area. Most sit-down restaurants are locally owned as opposed to chains or franchises. Please refer to *Figures F.8 and F.12* and *Tables F.8 and F.12* for locations of area sit-down and fast-food restaurants.

Events

The Village of Mundelein organizes a number of events in the Study Area that attract attendees from Mundelein as well as surrounding communities. These events include:

- Park on Park nights
- Santa's Cottage
- Mundelein Days
- Mundelein Concert Series
- Mundelein Guitar Festival

Entertainment and Tourism Conclusions

There are no cinemas currently located in the Village of Mundelein, although there are 2 theaters within a 5-mile radius of the Study Area. Please refer to *Figure F.5* and *Table F.5* for location of these theaters. A cinema chain has recently expressed interest in developing a new theater complex in the Study Area, which could serve as an anchor for an entertainment-oriented retail concept.

- A "miniplex" is a theater complex with two to seven movie screens. A "multiplex" complex has eight to fifteen screens.
- At approximately 4,500 square feet required per screen and 85 parking spaces per screen, a seven-screen miniplex would require 31,500 square feet of building space and approximately 595 parking spaces; a fifteen-screen multiplex would require 67,500 square feet and approximately 1,275 parking spaces.

Theaters located in downtown Mundelein have not had sustained success in the recent past, so additional studies by interested theater management companies would be required to determine target population size and demographics of any new cineplex. The development of residential and other retail activity in the Study Area will increase vitality and traffic (both pedestrian and automobile), which may provide a more conducive environment for a theater than in the past.

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D.2 Commercial properties available for Sale

F.1 Regional Shopping Centers

F.2 Mundelein Shopping Centers

F.3 - F.13 Retail Coverage Maps

Table A.1
Population.
Village of Mundelein vs. Metro Area,
1990 - 2008

	1990	2000	2003 ¹	2008 ²	Average Annual Change			
					1990 - 2000	2000 - 2008	1990 - 2008	
Village of Mundelein	21,025	30,588	32,917	36,218	1,063	3.8%	804	2.1%
1/4 Mile Radius from Train Station	444	469	476	499	3	0.5%	4	0.8%
1/2 Mile Radius from Train Station	3,428	3,712	3,783	3,923	32	0.8%	30	0.7%
3/4 Mile Radius from Train Station	8,680	9,518	9,700	10,050	93	0.9%	76	0.7%
1 Mile Radius from Train Station	13,282	14,925	15,286	15,945	183	1.2%	146	0.8%
3 Mile Radius from Train Station	50,393	63,566	66,846	72,363	1,464	2.3%	1,257	1.6%
5 Mile Radius from Train Station	74,319	95,966	101,302	110,258	2,405	2.6%	2,042	1.8%
Village of Grayslake	8,307	18,506	20,682	24,174	1,133	8.3%	810	3.4%
Village of Lake Zurich	15,857	18,104	18,869	20,190	250	1.3%	298	1.4%
Village of Libertyville	20,114	20,742	21,416	22,596	70	0.3%	265	1.1%
Village of Vernon Hills	15,529	20,120	20,895	22,230	510	2.6%	301	1.3%
Lake County	516,418	644,356	678,508	735,747	14,215	2.2%	13,056	1.7%
State of Illinois	11,430,602	12,419,293	12,659,502	13,056,619	109,855	0.8%	91,047	0.6%
United States	248,709,873	281,421,906	290,647,163	305,918,071	3,634,670	1.2%	3,499,452	1.0%

Note: ¹ Estimate

Note: ² Projection

Source: US Census Bureau, Claritas and URS Corp.

Table A.2
Total Households,
Village of Mundelein vs. Metro Area,
1990 - 2008

	1990	2000	2003	2008	Average Annual Change, 1990 - 2000		Average Annual Change, 2000 - 2008	
					Net	%	Net	%
Village of Mundelein	7,104	9,784	10,387	11,280	298	3.3%	214	1.8%
1/4 Mile Radius from Train Station	153	153	155	158	0	0.0%	1	0.4%
1/2 Mile Radius from Train Station	1,167	1,203	1,211	1,228	4	0.3%	4	0.3%
3/4 Mile Radius from Train Station	2,904	3,060	3,078	3,119	17	0.5%	8	0.2%
1 Mile Radius from Train Station	4,458	4,770	4,819	4,918	35	0.7%	21	0.4%
3 Mile Radius from Train Station	17,495	21,781	22,786	24,472	476	2.2%	384	1.5%
5 Mile Radius from Train Station	25,522	32,795	34,496	37,359	808	2.5%	652	1.6%
Village of Grayslake	3,237	6,503	7,109	8,071	363	7.2%	224	2.7%
Village of Lake Zurich	5,086	5,746	5,987	6,380	73	1.2%	91	1.3%
Village of Libertyville	6,602	7,273	7,581	8,064	75	1.0%	113	1.3%
Village of Vernon Hills	5,883	7,677	7,823	8,259	199	2.7%	83	0.9%
Lake County	173,887	216,484	227,305	245,586	4,733	2.2%	4,157	1.6%
State of Illinois	4,202,240	4,591,779	4,691,677	4,858,034	43,282	0.9%	38,036	0.7%
United States	91,947,410	105,480,101	109,440,059	116,034,472	1,503,632	1.4%	1,507,767	1.2%

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.3a Households by Size, Village of Mundelein vs. Metro Area, 1990 - 2000						
	1990		2000		Average Annual Change, 1990 - 2000	
	Number	% of HH	Number	% of HH	Net	%
Village of Mundelein						
Total	7,104	100.0%	9,784	100.0%	298	3.3%
1 Person	1,135	16.0%	1,648	16.8%	57	3.8%
2 Person	2,084	29.3%	2,571	26.3%	54	2.1%
3+ Persons	3,885	54.7%	5,565	56.9%	187	3.7%
Lake County						
Total	173,887	100.0%	216,484	100.0%	4,733	2.2%
1 Person	31,968	18.4%	42,485	19.6%	1,169	2.9%
2 Person	53,099	30.5%	64,724	29.9%	1,292	2.0%
3+ Persons	88,820	51.1%	109,275	50.5%	2,273	2.1%
State of Illinois						
Total	4,202,240	99.9%	4,591,779	100.0%	43,282	0.9%
1 Person	1,071,131	25.5%	1,228,282	26.7%	17,461	1.4%
2 Person	1,273,998	30.3%	1,404,072	30.6%	14,453	1.0%
3+ Persons	1,852,591	44.1%	1,960,386	42.7%	11,977	0.6%
United States						
Total	91,947,410	100.1%	105,480,101	100.1%	1,503,632	1.4%
1 Person	22,421,114	24.4%	27,203,724	25.8%	531,401	2.0%
2 Person	29,379,586	32.0%	34,261,844	32.5%	542,473	1.5%
3+ Persons	40,192,882	43.7%	44,073,554	41.8%	431,186	0.9%

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.3b
Households by Size,
Village of Mundelein Comparison Snapshot
2003

	Village of Mundelein		Lake County		State of Illinois		United States	
	households	%	households	%	households	%	households	%
Total	10,387	100.0%	227,305	100.0%	4,691,677	100.0%	109,440,059	100.0%
1 Person	1,736	16.7%	45,080	19.8%	1,269,824	27.1%	28,692,387	26.2%
2 Person	2,702	26.0%	67,892	29.9%	1,433,956	30.6%	35,488,557	32.4%
3+ Persons	5,949	57.3%	114,333	50.3%	1,987,897	42.4%	45,259,115	41.4%
1/4 Mile Radius from Train Station								
Total	155	100.0%	1,211	99.9%	3,078	100.0%		
1 Person	31	20.0%	234	19.3%	564	18.3%		
2 Person	44	28.4%	338	27.9%	837	27.2%		
3+ Persons	80	51.6%	638	52.7%	1,677	54.5%		
1/2 Mile Radius from Train Station								
Total	4,819	100.0%	22,786	100.0%	34,496	100.0%		
1 Person	859	17.8%	4,632	20.3%	6,568	19.0%		
2 Person	1,297	26.9%	6,496	28.5%	10,114	29.3%		
3+ Persons	2,664	55.3%	11,658	51.2%	17,815	51.6%		
3/4 Mile Radius from Train Station								
Total	7,109	100.0%	5,987	100.0%	7,581	100.0%		
1 Person	1,290	18.1%	757	12.6%	1,659	21.9%		
2 Person	2,002	28.2%	1,563	26.1%	2,347	31.0%		
3+ Persons	3,817	53.7%	3,667	61.2%	3,575	47.2%		
5 Mile Radius from Train Station								
Total	7,109	100.0%	5,987	100.0%	7,581	100.0%		
1 Person	1,290	18.1%	757	12.6%	1,659	21.9%		
2 Person	2,002	28.2%	1,563	26.1%	2,347	31.0%		
3+ Persons	3,817	53.7%	3,667	61.2%	3,575	47.2%		
Village of Grayslake								
Total	7,109	100.0%	5,987	100.0%	7,581	100.0%		
1 Person	1,290	18.1%	757	12.6%	1,659	21.9%		
2 Person	2,002	28.2%	1,563	26.1%	2,347	31.0%		
3+ Persons	3,817	53.7%	3,667	61.2%	3,575	47.2%		
Village of Lake Zurich								
Total	7,109	100.0%	5,987	100.0%	7,581	100.0%		
1 Person	1,290	18.1%	757	12.6%	1,659	21.9%		
2 Person	2,002	28.2%	1,563	26.1%	2,347	31.0%		
3+ Persons	3,817	53.7%	3,667	61.2%	3,575	47.2%		
Village of Libertyville								
Total	7,109	100.0%	5,987	100.0%	7,581	100.0%		
1 Person	1,290	18.1%	757	12.6%	1,659	21.9%		
2 Person	2,002	28.2%	1,563	26.1%	2,347	31.0%		
3+ Persons	3,817	53.7%	3,667	61.2%	3,575	47.2%		
Village of Vernon Hills								
Total	7,109	100.0%	5,987	100.0%	7,581	100.0%		
1 Person	1,290	18.1%	757	12.6%	1,659	21.9%		
2 Person	2,002	28.2%	1,563	26.1%	2,347	31.0%		
3+ Persons	3,817	53.7%	3,667	61.2%	3,575	47.2%		

Source: U.S. Census Bureau, Claritas and URS Corporation

	1990		2000		2003		Average Annual Change, 1990 - 2000		Average Annual Change, 2000 - 2003	
	Number	% of Population	Number	% of Population	Number	% of Population	Net	%	Net	%
Village of Mundelein										
Black	272	1.3%	227	0.7%	588	1.8%	(5)	-1.8%	181	37.3%
White	18,918	90.0%	24,371	79.7%	25,433	77.3%	606	2.6%	531	1.4%
Other	2,025	9.6%	5,990	19.6%	6,896	20.9%	441	11.5%	453	4.8%
Lake County										
Black	34,698	6.7%	43,614	6.8%	47,410	7.0%	991	2.3%	1,898	2.8%
White	451,157	87.4%	516,179	80.1%	538,484	79.4%	7,225	1.4%	11,153	1.4%
Other	30,563	5.9%	84,563	13.1%	92,614	13.6%	6,000	10.7%	4,026	3.1%
State of Illinois										
Black	1,690,855	14.8%	1,864,619	15.0%	1,920,077	15.2%	19,307	1.0%	27,729	1.0%
White	8,957,923	78.4%	9,123,564	73.5%	9,226,887	72.9%	18,405	0.2%	51,662	0.4%
Other	781,824	6.8%	1,431,110	11.5%	1,512,538	11.9%	72,143	6.2%	40,714	1.9%
United States										
Black	29,930,524	12.0%	34,361,740	12.2%	36,018,410	12.4%	492,357	1.4%	828,335	1.6%
White	199,827,064	80.3%	211,353,725	75.1%	216,445,899	74.5%	1,280,740	0.6%	2,546,087	0.8%
Other	18,952,285	7.6%	35,706,441	12.7%	38,182,854	13.1%	1,861,573	6.5%	1,238,207	2.3%

	2003	
	Number	% of Population
1/4 Mile Radius from Train Station		
Black	8	1.7%
White	377	79.2%
Other	95	20.0%
1/2 Mile Radius from Train Station		
Black	61	1.6%
White	2,966	78.4%
Other	757	20.0%
3/4 Mile Radius from Train Station		
Black	162	1.7%
White	7,562	78.0%
Other	1,975	20.4%
1 Mile Radius from Train Station		
Black	269	1.8%
White	11,817	77.3%
Other	3,200	20.9%
3 Mile Radius from Train Station		
Black	1,073	1.6%
White	55,058	82.4%
Other	10,715	16.0%
5 Mile Radius from Train Station		
Black	1,513	1.5%
White	85,661	84.6%
Other	14,128	13.9%
Village of Grayslake		
Black	345	1.7%
White	18,735	90.6%
Other	1,602	7.7%
Village of Lake Zurich		
Black	155	0.8%
White	17,341	91.9%
Other	1,373	7.3%
Village of Libertyville		
Black	243	1.1%
White	19,702	92.0%
Other	1,471	6.9%
Village of Vernon Hills		
Black	359	1.7%
White	16,848	80.6%
Other	3,688	17.7%

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.5a Population by Hispanic Origin, Village of Mundelein Comparison Snapshot 1990 - 2003										
	1990		2000		2003		Average Annual Change, 1990 - 2000		Average Annual Change, 2000 - 2003	
	Number	% of Population	Number	% of Population	Number	% of Population	Net	%	Net	%
Village of Mundelein										
Hispanic	2,822	13.4%	7,396	24.2%	8,434	25.6%	508	10.1%	519	4.5%
Non-Hispanic	18,393	87.5%	23,192	75.8%	24,483	74.4%	533	2.3%	646	1.8%
Lake County										
Hispanic	36,735	7.1%	93,075	14.4%	103,431	15.2%	6,260	9.7%	5,178	3.6%
Non-Hispanic	479,673	92.9%	551,281	85.6%	575,077	84.8%	7,956	1.4%	11,898	1.4%
State of Illinois										
Hispanic	878,682	7.7%	1,529,141	12.3%	1,645,650	13.0%	72,273	5.7%	58,255	2.5%
Non-Hispanic	10,551,920	92.3%	10,890,152	87.7%	11,013,852	87.0%	37,581	0.3%	61,850	0.4%
United States										
Hispanic	21,900,089	8.8%	35,238,481	12.5%	38,278,733	13.2%	1,482,044	4.9%	1,520,126	2.8%
Non-Hispanic	226,809,784	91.2%	246,183,425	87.5%	252,368,430	86.8%	2,152,627	0.8%	3,092,503	0.8%

Table A.5b Population by Hispanic Origin, Village of Mundelein Comparison Snapshot 2003		
	2003	
	Number	% of Population
1/4 Mile Radius from Train Station		
Hispanic	158	33.2%
Non-Hispanic	321	67.4%
1/2 Mile Radius from Train Station		
Hispanic	1,210	32.0%
Non-Hispanic	2,573	68.0%
3/4 Mile Radius from Train Station		
Hispanic	2,824	29.1%
Non-Hispanic	6,876	70.9%
1 Mile Radius from Train Station		
Hispanic	4,451	29.1%
Non-Hispanic	10,835	70.9%
3 Mile Radius from Train Station		
Hispanic	10,722	16.0%
Non-Hispanic	56,124	84.0%
5 Mile Radius from Train Station		
Hispanic	12,239	12.1%
Non-Hispanic	89,062	87.9%
Village of Grayslake		
Hispanic	1,060	5.1%
Non-Hispanic	19,622	94.9%
Village of Lake Zurich		
Hispanic	1,108	5.9%
Non-Hispanic	17,761	94.1%
Village of Libertyville		
Hispanic	599	2.8%
Non-Hispanic	20,817	97.2%
Village of Vernon Hills		
Hispanic	1,629	7.8%
Non-Hispanic	19,266	92.2%

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.6a Population by Age Group, Village of Mundelein vs. Metro Area, 1990 - 2000								
	Village of Mundelein		Lake County		State of Illinois		United States	
	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population
1990								
0-4 years	2,173	10.3%	43,910	8.5%	844,764	7.4%	18,264,096	7.3%
5-17	4,527	21.5%	117,656	22.8%	2,103,057	18.4%	45,342,448	18.2%
18-24	1,369	6.5%	36,377	7.0%	1,188,851	10.4%	26,234,893	10.5%
25-44	8,427	40.1%	180,502	35.0%	3,705,821	32.4%	81,086,450	32.6%
45-64	3,293	15.7%	94,820	18.4%	2,153,729	18.8%	46,586,711	18.7%
65+	1,428	6.8%	43,153	8.4%	1,434,380	12.5%	31,195,275	12.5%
2000								
0-4 years	2,819	9.2%	52,887	8.2%	871,788	7.0%	19,046,754	6.8%
5-17	7,353	24.0%	155,605	24.1%	2,367,441	19.1%	53,096,003	18.9%
18-24	1,825	6.0%	37,649	5.8%	1,206,393	9.7%	27,067,510	9.6%
25-44	11,081	36.2%	204,303	31.7%	3,815,155	30.7%	85,482,828	30.4%
45-64	5,535	18.1%	139,193	21.6%	2,659,587	21.4%	61,749,839	21.9%
65+	1,975	6.5%	54,769	8.5%	1,498,929	12.1%	34,978,972	12.4%
Average Annual Change								
	Net	%	Net	%	Net	%	Net	%
0-4 years	72	2.6%	997	1.9%	3,003	0.3%	86,962	0.4%
5-17	314	5.0%	4,217	2.8%	29,376	1.2%	861,506	1.6%
18-24	51	2.9%	141	0.3%	1,949	0.1%	92,513	0.3%
25-44	295	2.8%	2,645	1.2%	12,148	0.3%	488,486	0.5%
45-64	249	5.3%	4,930	3.9%	56,206	2.1%	1,684,792	2.9%
65+	61	3.3%	1,291	2.4%	7,172	0.4%	420,411	1.2%

Table A.6b Population by Age Group, Village of Mundelein Comparison Snapshot 2003 Estimate								
	Number	% of Population	Number	% of Population	Number	% of Population	Number	% of Population
	Village of Mundelein		Lake County		State of Illinois		United States	
0-4 years	2,935	8.9%	54,746	8.1%	897,126	7.1%	19,867,603	6.8%
5-17	7,329	22.3%	142,234	21.0%	2,359,308	18.6%	53,424,033	18.4%
18-24	2,841	8.6%	63,834	9.4%	1,238,682	9.8%	28,431,640	9.8%
25-44	10,968	33.3%	195,875	28.9%	3,680,568	29.1%	83,150,449	28.6%
45-64	6,823	20.7%	161,829	23.9%	2,922,628	23.1%	68,686,829	23.6%
65+	2,012	6.1%	59,990	8.8%	1,561,190	12.3%	37,086,609	12.8%
	1/4 Mile Radius from Train Station		1/2 Mile Radius from Train Station		3/4 Mile Radius from Train Station			
0-4 years	36	7.6%	278	7.3%	712	7.3%		
5-17	103	21.6%	824	21.8%	2,131	22.0%		
18-24	45	9.5%	357	9.4%	931	9.6%		
25-44	150	31.5%	1,177	31.1%	3,005	31.0%		
45-64	99	20.8%	802	21.2%	2,125	21.9%		
65+	47	9.9%	345	9.1%	795	8.2%		
	1 Mile Radius from Train Station		3 Mile Radius from Train Station		5 Mile Radius from Train Station			
0-4 years	1,139	7.5%	5,189	7.8%	7,612	7.5%		
5-17	3,369	22.0%	14,178	21.2%	21,837	21.6%		
18-24	1,470	9.6%	5,196	7.8%	7,577	7.5%		
25-44	4,759	31.1%	20,292	30.4%	29,178	28.8%		
45-64	3,355	21.9%	16,532	24.7%	26,373	26.0%		
65+	1,193	7.8%	5,458	8.2%	8,725	8.6%		
	Village of Grayslake		Village of Lake Zurich		Village of Libertyville		Village of Vernon Hills	
0-4 years	2,333	11.3%	1,616	8.6%	1,353	510.8%	1,626	539.4%
5-17	4,653	22.5%	4,683	24.8%	4,433	1673.7%	4,332	1437.2%
18-24	1,244	6.0%	1,242	6.6%	1,464	552.8%	1,467	486.7%
25-44	7,490	36.2%	5,416	28.7%	5,108	1928.6%	6,936	2301.0%
45-64	4,062	19.6%	4,757	25.2%	6,438	2430.7%	5,227	1734.1%
65+	900	4.4%	1,155	6.1%	2,620	989.2%	1,307	433.6%

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.7a Educational Attainment, Village of Mundelein vs. Metro Area, 1990 - 2000								
	Village of Mundelein		Lake County		State of Illinois		United States	
	1990	2000	1990	2000	1990	2000	1990	2000
Less than 9th Grade	5.5%	8.5%	5.9%	6.0%	10.3%	9.5%	10.4%	10.0%
Some High School	8.7%	7.9%	9.4%	7.4%	13.5%	9.0%	14.4%	9.6%
High School Graduate	27.2%	21.8%	25.1%	21.4%	30.0%	27.7%	30.0%	28.6%
Some College / Associate	27.9%	21.9%	27.7%	26.6%	25.2%	27.6%	24.9%	27.4%
Bachelor Degree	20.5%	26.4%	20.5%	24.0%	13.6%	16.5%	13.1%	15.5%
Graduate or Professional Degree	10.1%	13.5%	11.5%	14.6%	7.5%	9.5%	7.2%	8.9%

Table A.7b Educational Attainment, Village of Mundelein Comparison Snapshot 2003				
	Village of Mundelein	Lake County	State of Illinois	United States
Less than 9th Grade	8.7%	6.0%	7.5%	7.6%
Some High School	7.9%	7.5%	11.0%	12.0%
High School Graduate	21.6%	21.4%	27.6%	28.5%
Some College / Associate	21.7%	26.7%	27.6%	27.4%
Bachelor Degree	26.4%	24.0%	16.7%	15.7%
Graduate or Professional Degree	13.7%	14.4%	9.6%	8.9%
	1/4 Mile Radius from Train Station	1/2 Mile Radius from Train Station	3/4 Mile Radius from Train Station	
Less than 9th Grade	14.2%	13.0%	11.1%	
Some High School	12.5%	11.4%	10.6%	
High School Graduate	29.2%	28.7%	26.6%	
Some College / Associate	20.0%	20.9%	22.4%	
Bachelor Degree	18.6%	19.8%	21.3%	
Graduate or Professional Degree	5.4%	6.2%	8.1%	
	1 Mile Radius from Train Station	3 Mile Radius from Train Station	5 Mile Radius from Train Station	
Less than 9th Grade	10.9%	5.8%	4.7%	
Some High School	10.1%	6.1%	5.2%	
High School Graduate	25.3%	18.3%	17.6%	
Some College / Associate	22.8%	23.6%	24.2%	
Bachelor Degree	22.1%	29.4%	30.5%	
Graduate or Professional Degree	8.9%	16.8%	17.9%	
	Village of Grayslake	Village of Lake Zurich	Village of Libertyville	Village of Vernon Hills
Less than 9th Grade	1.7%	2.3%	2.9%	2.1%
Some High School	3.9%	3.8%	3.1%	4.2%
High School Graduate	15.3%	18.9%	13.3%	14.4%
Some College / Associate	28.2%	30.9%	24.8%	25.3%
Bachelor Degree	33.2%	30.5%	32.4%	35.6%
Graduate or Professional Degree	17.7%	13.5%	23.5%	18.4%

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.8a
Median Household Income,
Village of Mundelein vs. Metro Area,
1990 - 2000 and 2003 Projection

	1990	2000	2003 ¹	Average Annual Percentage Change (1990 - 2000)		Average Annual Percentage Change (2000 - 2003)	
				Current Year Dollars	Adjusted for Inflation	Current Year Dollars	Adjusted for Inflation ²
				Dollars	Inflation	Dollars	Inflation
Village of Mundelein	\$ 45,947	\$ 69,651	\$ 79,161	4.2%	1.2%	4.4%	2.2%
Lake County	\$ 46,047	\$ 66,973	\$ 74,836	3.8%	0.8%	3.8%	1.7%
State of Illinois	\$ 32,252	\$ 46,590	\$ 52,104	3.7%	0.8%	3.8%	1.7%
United States	\$ 30,056	\$ 41,994	\$ 46,868	3.4%	0.4%	3.7%	1.6%

Table A.8b
Median Household Income
Village of Mundelein Comparison Snapshot
2003

	2003 ¹
1/4 Mile Radius from Train Station	\$ 64,796
1/2 Mile Radius from Train Station	\$ 66,570
3/4 Mile Radius from Train Station	\$ 69,511
1 Mile Radius from Train Station	\$ 70,804
3 Mile Radius from Train Station	\$ 83,055
5 Mile Radius from Train Station	\$ 88,357
Village of Grayslake	\$ 83,444
Village of Lake Zurich	\$ 97,227
Village of Libertyville	\$ 100,175
Village of Vernon Hills	\$ 80,026

¹ Estimate

² Uses final 2002 CPI plus assumed inflation of 2.25% for 2003

Source: US Census Bureau, Claritas and URS Corp. CPI from Bureau of Labor Statistics, Oregon State University and West Egg

Table A.9a
Household Income Distribution
Village of Mundelein vs. Metro Area,
1990 - 2000

	Village of Mundelein	Lake County	State of Illinois	United States
	households	households	households	households
1990	7,104	173,887	4,202,240	91,947,410
Less than \$25,000	1,246	38,233	1,606,213	38,471,512
\$25,000 to \$49,999	2,684	56,351	1,449,972	31,003,580
\$50,000 to \$74,999	2,080	37,849	701,381	13,777,883
\$75,000 to \$99,999	652	17,703	236,352	4,704,808
Greater than \$100,000	442	23,751	203,802	4,035,799
2000	9,784	216,484	4,591,779	105,480,101
Less than \$25,000	1,050	30,272	1,153,596	30,261,220
\$25,000 to \$49,999	1,925	46,633	1,291,142	30,965,514
\$50,000 to \$74,999	2,356	44,587	952,940	20,540,604
\$75,000 to \$99,999	1,923	31,966	531,760	10,799,245
Greater than \$100,000	2,530	63,026	663,302	12,972,539

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.9b
Household Income Distribution
Village of Mundelein Comparison Snapshot
2003 Estimate

2003 Estimate	Village of Mundelein		Lake County		State of Illinois		United States	
	households	%	households	%	households	%	households	%
Less than \$25,000	909	8.8%	27,688	12.2%	1,046,894	22.3%	28,062,088	25.6%
\$25,000 to \$49,999	1,844	17.8%	43,766	19.3%	1,219,959	26.0%	30,317,900	27.7%
\$50,000 to \$74,999	2,101	20.2%	42,477	18.7%	938,652	20.0%	21,028,811	19.2%
\$75,000 to \$99,999	2,042	19.7%	33,934	14.9%	592,543	12.6%	12,379,351	11.3%
Greater than \$100,000	3,491	33.6%	79,440	34.9%	893,629	19.0%	17,651,909	16.1%
	10,387 households		227,305 households		4,691,677 households		109,440,059 households	
	155 households		1,211 households		3,078 households			
	1/4 Mile Radius from Train Station		1/2 Mile Radius from Train Station		3/4 Mile Radius from Train Station			
Less than \$25,000	20	12.9%	144	11.9%	352	11.4%		
\$25,000 to \$49,999	29	18.7%	234	19.3%	598	19.4%		
\$50,000 to \$74,999	48	31.0%	343	28.3%	755	24.5%		
\$75,000 to \$99,999	33	21.3%	260	21.5%	654	21.2%		
Greater than \$100,000	25	16.1%	230	19.0%	720	23.4%		
	4,819 households		22,786 households		34,496 households			
	1 Mile Radius from Train Station		3 Mile Radius from Train Station		5 Mile Radius from Train Station			
Less than \$25,000	516	10.7%	1,925	8.4%	2,733	7.9%		
\$25,000 to \$49,999	960	19.9%	3,899	17.1%	5,506	16.0%		
\$50,000 to \$74,999	1,122	23.3%	4,307	18.9%	6,017	17.4%		
\$75,000 to \$99,999	1,013	21.0%	3,919	17.2%	5,601	16.2%		
Greater than \$100,000	1,209	25.1%	8,737	38.3%	14,640	42.4%		
	7,109 households		5,987 households		7,581 households		7,823 households	
	Village of Grayslake		Village of Lake Zurich		Village of Libertyville		Village of Vernon Hills	
Less than \$25,000	585	8.2%	346	5.8%	603	8.0%	637	8.1%
\$25,000 to \$49,999	1,173	16.5%	712	11.9%	921	12.1%	1,542	19.7%
\$50,000 to \$74,999	1,290	18.1%	958	16.0%	1,218	16.1%	1,465	18.7%
\$75,000 to \$99,999	1,500	21.1%	1,099	18.4%	1,043	13.8%	1,332	17.0%
Greater than \$100,000	2,561	36.0%	2,872	48.0%	3,796	50.1%	2,847	36.4%

Source: U.S. Census Bureau, Claritas and URS Corporation

Table A.10 Median Household Income by Age of Householder Village of Mundelein vs. Surrounding Communities 1999									
	Village of Mundelein	Lake County	State of Illinois	United States	Village of Grayslake	Village of Lake Zurich	Village of Libertyville	Village of Vernon Hills	
Total	\$ 69,651	\$ 66,973	\$ 46,590	\$ 41,994	\$ 73,143	\$ 84,125	\$ 88,828	\$ 71,297	
Householder under 25 years	\$ 40,918	\$ 34,495	\$ 24,427	\$ 22,679	\$ 43,224	\$ 37,115	\$ 49,125	\$ 48,438	
Householder 25 to 34 years	\$ 67,011	\$ 57,110	\$ 46,057	\$ 41,414	\$ 76,351	\$ 82,122	\$ 64,440	\$ 63,933	
Householder 35 to 44 years	\$ 76,991	\$ 76,519	\$ 55,877	\$ 50,654	\$ 82,333	\$ 89,256	\$ 102,979	\$ 81,604	
Householder 45 to 54 years	\$ 80,664	\$ 86,112	\$ 62,053	\$ 56,300	\$ 79,860	\$ 93,462	\$ 112,024	\$ 81,866	
Householder 55 to 64 years	\$ 80,393	\$ 76,289	\$ 52,275	\$ 47,447	\$ 65,278	\$ 85,918	\$ 105,095	\$ 82,433	
Householder 65 to 74 years	\$ 37,625	\$ 44,900	\$ 33,419	\$ 31,368	\$ 43,068	\$ 41,765	\$ 56,493	\$ 50,893	
Householder 75 years and over	\$ 28,875	\$ 29,298	\$ 23,363	\$ 22,259	\$ 26,136	\$ 28,250	\$ 23,488	\$ 32,904	
Change between under-25 and 25-34 cohorts	63.8%	65.6%	88.5%	82.6%	76.6%	121.3%	31.2%	32.0%	
Change between 25-34 and 35-44 cohorts	14.9%	34.0%	21.3%	22.3%	7.8%	8.7%	59.8%	27.6%	
Change between 35-44 and 45-54 cohorts	4.8%	12.5%	11.1%	11.1%	-3.0%	4.7%	8.8%	0.3%	
Change between 45-54 and 55-64 cohorts	-0.3%	-11.4%	-15.8%	-15.7%	-18.3%	-8.1%	-6.2%	0.7%	
Change between 55-64 and 65-74 cohorts	-53.2%	-41.1%	-36.1%	-33.9%	-34.0%	-51.4%	-46.2%	-38.3%	
Change between 65-74 and 75+ cohorts	-23.3%	-34.7%	-30.1%	-29.0%	-39.3%	-32.4%	-58.4%	-35.3%	

Source: US Bureau of the Census and URS Corporation

Table A.11
Medicare Enrollment Age 65 +,
Lake County, Illinois,
1990-2002

Year	Lake County		State of Illinois		United States	
	Total	% change	Total	% change	Total	% change
1990	n/a		1,533,653		34,203,383	
1991			1,553,086	1.3%	34,870,240	1.9%
1992			1,573,590	1.3%	35,579,149	2.0%
1993			1,592,284	1.2%	36,305,903	2.0%
1994			1,605,735	0.8%	36,935,366	1.7%
1995			1,617,479	0.7%	37,535,024	1.6%
1996			1,623,365	0.4%	38,064,130	1.4%
1997			1,622,181	-0.1%	38,444,739	1.0%
1998			1,625,913	0.2%	38,824,855	1.0%
1999			1,628,744	0.2%	39,140,386	0.8%
2000	60,218		1,635,047	0.6%	39,619,986	1.2%
2001	61,592	2.3%	1,639,986	0.3%	40,025,724	1.0%
2002	63,069	2.4%	1,645,851	0.4%	40,488,878	1.2%
Average Annual Change 1990 - 2000	n/a	n/a	11,266	0.6%	601,845	1.5%
Average Annual Change 2000 - 2002	1,426	1.6%	5,402	0.2%	434,446	0.7%

Source: Centers for Medicare and Medicaid Services and URS Corporation

Table B.1
Establishment Employment Figures by Industry
Village of Mundelein vs. Metro Area,
2001-2002

INDUSTRY (NAICS)	March-01		March-02	
	Lake County	Village of Mundelein	Lake County	Village of Mundelein
ALL INDUSTRIES	273,823	12,178	271,033	12,229
AGRICULTURE, FORESTRY, FISHING, & HUNTING (11)	678	84	567	88
MINING (21)	A/	0	202	0
UTILITIES (22)	1,898	A/	1,788	A/
CONSTRUCTION (23)	15,254	761	15,046	756
MANUFACTURING (31-33)	55,030	4,278	53,227	4,169
FOOD	1,152	A/	1,300	A/
BEVERAGE & TOBACCO	280	A/	291	A/
TEXTILE MILLS	A/	A/	101	A/
TEXTILE PRODUCT MILLS	185	A/	177	A/
APPAREL	A/	0	9	A/
LEATHER & ALLIED PRODUCTS	A/	A/	91	A/
WOOD PRODUCTS	164	59	182	56
PAPER	2,226	A/	2,173	A/
PRINTING & RELATED SUPPORT	1,954	190	1,779	185
PETROLEUM & COAL PRODUCTS	A/	0	74	0
CHEMICAL	17,191	82	17,514	A/
PLASTICS & RUBBER PRODUCTS	6,289	A/	6,427	A/
NONMETALLIC MINERAL PRODUCTS	1,561	A/	1,338	A/
PRIMARY METAL PRODUCTS	638	A/	542	A/
FABRICATED METAL PRODUCTS	5,741	381	5,101	324
MACHINERY	3,472	252	3,059	237
COMPUTER & ELECTRONIC PDTS.	5,951	145	5,290	140
ELECTRICAL EQUIP., APPLIANCES, & COMP.	1,636	329	1,359	177
TRANSPORTATION EQUIPMENT	885	A/	808	A/
FURNITURE & RELATED PRODUCTS	704	39	584	32
MISCELLANEOUS MANUFACTURING	4,710	143	5,028	209
WHOLESALE TRADE (42)	24,189	825	23,382	783
RETAIL TRADE (44-45)	40,168	1,115	40,160	1,387
TRANSPORTATION & WAREHOUSING (48-49)	4,391	854	4,376	853
INFORMATION (51)	5,560	177	5,370	197
FINANCE & INSURANCE (52)	17,322	187	17,537	220
REAL ESTATE & RENTAL & LEASING (53)	3,215	162	3,144	150
PROFESSIONAL, SCIENTIFIC & TECH. SVCS. (54)	19,602	588	18,794	554
MNGMT. OF COMPANIES & ENTERPRISES (55)	4,344	A/	3,905	A/
ADMIN. & SUP. & WASTE MGMT. & REMED. SVCS. (56)	23,247	734	21,016	601
EDUCATIONAL SERVICES (61)	5,270	324	5,529	298
HEALTH CARE & SOCIAL ASSISTANCE (62)	22,827	324	24,140	343
ARTS, ENTERTAINMENT & RECREATION (71)	5,613	91	5,518	103
ACCOMMODATIONS & FOOD SERVICES (72)	16,599	941	18,625	1,005
OTHER SERVICES (except PUBLIC ADMIN.) (81)	8,206	662	8,449	651
UNCLASSIFIED (99)	215	A/	258	A/

Source: Illinois Department of Employment Security: Where Workers Work

Table B.2
Employment Figures by Year
Village of Mundelein vs. Metro Area,
1982-2002

	Village of Mundelein	Lake County	Lake County MISC
1982	5,691	109,553	31,668
1983	5,943	114,076	34,759
1984	7,065	123,912	36,865
1985	7,682	131,584	37,762
1986	7,618	132,274	39,125
1988	10,091	157,510	52,500
1989	9,719	171,305	57,793
1990	10,387	183,823	61,376
*****	Multiple worksite reporting begins		
1991	10,374	184,059	61,569
1992	11,349	191,140	68,899
1993	11,558	198,618	77,198
1994	10,375	210,180	86,145
1995	11,319	219,125	91,198
1996	11,694	224,220	95,666
1997	11,769	232,277	55,299
1998	11,639	242,811	55,447
1999	10,891	254,685	58,904
2000	11,721	264,402	59,944
2001	12,178	273,823	62,274
2002	12,229	271,033	24,747

Source: Illinois Department of Employment Security: *Where Workers Work*

Table B.3
Top Ten Private Employers
Village of Mundelein,
2003

Establishment	Address	Industry	FTE
Medline Industries, Inc.	1 Medline Place	General Mfg. / Distribution	900
Accurate Transmissions, Inc.	401 Terrace Dr.	Automotive	320
Amcor Flexibles Healthcare	1919 S. Butterfield Rd.	General Mfg. / Distribution	315
North Shore Gas Company	1390 Wilhelm Rd.	Government / Utilities	250
MacLean-Fogg Company	1000 Allanson Rd.	General Mfg. / Distribution	240
University of St. Mary of the Lake/Mundelein Seminary	1000 E. Maple Ave.	Non-Profit / Child Care	185
Mundelein Consolidated High School District #120	1350 W. Hawley St.	Government / Utilities	180
Mundelein Elementary School District #75	470 N. Lake St.	Government / Utilities	165
Sysmex America, Inc.	1 Nelson C. White Pkwy.	General Mfg. / Distribution	145
Carter-Hoffmann Corp.	1551 McCormick Blvd.	General Mfg. / Distribution	144

Source: Village of Mundelein

Table B.4
 Unemployment Rates, Civilian Population in Labor Force Age 16 or Older
 Village of Mundelein vs. Metro Area,
 1990 - 2003

Year	Period	Village of Mundelein	Lake County	Nine-County Metropolitan Region	State of Illinois	United States
1990	Annual	4.5%	4.2%	6.0%	6.2%	5.6%
1991	Annual	6.0%	5.4%	7.0%	7.2%	6.8%
1992	Annual	6.4%	5.8%	7.4%	7.6%	7.5%
1993	Annual	6.3%	5.8%	7.3%	7.5%	6.9%
1994	Annual	5.2%	4.9%	5.6%	5.7%	6.1%
1995	Annual	4.3%	4.0%	5.1%	5.2%	5.6%
1996	Annual	4.6%	4.0%	5.0%	5.3%	5.4%
1997	Annual	4.5%	3.6%	4.5%	4.7%	4.9%
1998	Annual	4.5%	3.7%	4.3%	4.5%	4.5%
1999	Annual	3.9%	3.3%	4.1%	4.3%	4.2%
2000	Annual	4.0%	3.5%	4.1%	4.3%	4.0%
2001	Annual	5.0%	4.5%	5.4%	5.4%	4.7%
2002	Annual	6.3%	5.7%	6.7%	6.5%	5.8%
2003	Annual	5.2%	7.1%	6.8%	6.3%	5.4%

Source: US Bureau of Labor, Illinois Department of Employment Security and URS Corp.

Table B.5a Residents' Employment Figures by Occupation, Industry and Worker Classification Village of Mundelein vs. Lake County, 1990				
	Village of Mundelein		Lake County	
	Number	Pct	Number	Pct
Employed civilian population 16 years and over	11,905	100.0%	258,003	100.0%
OCCUPATION				
	11,905			
Management, professional, and related occupations	3,599	30.2%	87,068	33.7%
Service occupations	1,364	11.5%	34,403	13.3%
Sales and office occupations	4,075	34.2%	78,179	30.3%
Farming, fishing, and forestry occupations	103	0.9%	2,570	1.0%
Construction, extraction, and maintenance occupations	1,194	10.0%	8,589	3.3%
Production, transportation, and material moving occupations	1,570	13.2%	47,194	18.3%
INDUSTRY				
Agriculture, forestry, fishing and hunting, and mining	145	1.2%	3491	1.4%
Construction	659	5.5%	16,350	6.3%
Manufacturing	3,022	25.4%	55,692	21.6%
Wholesale trade	541	4.5%	14,302	5.5%
Retail trade	2,136	17.9%	41,032	15.9%
Transportation and warehousing, and utilities	548	4.6%	14,145	5.5%
Information	0	0.0%	0	0.0%
Finance, insurance, real estate, and rental and leasing	1,071	9.0%	23,868	9.3%
Professional, scientific, management, administrative, and waste management services	703	5.9%	18,314	7.1%
Educational, health and social services	1,624	13.6%	37,749	14.6%
Arts, entertainment, recreation, accommodation and food services	187	1.6%	4,660	1.8%
Other services (except public administration)	811	6.8%	19,650	7.6%
Public administration	458	3.8%	8,750	3.4%
CLASS OF WORKER				
Private wage and salary workers	10,177	85.5%	213,412	82.7%
Government workers	1,174	9.9%	28,312	11.0%
Self-employed workers in own not incorporated business	476	4.0%	15,262	5.9%
Unpaid family workers	78	0.7%	1,017	0.4%

Source: US Census Bureau and URS Corporation

Table B.5b Residents' Employment Figures by Occupation, Industry and Worker Classification Village of Mundelein vs. Lake County, 2000				
	Village of Mundelein		Lake County	
	Number	Pct	Number	Pct
Employed civilian population 16 years and over	15,509	100.0%	310,396	100.0%
OCCUPATION				
Management, professional, and related occupations	6,398	41.3%	127,476	41.1%
Service occupations	1,980	12.8%	34,931	11.3%
Sales and office occupations	3,881	25.0%	87,750	28.3%
Farming, fishing, and forestry occupations	47	0.3%	446	0.1%
Construction, extraction, and maintenance occupations	1,219	7.9%	23,678	7.6%
Production, transportation, and material moving occupations	1,984	12.8%	36,115	11.6%
INDUSTRY				
Agriculture, forestry, fishing and hunting, and mining	55	0.4%	930	0.3%
Construction	851	5.5%	19,081	6.1%
Manufacturing	3,097	20.0%	61,291	19.7%
Wholesale trade	684	4.4%	15,411	5.0%
Retail trade	1,685	10.9%	35,571	11.5%
Transportation and warehousing, and utilities	450	2.9%	11,020	3.6%
Information	335	2.2%	8,523	2.7%
Finance, insurance, real estate, and rental and leasing	1,199	7.7%	28,496	9.2%
Professional, scientific, management, administrative, and waste management services	2,247	14.5%	38,920	12.5%
Educational, health and social services	2,441	15.7%	51,074	16.5%
Arts, entertainment, recreation, accommodation and food services	1,326	8.5%	18,751	6.0%
Other services (except public administration)	711	4.6%	12,351	4.0%
Public administration	428	2.8%	8,977	2.9%
CLASS OF WORKER				
Private wage and salary workers	13,426	86.6%	261,120	84.1%
Government workers	1,519	9.8%	31,937	10.3%
Self-employed workers in own not incorporated business	546	3.5%	16,549	5.3%
Unpaid family workers	18	0.1%	790	0.3%

Source: US Census Bureau and URS Corporation

Table B.5c Change in Employment Figures by Occupation, Industry and Worker Classification Village of Mundelein vs. Lake County, 1990 - 2000				
	Village of Mundelein		Lake County	
	Net	Pct Chg	Net	Pct Chg
Employed civilian population 16 years and over	3,604	30.3%	52,393	20.3%
OCCUPATION				
Management, professional, and related occupations	2,799	77.8%	40,408	46.4%
Service occupations	616	45.2%	528	1.5%
Sales and office occupations	(194)	-4.8%	9,571	12.2%
Farming, fishing, and forestry occupations	(56)	-54.4%	(2,124)	-82.6%
Construction, extraction, and maintenance occupations	25	2.1%	15,089	175.7%
Production, transportation, and material moving occupations	414	26.4%	(11,079)	-23.5%
INDUSTRY				
Agriculture, forestry, fishing and hunting, and mining	(90)	-62.1%	(2,561)	-73.4%
Construction	192	29.1%	2,731	16.7%
Manufacturing	75	2.5%	5,599	10.1%
Wholesale trade	143	26.4%	1,109	7.8%
Retail trade	(451)	-21.1%	(5,461)	-13.3%
Transportation and warehousing, and utilities	(98)	-17.9%	(3,125)	-22.1%
Information	335	n/a	8,523	n/a
Finance, insurance, real estate, and rental and leasing	128	12.0%	4,628	19.4%
Professional, scientific, management, administrative, and waste management services	1,544	219.6%	20,606	112.5%
Educational, health and social services	817	50.3%	13,325	35.3%
Arts, entertainment, recreation, accommodation and food services	1,139	609.1%	14,091	302.4%
Other services (except public administration)	(100)	-12.3%	(7,299)	-37.1%
Public administration	(30)	-6.6%	227	2.6%
CLASS OF WORKER				
Private wage and salary workers	3,249	31.9%	47,708	22.4%
Government workers	345	29.4%	3,625	12.8%
Self-employed workers in own not incorporated business	70	14.7%	1,287	8.4%
Unpaid family workers	(60)	0.0%	(227)	-22.3%

Source: US Census Bureau and URS Corporation

Note: 1990 data was recorded using SIC codes; 2000 data was recorded using NAICS codes

Table B.6
Where Workers Work
Village of Mundelein,
1990-2000

	1990		2000		Average Annual Change, 1990-2000	
Total	11,743		15,314		397	2.7%
PLACE OF WORK						
Worked at Home	325	2.8%	501	3.3%	20	4.4%
Worked outside Home	11,418	97.2%	14,813	96.7%	377	2.6%
Worked in Mundelein	2,545	21.7%	2,719	17.8%	19	0.7%
Worked outside Mundelein	9,198	78.3%	12,595	82.2%	377	3.2%
Worked in Lake County	4,790	40.8%	7,914	51.7%	347	5.1%
Worked outside Lake County	4,346	37.0%	4,481	29.3%	15	0.3%
Worked outside Illinois	62	0.5%	200	1.3%	15	12.4%

Source: US Census Bureau and URS Corporation

Table B.7
How Workers Get to Work
Village of Mundelein,
1990-2000

	1990		2000		Average Annual Change, 1990-2000	
TRANSPORTATION MODE TO WORK						
Car, truck, or van:						
Drove alone	9,362	82.0%	12,013	81.1%	295	2.5%
Carpooled	1,319	11.6%	1,840	12.4%	58	3.4%
In 2-person carpool	1,090	0	1,423	9.6%	37	2.7%
In 3-person carpool	181	0	337	2.3%	17	6.4%
In 4-person carpool	19	0	64	0.4%	5	12.9%
In 5 or 6-person carpool	29	0	16	0.1%	(1)	-5.8%
In 7-or-more person carpool	0	0	0	0.0%	0	0.0%
Public transportation:						
Bus or trolley bus	44	0.4%	52	0.4%	1	1.7%
Streetcar or trolley car	0	0.0%	0	0.0%	0	0.0%
Subway or elevated	0	0.0%	4	0.0%	0	0.0%
Railroad	251	2.2%	343	2.3%	10	3.2%
Ferryboat	0	0.0%	0	0.0%	0	0.0%
Taxicab	8	0.1%	228	1.5%	24	39.8%
Motorcycle	0	0.0%	0	0.0%	0	0.0%
Bicycle	14	0.1%	43	0.3%	3	11.9%
Walked	322	2.8%	128	0.9%	(22)	-8.8%
Other means	98	0.9%	162	1.1%	7	5.2%
TRAVEL TIME TO WORK						
Less than 5 minutes	262	2.3%	311	2.1%	5	1.7%
5 to 9 minutes	1,423	12.5%	1,262	8.5%	(18)	-1.2%
10 to 14 minutes	1,322	11.6%	2,078	14.0%	84	4.6%
15 to 19 minutes	1,539	13.5%	1,940	13.1%	45	2.3%
20 to 24 minutes	1,295	11.3%	1,874	12.7%	64	3.8%
25 to 29 minutes	746	6.5%	843	5.7%	11	1.2%
30 to 34 minutes	1,469	12.9%	2,176	14.7%	79	4.0%
35 to 39 minutes	637	5.6%	540	3.6%	(11)	-1.6%
40 to 44 minutes	541	4.7%	689	4.7%	16	2.4%
45 to 59 minutes	1,140	10.0%	1,674	11.3%	59	3.9%
60 to 89 minutes	778	6.8%	1,035	7.0%	29	2.9%
90 or more minutes	266	2.3%	391	2.6%	14	3.9%
Median:	20-24 minutes		20-24 minutes			
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	192	1.7%	450	3.0%	29	8.9%
5:00 a.m. to 5:29 a.m.	280	2.5%	471	3.2%	21	5.3%
5:30 a.m. to 5:59 a.m.	445	3.9%	871	5.9%	47	6.9%
6:00 a.m. to 6:29 a.m.	1,467	12.8%	1,500	10.1%	4	0.2%
6:30 a.m. to 6:59 a.m.	1,752	15.3%	2,173	14.7%	47	2.2%
7:00 a.m. to 7:29 a.m.	1,792	15.7%	2,819	19.0%	114	4.6%
7:30 a.m. to 7:59 a.m.	1,663	14.6%	2,062	13.9%	44	2.2%
8:00 a.m. to 8:29 a.m.	1,079	9.4%	1,304	8.8%	25	1.9%
8:30 a.m. to 8:59 a.m.	596	5.2%	714	4.8%	13	1.8%
9:00 a.m. to 9:59 a.m.	351	3.1%	745	5.0%	44	7.8%
10:00 a.m. to 10:59 a.m.	226	2.0%	225	1.5%	(0)	0.0%
11:00 a.m. to 11:59 a.m.	36	0.3%	130	0.9%	10	13.7%
12:00 p.m. to 3:59 p.m.	753	6.6%	616	4.2%	(15)	-2.0%
4:00 p.m. to 11:59 p.m.	786	6.9%	733	4.9%	(6)	-0.7%

Source: US Census Bureau and URS Corporation

**Table D.1
Total Space, Office Space Market
Mundelein Area
3rd Quarter 2003**

	Total Space	Rental Rates	Vacancy
North Suburbs			
Total	20,719,931		17.0%
Class A	8,918,169	\$14-\$17	18.2%
Class B	6,847,094	\$12-\$14	18.3%
Class C	4,954,668	\$9-\$10	13.2%
City of Chicago			
Total	117,439,201		13.0%
Class A	49,682,958	\$10-\$25	11.1%-28.7%
Class B			
Class C	67,756,243	\$6-\$15	4.0%-40.9%
Chicago Metropolitan Total			
Total	117,439,201		13.0%
Class A	49,682,958	\$10-\$25	11.1%-28.7%
Class B			
Class C	67,756,243	\$6-\$15	4.0%-40.9%

Source: CB Richard Ellis.

Table D.2
 Lake County Partners: Available Commercial Property
 Village of Mundelein
 Spring 2004

Property	Address	City	Land Area	Rentable Area	% Leased	Available	Average Rent
Former Motorola training center	1 Nelson C White Pky	Mundelein	43,560	85,000	100	0	\$12.00
Former NCR Building	405 S Washington Blvd	Mundelein	76,666	31,384	0	31,384	\$7.00
Garden Fresh Market	340 Townline Rd	Mundelein	0	30,000	57	12,900	\$8.00
Greenhill site / Malinkrotd Corp office	421 E Hawley St., Bldng A	Mundelein	479,160	65,087	0	65,087	\$10.00
Greenhill site / Malinkrotd Corp office	421 E Hawley St., Bldng B	Mundelein	479,160	12,080	0	12,080	\$10.00
Greenhill site / Malinkrotd Corp office	421 E Hawley St., Bldng C	Mundelein	479,160	78,476	0	78,476	\$10.00
Greenhill site / Malinkrotd Corp office	421 E Hawley St., Bldng D	Mundelein	479,160	51,419	0	51,419	\$10.00
Greenhill site / Malinkrotd Corp office	421 E Hawley St., Bldng F	Mundelein	479,160	6,752	0	6,752	\$10.00
Greenhill site / Malinkrotd Corp office	421 E Hawley St., Bldng G 975 Campus Drive	Mundelein	479,160	14,418	0	14,418	\$10.00
	455 N Lake St	Mundelein	7,500	3,000	0	3,000	\$12.00
Land Only							
900 + 950 Butterfield Rd. (Mundelein #3)		Mundelein	2.1	acres	R-1		\$1,500,000
Lot 2, Tower Rd.		Mundelein	6.3	acres	M-1		\$1,029,105
Midlothian S. of Rt 60/83 (Mund. #6)		Mundelein	3.0	acres	unincorp.		n/a
Mundelein #4		Mundelein	24.9	acres	unincorp.		n/a
Rt 60 & Rt. 83. N. of Midlothian (Mund. #5)		Mundelein	3.3	acres	unincorp.		n/a
Rt. 60/83 & Midlothian		Mundelein	10.0	acres	C-2/PU		\$3,484,800
SW corner Rt 60 and Butterfield Rd. (#2)		Mundelein	9.0	acres	M-1		n/a
SW corner Rt 60 and Rt. 83 (Mund. #1)		Mundelein	2.0	acres	C-2/PU		\$1,305,915
Tower Rd, Lot 29		Mundelein	4.6	acres	M-1		\$743,243
Tower Rd, Lots 29-31		Mundelein	12.1	acres	I		\$1,973,268
Tower Rd, Lots 30-31		Mundelein	7.7	acres	M-1		\$1,254,528

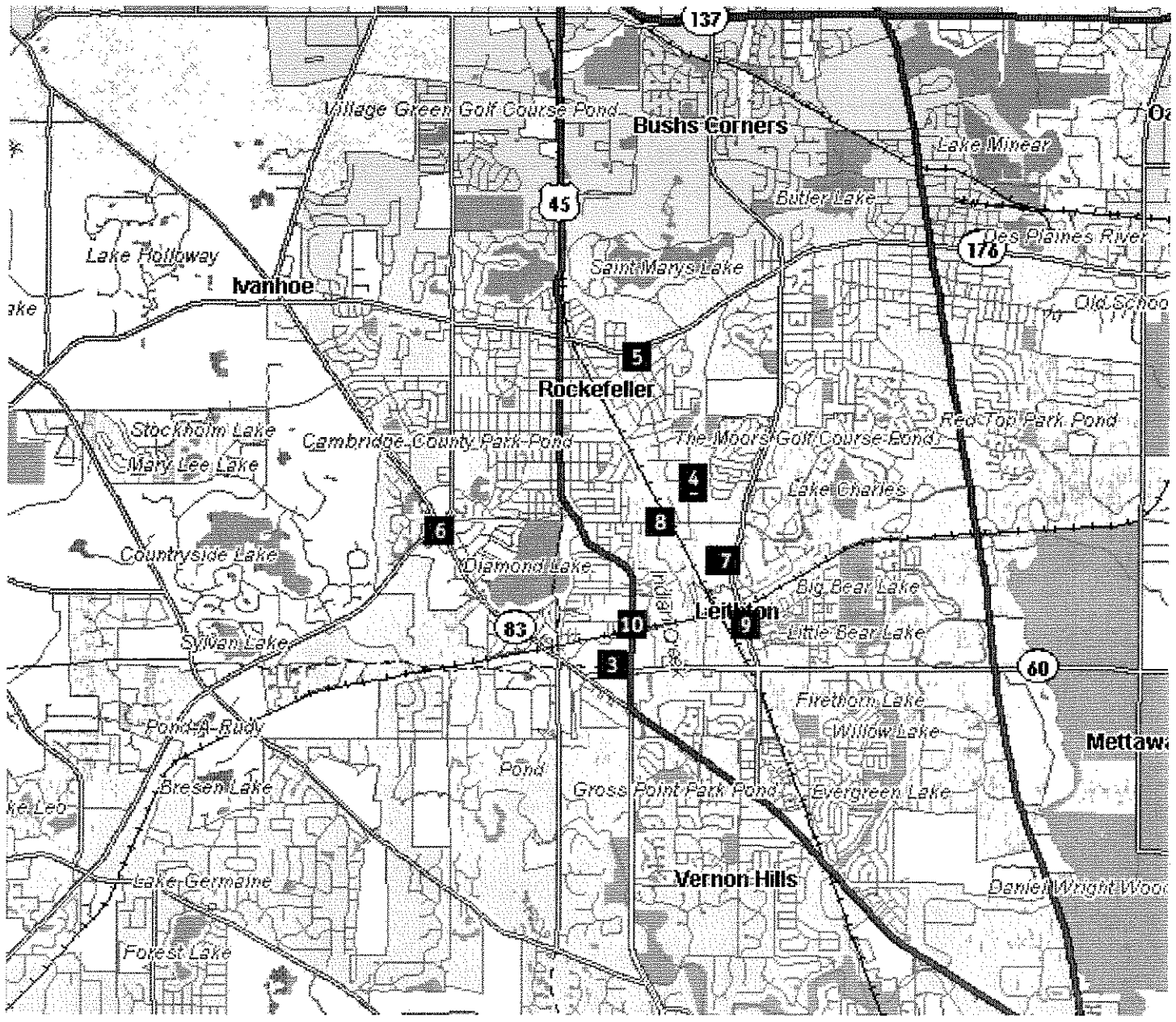
Source: Lake County Partners (February 2004)

Table D.2
Buildings and Land For Lease and For Sale
Mundelein, IL, 60060
As of June 2004

Name	Address	Use	Sale Price	Building Space - Sq Ft	Price per Sq Ft	Lot Size - Acres	Price per Acre	Avail Date
For Sale								
333 Washington	333 Washington	Distribution Warehouse	\$1,960,000	32,783	\$59.79	4.0	\$487,562	7-Oct-03
Allanson Park	408 Washington Blvd.	Industrial-Business Park	\$2,300,000	42,780	\$53.76	4.2	\$545,024	21-May-04
6.4 Acres - Mundelein, IL	18930 W. Highway 60	Land: Commercial/Other	\$1,500,000	n/a	n/a	6.4	\$234,375	15-Oct-03
Allanson Industrial Park Lot 2	600 Tower Rd.	Land: Commercial/Other	\$1,170,000	274,428	\$4.26	6.3	\$185,714	11-Mar-04
Meadows Corporate Development	SWC Midlothian Road & Rite 60/83	Land: Retail	n/a	n/a	n/a	2.4	n/a	30-Dec-03
975 Campus Drive	975 Campus Drive	Office Building	\$850,000	6,700	\$126.87	1.0	\$850,000	19-Mar-03
Mundelein Corporate Office Complex	421 E Hawley	Office-Business Park	\$8,500,000	228,000	\$37.28	13.0	\$652,341	28-Feb-03
Green Campus	1026 Campus Drive	Office-Warehouse	\$1,305,730	14,116	\$92.50	1.2	\$1,061,569	1-Dec-03
Burger King - Mundelein, IL	1520 S. Lake Street	Restaurant	\$1,928,957	3,365	\$573.24	0.6	\$3,000,906	11-Mar-04
1700 Butterfield S. Rd.	1700 Butterfield S. Rd.	Warehouse	\$2,940,000	60,000	\$49.00	3.1	\$960,784	30-Oct-03
Allanson Industrial Park BTS	600 Tower Rd.	Warehouse	n/a	100,000	n/a	6.3	n/a	11-Mar-04
Allanson Industrial Park	600 Tower Rd.	Warehouse	\$2,450,000	37,920	\$64.61	1.2	\$2,041,667	26-Jan-04
For Lease								
333 Washington	333 Washington	Distribution Warehouse		32,783	\$5.75			7-Oct-03
Former Minnesota Fabrics	80 Oak Creek Plaza	Neighborhood Center		10,800	\$9.00			15-Oct-03
Mundelein Office Building	200 Anthony	Office Building		65,087	\$10.00			7-May-03
Mundelein Office Building	279 Anthony	Office Building		6,752	\$10.00			7-May-03
Mundelein Office Building	421 Hawley	Office Building		51,419	\$10.00			7-May-03
Mundelein Office Building	501 Lange	Office Building		12,080	\$10.00			7-May-03
Mundelein Office Building	501 Lange	Office Building		78,476	\$10.00			7-May-03
975 Campus Drive	975 Campus Drive	Office Building		6,700	\$15.00			1-Jun-03
900 North Lake Street	900 North Lake Street	Office-R&D		1,400 to 2,000	\$11.40 - \$12.86			26-Apr-04
Patriot's Plaza	337 Townline	Regional Center/Mall		2,034 to 4,200	\$12.00 - \$15.00			21-Oct-03
Upper Paved Parking Lot A	500 McKinley/Anthony	Special Purpose (Other)		33,490	\$10.00			9-May-03
Ivanhoe Shoppes	812 N RT 83	Strip Center		1,200 to 2,400	\$17.00			13-Jun-04
1700 Butterfield S. Rd.	1700 Butterfield S. Rd.	Warehouse		30,000 to 60,000	\$4.50			10-Jun-04
407 S. Washington	407 S. Washington	Warehouse		4,700	\$0.00			26-Feb-04
409 Washington	409 S. Washington	Warehouse		16,292	\$0.00			30-Jan-04
Garage / Warehouse in Mundelein	491 Lange	Warehouse		14,418	\$10.00			7-May-03
Allanson Industrial Park	600 Tower Rd.	Warehouse		37,920	\$6.50			10-Jun-04
Allanson Industrial Park Lot 2	600 Tower Rd.	Warehouse / Land BTS		15,000 to 100,000	\$0.00			10-Jun-04

Source: Loopnet and State of Illinois Department of Economic Opportunity (June 2004)

Property Map



Legend

- 1 Allanson Industrial Park**
Tower (Lot #2) Rd., Mundelein, IL 60060
- 3 333 Washington**
333 Washington, Mundelein, IL 60060
- 5 975 Campus Drive**
975 Campus Drive, Mundelein, IL 60060
- 7 Green Campus**
1026 Campus Drive, Mundelein, IL 60060

- 2 6.4 Acres - Mundelein, IL**
18930 W. Highway 60, Mundelein, IL 60060
- 4 Allanson Park**
408 Washington Blvd., Mundelein, IL 60060
- 6 Mundelein Corporate Office Complex**
421 E Hawley, Mundelein, IL 60060
- 8 Burger King - Mundelein, IL**
1520 S. Lake Street, Mundelein, IL 60060

Created: 6/14/2004
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Property Map



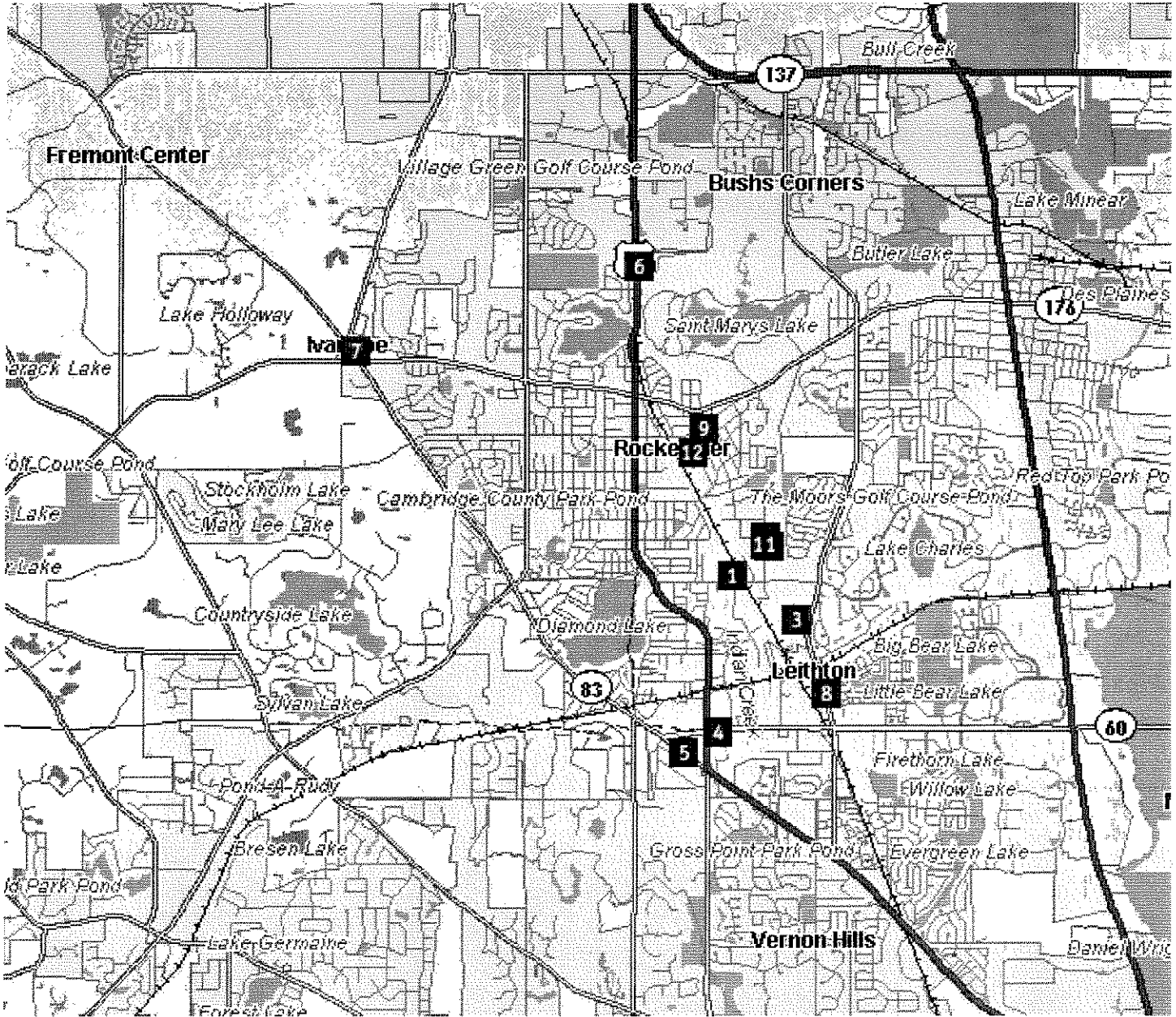
9 **SWQ Midlothian Road & Rte 60/83**
SWQ Midlothian Road & Rte 60/83, Mundelein, IL 60060

11 **Allanson Industrial Park**
600 Tower Rd., Mundelein, IL 60060

10 **Allanson Industrial Park**
Tower (Lot #2) Rd., Mundelein, IL 60060

12 **1700 Butterfield S. Rd.**
1700 Butterfield S. Rd., Mundelein, IL 60060

Property Map



Legend

- 1** 333 Washington
333 Washington, Mundelein, IL 60060
- 3** 975 Campus Drive
975 Campus Drive, Mundelein, IL 60060
- 5** 900 North Lake Street
900 North Lake Street, Mundelein, IL 60060
- 7** Upper Paved Parking Lot A
500 McKinley/Anthony, Mundelein, IL 60060

- 2** Former Minnesota Fabrics
80 Oak Creek Plaza, Mundelein, IL 60060
- 4** Mundelein Office Building
279 Anthony, Mundelein, IL 60060
- 6** Patriot's Plaza
337 Townline, Mundelein, IL 60060
- 8** Ivanhoe Shoppes
812 N RT 83, Mundelein, IL 60060

Property Map



- 9** **407 S. Washington**
407 S. Washington, Mundelein, IL 60060
- 11** **409 Washington**
409 Washington, Mundelein, IL 60060
- 13** **1700 Butterfield S. Rd.**
1700 Butterfield S. Rd., Mundelein, IL 60060

- 10** **Garage / Warehouse in Mundelein**
491 Lange, Mundelein, IL 60060
- 12** **Allanson Industrial Park**
600 Tower Rd., Mundelein, IL 60060
- 14** **Allanson Industrial Park**
Tower (Lot #2) Rd., Mundelein, IL 60060

Table E-12
 Project Summary For Sale Projects
 Village of Mundelein vs. Surrounding Communities
 Spring 2004

Development	Location	Developer	Product	Features	Size	Units	Project Date	Price Range			Info Date	
								Total-to-date	Per Month (last 12)	Sales Prices		Per Sq Ft
Mundelein												
Diamond Pointe	659 Alanson Road, Mundelein	Diamond Pointe Development LLC (847) 837-9124	Townhomes	2BR, 2.5BA, deck patio, two-car garages central air, 3 floor plans. Buildings have 4-6 units. Priced by building.	est 1,400 sq ft	70	2001-2004	90%	0.6	\$242,000 to \$284,300	\$178 to \$189	Feb-04
Diamond Lane Condominiums	655 Deepwoods Dr., Mundelein	Condo Concepts Corporation 847 949 8880	Condominiums	Conversion project: 3 buildings of 34 units each. Mostly 2BA 2BA; 3 1BRs per building. More expensive units have balconies. FHA Financing down payment assistance. Open parking (not deeded).	950 sq ft	102	2003-2005	59%	4 (has been slower during winter)	\$124,900 to \$144,900	\$131 to \$152	Feb-04
Vernon Hills												
Bayhill at Gregg's Landing	Gregg's Pkwy and Milwaukee Ave, Vernon Hills	KB Home	Ranch Townhomes	One and two story plans. 2-3 bedrooms. 2 car attached garage. Air conditioning. Superb master bedroom suites. Expansive great room or formal living/dining room. Golf course community (no clubhouse). Maintenance fees include landscaping, snow removal, building maintenance, garbage.	1,640 to 2,449 square feet	84	2004-2005	30%	5.00	\$285,000 to \$340,000	\$137 to \$167	Feb-04
Bayhill at Gregg's Landing	Gregg's Pkwy and Milwaukee Ave, Vernon Hills	KB Home (847) 382-3636	2 Story Townhomes		1,640 to 2,449 square feet	80	2004-2005	0%	-	\$290,000 to \$335,000	\$142 to \$164	Feb-04
Shadow Creek at Gregg's Landing	Huntington Drive and Hazellime Drive, Vernon Hills	KB Home	Ranch Townhomes		1,701 to 2,035 square feet	24	2001-2004	88%	3.33			Feb-04
Shadow Creek at Gregg's Landing	Huntington Drive and Hazellime Drive, Vernon Hills	KB Home (847) 382-3636 www.kbhome.com (formerly Zale Homes). Contact: Taylor Johnson Associates at (312) 245-02	2 Story Townhomes	One and two-story floor plans. Two to three bedrooms, 2 1/2 baths and attached two-car garages. Hawthorn Primary and Intermediate Schools and Vernon Hills High School. Remaining units are priced at \$300,000.	1,701 to 2,035 square feet	60	2001-2004	100%	3.33	\$284,000 to \$380,000	\$165 to \$177	Feb-04
West Pointe at Vernon Hills	Rt 45 and Gress Pointe Circle, Vernon Hills	KCN Development 159 W. Circle Lake Forest, IL Ed Niziol 847.615.2211	Townhomes			14	2000's					Feb-04
Grayslake												
Carlton North	2411 Carlton Drive Grayslake, IL 60030	Cambridge 847-223-9999	Townhomes	year-round resort lifestyle for 55+ adults. 1 story units w 2-car garage. 7 models: 2BR/1BA, 2BR/2BA, 3BR/2BA	1,288 sq ft to 1,894 sq ft	247	1988-2004	98%	7.00	\$178,990 to \$221,890	\$131 to \$141	Feb-04
Village Station	2 West Bendvere Road, Grayslake	Residential Homes of America (RHA) 847.231.5200	Condominiums	2-3 BR 2-3 storey rowhouses. 2-acre park, walking paths, gazebo. No model yet.	1,471 to 1,944 sq ft	141	2003-2005 or 2006	28%	6.67	\$180,000 to \$265,000	\$105 to \$122	Feb-04

Table E.12
 Project Summary, For Sale Projects
 Village of Mundelein vs. Surrounding Communities
 Spring 2004

Development	Location	Developer	Product	Features	Size	Units	Project Date	Sales			Info Date			
								Total-to-date	Per Month (last 12)	Price Range				
Concord Village: Ranch Villas Lake Zurich	898 S. Rand Road, Lake Zurich	Concord Homes 847-438-4888 (sales) 847-776-0350 (corp)	Ranch-villas	Maintenance free 1 level ranch-style living; Tudor-style exteriors with Hard Plank siding; Private entrances; - Community clubhouse with pool Plan 720 - Starting at: \$200,990 Bedrooms: 1 Baths: 1.5 9ft. ceilings, one bedroom with walk-in closet and separate bath, powder room, living room, dining room, kitchen with large eat-in breakfast area, utility room, 1 car garage and patio. Optional features include a second bedroom and barn. Plan 721 - Starting at: \$203,490 Bedrooms: 2 Baths: 2 second story ranch villa home include 9ft. ceilings, two bedrooms, a private master bath, 2nd full bath, living room, eat-in kitchen with breakfast bar, utility room, 1 car garage and deck. Plan 722 - Starting at: \$209,990 Bedrooms: 2 Baths: 2 Second story ranch villa home include 9ft. ceilings, two bedrooms, 2 baths, great room, kitchen with large eat-in breakfast area, utility room, 1 car garage and deck.	1,244 to 1,428 square feet	96	2003-2004	84%	9.00	\$200,990 to \$209,490	\$147-\$162	\$179-\$198	Feb-04	
Concord Village: Mews Townhomes	898 S. Rand Road, Lake Zurich	Concord Homes 847-438-4888 (sales) Mike Templeton 847-776-0350 (corp)	Townhomes	Maintenance-free brick and Hard Plank siding - 2-car garages, 8 ft. or vaulted first-floor ceilings (per plan), Privacy balconies, Laundry rooms - Community clubhouse with pool Plan 713 - Starting at: \$277,990 Bedrooms: 2 Baths: 1 1.5 story end-unit, 2 bedrooms, 1 bath, lower-level family room, eat-in kitchen/breakfast area and 2-car garage. Plan 714 - Starting at: \$283,490 Bedrooms: 3 Baths: 1.5 2.5 stories, 3 bedrooms, 1.5 baths, kitchen with breakfast area, lower-level family room & two-car garage. Plan 812 - Starting at: \$372,990 Bedrooms: 3 Baths: 2.5 3 bedrooms, a first floor master bedroom with deluxe master bath suite, 2.5 baths, living room, dining room, kitchen with breakfast area, completely finished lower level and 2-car garage. Plan 813 - Starting at: \$385,990 Bedrooms: 3 Baths: 3.5 3 bedrooms, deluxe master bath suite, 2.5 baths, living room, dining room, family room, 3-sided fireplace, kitchen with breakfast area, completely finished lower level and 2-car garage. Add on options include an upper level lot.	1,649 - 1,763 sq feet	108	2003-2004	60%	7.22	Base \$253,490 to \$277,990		\$163	Feb-04	
Sonoma Townhomes	809 W. Main St., Lake Zurich	Concord Homes 847-719-1190	Townhomes	Plan 812 - Starting at: \$372,990 Bedrooms: 3 Baths: 2.5 3 bedrooms, a first floor master bedroom with deluxe master bath suite, 2.5 baths, living room, dining room, kitchen with breakfast area, completely finished lower level and 2-car garage. Plan 813 - Starting at: \$385,990 Bedrooms: 3 Baths: 3.5 3 bedrooms, deluxe master bath suite, 2.5 baths, living room, dining room, family room, 3-sided fireplace, kitchen with breakfast area, completely finished lower level and 2-car garage. Add on options include an upper level lot.	3,000 sq ft	40	2003-2004	83%	2.75	base \$372,990 to \$385,990; remaining units average \$386,000	\$129	\$271 to \$287	Feb-04	
Libertyville														
Heritage Place	412 N. First Place	Cambridge 847-884-4646 http://www.cambridgeaerthtag eplaces.com/index2.htm	Condominiums	12 floorplans. Elevators. In-door garage	1,377 - 2,887 sq ft	57								
Liberty Grove	624 Anthony Trail	Ferris Homes 847-509-9680 x241	Townhomes	30 rowhouses + 18 Single Family homes. 5 buildings with 6 homes each. 6 floorplans.	2,231 - 2,551 sq ft	30						\$385,900 to \$490,900	\$150 to \$185	
Wellington at Adler Park	1479 N. Milwaukee Ave	Wellington Partners (847) 890-5988	Condominiums	4-story building. Age targeted		40 to 50								
Victoria Park	Peterson	Avis Development Karan Danner @ Coldwell Banker, 847-382-7300	Townhomes	Age restricted. 2BR, den, gourmet kitchen, DR, loft/office, most have first floor master br. Attached 2 car garage. Amenities include pond, walking paths, clubhouse, fitness center, business center. 8.9 acre site.	2160 sq ft	52	2003+					base \$385,000	base \$183	

Source: Individual properties and URS Corporation

Table E.1
Housing Units, Occupancy and Tenure
Village of Mundelein vs. Metro Area,
1990 - 2003

	Total		Occupied				Vacant									
	Units	% of Total	By Owner		By Renter		Subtotal	For Sale		For Rent		Other				
			Units	% of Occupied	Units	% of Occupied		Units	% of Vacant	Units	% of Vacant					
1990																
Village of Mundelein	7,397	7,120	5,224	73.4%	1,896	26.6%	277	3.74%	47	17.0%	187	67.5%	19	6.9%	24	8.7%
Village of Gurnee	5,571	5,360	3,882	72.4%	1,478	27.6%	211	3.79%	72	34.1%	14	6.6%	8	3.8%	116	55.0%
Village of Libertyville	6,897	6,645	5,253	79.1%	1,392	20.9%	252	3.65%	63	25.0%	59	23.4%	26	10.3%	104	41.3%
Village of Vernon Hills	6,055	5,877	4,038	68.7%	1,839	31.3%	178	2.94%	33	18.5%	109	61.2%	0	0.0%	36	20.2%
Lake County	183,283	173,966	129,026	74.2%	44,940	25.8%	9,317	5.08%	1,930	20.7%	2,722	29.2%	2,111	22.7%	2,554	27.4%
2000																
Village of Mundelein	10,148	9,833	7,856	79.9%	1,977	20.1%	315	3.10%	58	18.4%	185	58.7%	35	11.1%	37	11.7%
Village of Gurnee	10,821	10,539	8,229	78.1%	2,310	21.9%	282	2.61%	53	18.8%	116	41.1%	49	17.4%	64	22.7%
Village of Libertyville	7,414	7,257	5,875	81.0%	1,382	19.0%	157	2.12%	58	36.9%	53	33.8%	0	0.0%	46	29.3%
Village of Vernon Hills	7,951	7,701	6,149	79.8%	1,552	20.2%	250	3.14%	111	44.4%	56	22.4%	28	11.2%	55	22.0%
Lake County	225,919	216,297	168,293	77.8%	48,004	22.2%	9,822	4.26%	2,237	23.2%	2,759	28.7%	2,525	26.2%	2,101	21.8%
2003 Estimate																
Village of Mundelein	n/a	10,367	8,352	80.4%	2,035	19.6%	n/a									
Village of Gurnee	n/a	11,759	9,224	78.4%	2,535	21.6%	n/a									
Village of Libertyville	n/a	7,581	6,153	81.2%	1,428	18.8%	n/a									
Village of Vernon Hills	n/a	7,823	6,248	79.9%	1,575	20.1%	n/a									
Lake County	n/a	227,305	177,518	78.1%	49,787	21.9%	n/a									

Source: US Census Bureau, Claritas and URS Corp.

Table E.2 Age of Housing Structures, Village of Mundelein, As of March 2000		
Age	Number of Structures	Percent of Total
Built 1999 to March 2000	187	1.8%
Built 1995 to 1998	1,401	13.8%
Built 1990 to 1994	1,558	15.4%
Built 1980 to 1989	1,703	16.8%
Built 1970 to 1979	1,510	14.9%
Built 1960 to 1969	1,201	11.8%
Built 1950 to 1959	1,881	18.5%
Built 1940 to 1949	355	3.5%
Built 1939 or earlier	352	3.5%
Median Year Built	1979	

Source: US Census Bureau and URS Corp.

Table E.3 Housing Unit by Number of Bedrooms, Village of Mundelein, As of March 2000		
Number Bedrooms	Number of Structures	Percent of Total
No bedroom	207	2.0%
1 bedroom	852	8.4%
2 bedrooms	2,239	22.1%
3 bedrooms	3,951	38.9%
4 bedrooms	2,485	24.5%
5 or more bedrooms	414	4.1%
Median Number Bedrooms	3	

Source: US Census Bureau and URS Corp.

Table E.4 Age of Occupied Housing Structures by Tenure, Village of Mundelein, As of March 2000						
Age	Owner Occupied			Renter Occupied		
	Number	% of Owner Occupied	% of Total Occupied	Number	% of Renter Occupied	% of Total Occupied
Subtotal	7,856		79.9%	1,977		20.1%
Built 1999 to March 2000	149	1.9%	1.5%	3	0.2%	0.0%
Built 1995 to 1998	1,257	16.0%	12.8%	129	6.5%	1.3%
Built 1990 to 1994	1,321	16.8%	13.4%	180	9.1%	1.8%
Built 1980 to 1989	1,320	16.8%	13.4%	278	14.1%	2.8%
Built 1970 to 1979	804	10.2%	8.2%	640	32.4%	6.5%
Built 1960 to 1969	762	9.7%	7.7%	402	20.3%	4.1%
Built 1950 to 1959	1,651	21.0%	16.8%	230	11.6%	2.3%
Built 1940 to 1949	279	3.6%	2.8%	76	3.8%	0.8%
Built 1939 or earlier	313	4.0%	3.2%	39	2.0%	0.4%
Median Year Built		1981			1974	

Source: US Census Bureau and URS Corp.

Table E.5 Housing Expenditures for Renter-Occupied Units, Village of Mundelein, As of March 2000		
Share of Income	Renter Households	Percent of Total
Total:	1,977	
Less than 30 percent	1,227	62.1%
30 to 34 percent	154	7.8%
35 to 39 percent	91	4.6%
40 to 49 percent	160	8.1%
50 percent or more	257	13.0%
Not computed	88	4.5%
Median Expenditure		23.9%

Source: US Census Bureau and URS Corp.

Table E.6 Range of Rental Prices, Village of Mundelein, As of March 2000			
Rent	Occupied (Contract Rent)	Vacant (Rent Asked)	% of Total Rentals
Subtotal	1,977	185	
Less than \$400	115	0	5.3%
\$400 to \$499	31	13	2.0%
\$500 to \$599	156	10	7.7%
\$600 to \$699	486	40	24.3%
\$700 to \$799	536	35	26.4%
\$800 to \$899	246	49	13.6%
\$900 to \$999	94	11	4.9%
\$1,000 to \$1,249	120	20	6.5%
\$1,250 to \$1,499	78	7	3.9%
\$1,500 to \$1,999	30	0	1.4%
\$2,000 or more	7	0	0.3%
No cash rent	78	n/a	3.6%
Median Rent	\$726	\$742	
All utilities Included?	9.3% YES	90.7% NO	

Source: US Census Bureau and URS Corp.

Table E.7 Housing Expenditures for Owner-Occupied Units, Village of Mundelein, As of March 2000			
Share of Income	With a Mortgage	Without a Mortgage	Percent of Total
Total:	6,426	976	7,402
Less than 30 percent	4,708	828	74.8%
30 to 34 percent	600	24	8.4%
35 to 39 percent	385	27	5.6%
40 to 49 percent	315	30	4.7%
50 percent or more	381	53	5.9%
Not computed	37	14	0.7%
Median Expenditure	23.0%	12.0%	22.2%

Source: US Census Bureau and URS Corp.

Table E.9 MLS Listings, Average Selling Prices Village of Mundelein vs. Surrounding Communities 2001, 2002						
	Single Family Homes			Condominiums		
	2001	2002	2003	2001	2002	2003
Mundelein	\$238,371	\$255,350	\$279,733	\$165,634	\$183,019	\$193,107
Libertyville	\$383,605	\$419,012	\$452,047	\$213,413	\$218,391	\$228,943
Vernon Hills	\$365,415	\$378,126	\$426,830	\$163,847	\$195,880	\$209,986

Source: Northern Illinois MLS and URS Corp.

Table E.10
Residential Building Permit Trends
Village of Mundelein vs. Metro Area
1996 - 2003

Structure Type	1996		1997		1998		1999		2000		2001		2002		2003 - Estimated	
	# Buildings	# Units	# Buildings	# Units	# Buildings	# Units	# Buildings	# Units	# Buildings	# Units	# Buildings	# Units	# Buildings	# Units	# Buildings	# Units
Village of Mundelein																
Single Family	346	346	130	130	82	82	130	130	111	111	118	118	124	124	127	127
Two Family	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Three and Four Family	1	8	6	36	-	-	-	-	-	-	-	-	-	-	-	-
Five or More Family	347	354	144	188	82	82	130	130	111	111	118	118	124	124	127	127
Total																
Single Family	324	324	316	316	160	160	270	270	237	237	327	327	176	176	125	125
Two Family	-	-	-	-	-	-	-	-	-	-	-	-	1	3	-	-
Three and Four Family	-	-	-	-	-	-	-	-	1	148	-	-	-	-	-	-
Five or More Family	324	324	316	316	160	160	270	270	238	385	327	327	177	179	125	125
Total																
Single Family	81	81	52	52	28	28	30	30	34	34	111	111	69	69	47	47
Two Family	-	-	-	-	-	-	-	-	-	-	-	-	2	6	3	10
Three and Four Family	-	-	-	-	-	-	8	176	-	-	5	26	-	-	-	-
Five or More Family	2	12	52	52	28	28	38	206	34	34	116	137	71	75	50	57
Total																
Single Family	44	44	51	51	59	59	65	65	25	25	19	19	29	29	37	37
Two Family	-	-	-	-	1	2	-	-	1	2	1	2	-	-	-	-
Three and Four Family	2	6	-	-	-	-	-	-	1	3	7	26	1	4	-	-
Five or More Family	-	-	-	-	-	-	2	222	26	28	27	47	30	33	4	159
Total																
Single Family	84	84	191	191	271	271	424	424	296	296	218	218	207	207	130	130
Two Family	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	14
Three and Four Family	2	8	1	4	-	-	-	-	-	-	-	-	-	-	3	284
Five or More Family	1	5	192	195	271	271	424	424	296	296	218	218	207	207	137	498
Total																
Single Family	3,457	3,457	3,366	3,366	3,168	3,168	3,168	3,168	3,168	3,168	3,366	3,366	3,695	3,695	3,349	3,349
Two Family	-	-	-	-	589	589	1,199	1,199	11	22	3	6	21	42	20	40
Three and Four Family	-	-	-	-	-	-	19	73	27	99	19	73	22	83	16	54
Five or More Family	-	-	-	-	-	-	56	845	56	845	65	758	45	952	33	803
Total																

Source: US Census, Village of Mundelein, Lake County Regional Framework Plan 2003 (6-4), and URS Corporation

**Table E.8
Residential Sales Trends
Village of Mundelein vs. Surrounding Communities
2001 - 2003**

	Mundelein		Libertyville		Vernon Hills	
	Sing Fam	Condo	Sing Fam	Condo	Sing Fam	Condo
1995						
# Sold	333	90	367	65	175	237
Avg Sales Price	\$167,843	\$122,902	\$268,213	\$154,344	\$237,310	\$92,479
Avg Days on Market	82	72	99	89	78	57
2000						
# Sold	428	173	367	72	207	256
Avg Sales Price	\$226,359	\$161,327	\$372,806	\$180,625	\$331,911	\$134,109
Avg Days on Market	83	69	90	74	65	52
2001						
# Sold	411	169	356	58	215	319
Avg Sales Price	\$238,371	\$165,634	\$383,605	\$213,413	\$365,415	\$163,847
Avg Days on Market	81	62	88	66	73	55
2002						
# Sold	430	209	312	94	268	370
Avg Sales Price	\$255,350	\$183,019	\$419,012	\$218,391	\$378,126	\$195,880
Avg Days on Market	85	76	92	97	79	61
2003						
# Sold	408	209	343	80	263	425
Avg Sales Price	\$279,733	\$193,107	\$452,047	\$228,943	\$426,830	\$209,986
Avg Days on Market	87	69	96	90	81	65

Source: Northern Illinois MLS and URS Corporation

Table E.11 New Housing Units, Village of Mundelein vs. Lake County, 1996 - 2002			
	Village of Mundelein		Lake County
	Number	% of County	
1996	50	n/a	n/a
1997	51	n/a	n/a
1998	61	1.5%	4,046
1999	287	5.8%	4,933
2000	28	0.7%	4,134
2001	47	1.1%	4,203
2002	33	0.8%	4,172

Source: US Census Bureau and URS Corp.

Table E.12
 Project Summary, For Sale Projects
 Village of Mundelein vs. Surrounding Communities
 Spring, 2004

Development	Location	Developer	Product	Features	Size	Units	Project Date	Sales			Info Date	
								Total-to-date	Per Month (last 12)	Price Range		
Mundelein												
Diamond Points	1559 Alanson Road, Mundelein, Diamond Pointe Development LLC (847) 837-9124		Townhomes	2BR, 2.5BA, deck, patio, two-car garage, central air. 3 floor plans. Buildings have 4-6 units. Phased by building.	est 1,400 sq ft	70	2001-2004	90%	0.6	\$242,900 to \$264,300	\$173 to \$189	Feb-04
Diamond Lane Condominiums	655 Deepwoods Dr., Mundelein	Condo Concepts Corporation (847) 949-8880	Condominiums	Conversion project: 3 buildings of 84 units each. Mostly 2BA 2BA; 3 1BRs per building. More expensive units have balconies. FHA Financing down payment assistance. Open parking (not deeded).	950 sq ft	102	2003 - 2005	59%	4 (has been slower during winter)	\$124,900 to \$144,900	\$131 to \$152	Feb-04
Vernon Hills												
Bayhill at Gregg's Landing	Gregg's Pkwy and Milwaukee Ave, Vernon Hills	KB Home	Ranch Townhomes	One and two storey plans 2-3 bedrooms 2-car attached garage Air conditioning Superb master bedroom suites Expansive great room or formal living/dining room Golf course community (no clubhouse) Maintenance fees include landscaping, snow removal, building	1,640 to 2,448 square feet	84	2004 - 2005	30%	5.00	\$250,000 to \$340,000	\$137 to \$167	Feb-04
Bayhill at Gregg's Landing	Gregg's Pkwy and Milwaukee Ave, Vernon Hills	KB Home (847) 362-3636	2 Story Townhomes		1,640 to 2,448 square feet	60	2004 - 2005	0%	-	\$250,000 to \$335,000	\$142 to \$164	Feb-04
Shadow Creek at Gregg's Landing	Huntington Drive and Hazeltine Drive, Vernon Hills	KB Home	Ranch Townhomes		1,701 to 2,035 square feet	24	2001 - 2004	88%	3.33			Feb-04
Shadow Creek at Gregg's Landing	Huntington Drive and Hazeltine Drive, Vernon Hills	KB Home (847) 362-3636 www.kbhome.com (formerly Zale Homes) Contact: Taylor Johnson Associates at (812) 245-02	2 Story Townhomes	One and two-storey floor plans. Two to three bedrooms, 2 1/2 baths and attached two-car garages. Hawthorn Primary and Intermediate Schools and Vernon Hills High School. Remaining units are priced at \$300,000	1,701 to 2,035 square feet	60	2001 - 2004	100%	3.33	\$280,000 to \$360,000	\$165 to \$177	Feb-04
West Pointe at Vernon Hills	Rt. 45 and Gross Pointe Circle, Vernon Hills	KCN Development 169 W. Circle Lake Forest, IL Ed Niziol 847.616.2211	Townhomes			14	2000's					Feb-04
Grayslake												
Carillon North	2411 Carillon Drive Grayslake, IL 60080	Cambridge (847) 223-9999	Townhomes	year-round resort lifestyle for 55+ adults. 1 story units w/ 2 car garage. 7 models: 2BR/1BA, 2BR/2BA, 3BR/2BA	1,268 sq ft to 1,694 sq ft	247	1998-2004	98%	7.00	\$178,990 to \$221,990	\$131 to \$141	Feb-04
Village Station	2 West Belvidere Road, Grayslake	Residential Homes of America (RHA) 847.231.5200	Condominiums	2.3 BR 2-3 storey rowhouses. 2-acre park, walking paths, gazebo. No model yet.	1,471 to 1,944 sq ft	141	9/2003 - 2005 or 2006	28%	6.67	\$180,000 to \$205,000	\$105 to \$122	Feb-04

Table E-12

Project Summary For Sale Projects
Village of Mundelein vs. Surrounding Communities
Spring 2004

Development	Location	Developer	Product	Features	Size	Units	Project Date	Sales		Price Range		Info Date		
								Total-to-date	Per Month (last 12)	Sales Prices	Per Sq Ft		Fees	
Concord Village: Ranch Villas Lake Zurich	888 S. Rand Road, Lake Zurich	Concord Homes 847-438-4888 (sales) 847-776-0350 (corp)	Ranch-villas	Maintenance free 1 level ranch-style living; Tudor-style exteriors with Hardi Plank siding; Private entrances; - Community clubhouse with pool Plan 720 - Starting at: \$200,990 Bedrooms: 1 Baths: 1.5 9ft. ceilings, one bedroom with walk-in closet and separate bath, powder room, living room, dining room, kitchen with large eat-in breakfast area, utility room, 1 car garage and patio. Optional features include a second bedroom and bath. Plan 721 - Starting at: \$203,490 Bedrooms: 2 Baths: 2 second story ranch villa home include 9ft. ceilings, two bedrooms, a private master bath, 2nd full bath, living room, eat-in kitchen with breakfast bar, utility room, 1 car garage and deck. Plan 722 - Starting at: \$209,990 Bedrooms: 2 Baths: 2 Second story ranch villa home include 9ft. ceilings, two bedrooms, 2 baths, great room, kitchen with large eat-in breakfast area, utility room, 1 car garage and deck.	1,244 to 1,429 square feet	96	2003-2004	84%	9.00	\$200,990 to \$209,990	\$147-\$162	\$179-\$196	Feb-04	
Concord Village: Mews Townhomes	888 S. Rand Road, Lake Zurich	Concord Homes 847-438-4888 (sales) Mike Templeton 847-775-0350 (corp)	Townhomes	Maintenance-free brick and Hardi Plank siding - 2-car garages, 9 ft. or vaulted first-floor ceilings (per plan), privacy balconies, laundry rooms - Community clubhouse with pool Plan 713 - Starting at: \$277,990 Bedrooms: 2 Baths: 1 1.5 story end-unit, 2 bedrooms, 1 bath, lower-level family room, eat-in kitchen/breakfast area and 2-car garage. Plan 714 - Starting at: \$253,490 Bedrooms: 3 Baths: 1.5 2.5 stories, 3 bedrooms, 1.5 baths, kitchen with breakfast area, lower level family room & two-car garage. Plan 812 - Starting at: \$372,990 Bedrooms: 3 Baths: 2.5 3 bedrooms, a first floor master bedroom with deluxe master bath suite, 2.5 baths, living room, dining room, kitchen with breakfast area, completely finished lower level and 2-car garage. Plan 813 - Starting at: \$385,990 Bedrooms: 3 Baths: 3.5 3 bedrooms, deluxe master bath suite, 2.5 baths, living room, dining room, family room, 3-sided fireplace, kitchen with breakfast area, completely finished lower level and 2-car garage. Add on options include an upper level loft.	1,649 - 1,763 sq. feet	108	2003-2004	60%	7.22	Base \$253,490 to \$277,990		\$153	Feb-04	
Sonoma Townhomes	909 W. Main St., Lake Zurich	Concord Homes 847.718.1180	Townhomes	Plan 812 - Starting at: \$372,990 Bedrooms: 3 Baths: 2.5 3 bedrooms, a first floor master bedroom with deluxe master bath suite, 2.5 baths, living room, dining room, kitchen with breakfast area, completely finished lower level and 2-car garage. Plan 813 - Starting at: \$385,990 Bedrooms: 3 Baths: 3.5 3 bedrooms, deluxe master bath suite, 2.5 baths, living room, dining room, family room, 3-sided fireplace, kitchen with breakfast area, completely finished lower level and 2-car garage. Add on options include an upper level loft.	3,000 sq ft	40	2003-2004	83%	2.75	base \$372,990 to \$385,990; remaining units average \$386,000	\$129	\$271 to \$287	Feb-04	
Libertyville Heritage Place	1412 N. First Place	Cambridge 847.984.4646 http://www.cambridgeheritageplaces.com/index2.htm	Condominiums	12 floorplans. Elevators. Indoor garage	1,377 - 2,687 sq ft	57								
Liberty Grove	624 Anthony Trail	Farris Homes 847.509.9800 x241	Townhomes	30 rowhouses + 18 Single Family homes. 5 buildings with 6 homes each. 6 floorplans.	2,231 - 2,551 sq ft	30						\$388,900 to \$460,900	\$159 to \$185	
Wallington at Adler Park	1478 N. Milwaukee Ave	Wallington Partners (847) 680-5966	Condominiums	4-story building, Age targeted		40 to 50								
Victoria Park	Peterson	Avis Development Karan Danner @ Coldwell Banker, 847.382.7300	Townhomes	Age restricted. 2BR, den, gourmet kitchen, DR, loft/office, must have first floor master br. Attached 2 car garage. Amenities include pond, walking paths, clubhouse, fitness center, business center. .83 acre site.	2160 sq ft	52	2003+					base \$395,000	base \$183	

Source: Individual properties and URS Corporation

Table F.2
Shopping Centers within Study Area
Village of Mundelein and Surrounding Communities
2003

Shopping Center	Address	Prospect Ave. & Hawley St.	Mundelein IL	60060	Total Size (Square Footage)	Vacancy Rate	Year Built/ Renovation	Anchor Tenants	Stores
Fair Haven Shopping Center	Prospect Ave. & Hawley St.	Mundelein IL	60060	30,000	n/a				6
Hawley Plaza	Lake & Hawley Street	Mundelein IL	60060	32,290	0%	1986	Walgreens		11
Hawley Commons Shopping Center	Hawley Street & Seymour	Mundelein IL	60060	54,000	0%	1992	Video Store		14
Maple Tree Mail	24 E. Hammond	Mundelein IL	60060		0%				
Mundelein Shopping Center	Crystal & Seymour	Mundelein IL	60060	57,500	n/a	1960	Hot Wheels Roller Rink, Rogan's Shoes	(excluding outlots)	10
Park Street Shopping Center	506 N. Lake St.	Mundelein IL	60060	n/a	n/a				

Source: National Research Bureau Shopping Center Directory (2004 - 44th Ed)

Table F.3
Retail Coverage Inventory: Bookstores
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Barnes & Noble Booksellers	720 Hawthorn Centre	Vernon Hills	IL	60061
Books A Million	701 North Milwaukee Avenue Suite 296	Vernon Hills	IL	60061
Crocodile Pie	866 South Milwaukee Avenue	Libertyville	IL	60048
Just Paperbacks	521 Bobby Lane	Mundelein	IL	60060
Lemstone Books	402 Hawthorn Centre	Vernon Hills	IL	60061
Super Crown	701 North Milwaukee Avenue Suite 296	Vernon Hills	IL	60061

Source: Infospace.com

Table F.4
Retail Coverage Inventory: Card and Gift Shops
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Anna's Hallmark Shop	108 Hawthorn Centre	Vernon Hills	IL	60061
Ann's Hallmark	1126 West Maple Avenue	Mundelein	IL	60060
Carlton Cards	814 Hawthorn Centre	Vernon Hills	IL	60061
Factory Card Outlet	700 North Milwaukee Avenue Suite 117	Vernon Hills	IL	60061
Liette's Hallmark Shop	Po Box 6687	Libertyville	IL	60048

Source: *Infospace.com*

Table F.5
Retail Coverage Inventory: Cinemas
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Liberty Theatre	708 South Milwaukee Avenue	Libertyville	IL	60048
River Tree Court Cinema	701 North Milwaukee Avenue Suite 244	Vernon Hills	IL	60061
Showplace 8	555 Lakeview Parkway	Vernon Hills	IL	60061

Source: Infospace.com

Table F.6
Retail Coverage Inventory: Dry Cleaners
3-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Fairhaven Cleaners & Laundromat	514 East Hawley Street	Mundelein	IL	60060
Haley Cleaners	823 South Lake Street	Mundelein	IL	60060
Lee's One Hour Cleaners	720 South Butterfield Road	Mundelein	IL	60060
Master Cleaners	795 South Midlothian Road	Mundelein	IL	60060
Miller's Dry Cleaning & Laundry	619 North Midlothian Road	Mundelein	IL	60060
Village Green Cleaners	1059 East High Street	Mundelein	IL	60060
Butterfield Cleaners	1420 South Butterfield Road	Mundelein	IL	60060
Diamond Cleaners	26290 North Il Route 83	Mundelein	IL	60060
Ivanhoe Cleaners	844 North Il Route 83	Mundelein	IL	60060
J P One Hour Cleaners	26 Oak Creek Plaza	Mundelein	IL	60060
Joe's Cleaners	240 Southfield Drive	Vernon Hills	IL	60061
Joyce Cleaners	424 North Lake Street	Mundelein	IL	60060
ROGO Inc	1355 Wilhelm Road	Mundelein	IL	60060
Simon's Cleaners	1175 West Park Avenue	Libertyville	IL	60048
Song's One Hour Cleaners	1531 South Lake Street	Mundelein	IL	60060

Source: *Infospace.com*

Table F.7
Retail Coverage Inventory: Chain Coffee Shops
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Caribou Coffee House	725 North Milwaukee Avenue	Libertyville	IL	60048
Starbucks Coffee	1174 West Maple Avenue	Mundelein	IL	60060
Starbucks Coffee	542 North Milwaukee Avenue	Libertyville	IL	60048
Starbucks Coffee	288 Hawthorn Village Comm	Vernon Hills	IL	60061

Source: *Infospace.com*

Table F.8
Retail Coverage Inventory: Fast Food Chain Restaurants
3-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Arby's Roast Beef	520 Townline Rd	Mundelein	IL	60060
Brown's Chicken & Pasta	1569 S Lake St	Mundelein	IL	60060
Brown's Chicken & Pasta Inc	1569 S Lake St	Mundelein	IL	60060
Burger King	1520 S Lake St	Mundelein	IL	60060
Burger King	346 N Seymour Ave	Mundelein	IL	60060
Burger King	721 S Midlothian Rd	Mundelein	IL	60060
Dunkin Donuts & Baskin Robins	346 N Lake St	Mundelein	IL	60060
Kentucky Fried Chicken	551 N Lake St	Mundelein	IL	60060
Mc Donald's	450 Townline Rd	Mundelein	IL	60060
McDonald's Restaurants	151 N Lake St	Mundelein	IL	60060
McDonald's Store #14807	665 S Highway 83	Mundelein	IL	60060
Quiznos Subs	1178 W Maple Ave	Mundelein	IL	60060
Subway	783 S Midlothian Rd	Mundelein	IL	60060
Subway	1400 S Butterfield Rd	Mundelein	IL	60060
Subway Sandwiches & Salads	444 N Lake St	Mundelein	IL	60060
Subway Sandwiches & Salads	1500 S Lake St	Mundelein	IL	60060
Taco Bell	2015 S Lake St	Mundelein	IL	60060
Taco Bell	900 N Highway 83	Mundelein	IL	60060

Source: *Infospace.com*

Table F.9
Retail Coverage Inventory: Grocery Stores
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Armandos Sunrise Inc	325 North Seymour Avenue	Mundelein	IL	60060
Mundelein Fresh Market	325 North Seymour Avenue	Mundelein	IL	60060
Super Mexico	818 South Lake Street	Mundelein	IL	60060
P K'S Pantry	605 North Midlothian Road	Mundelein	IL	60060
Mendoza Grocery	1116 Diamond Lake Road Frnt	Mundelein	IL	60060
Jewel Food Stores	1501 South Lake Street	Mundelein	IL	60060
Country Corner	1741 Diamond Lake Road	Mundelein	IL	60060
A & G Meats & Groceries	368 Townline Road	Mundelein	IL	60060
Garden Fresh Market	340 Townline Road	Mundelein	IL	60060
Cub Foods	400 Townline Road	Mundelein	IL	60060
Sunset Food Mart	1451 Peterson Road	Libertyville	IL	60048
LA Tienda Del Pueblo	209 Butterfield Road	Vernon Hills	IL	60061
White Hen Pantry Inc	197 Butterfield Road	Vernon Hills	IL	60061
J & L Food Mart	202 West Route 45	Vernon Hills	IL	60061
7 Eleven Food Stores	145 West Town Line Road	Vernon Hills	IL	60061
Anita Asian Foods	197 Peterson Road	Libertyville	IL	60048
Town Meat Market	121 East Cook Avenue	Libertyville	IL	60048
Village Food Market	289 Evergreen Drive	Vernon Hills	IL	60061
Jewel Food Stores	1300 South Milwaukee Avenue Suite A	Libertyville	IL	60048
Family Oriental Mart	115 East Townline Road	Vernon Hills	IL	60061
Dominick's Finer Foods Inc	290 Hawthorn Village Comm	Vernon Hills	IL	60061
Piggly Wiggly	815 Center St	Grayslake	IL	60030
J & L One Stop Food Mart	33199 North USHighway 45	Grayslake	IL	60030
White Hen Pantry	600 East Main Street	Lake Zurich	IL	60047

Source: *Infospace.com*

Table F.10
Retail Coverage Inventory: National Brand Hotels
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Candlewood Suites	1100 North US Route 45	Libertyville	IL	60048
Crowne Plaza Chicago North Shore	Rts 45 & 83	Mundelein	IL	60060
Ramada Inn Grand Court	517 E II Route 83	Mundelein	IL	60060
Super 8 Motel	1950 South Lake Street	Mundelein	IL	60060

Source: Infospace.com

Table F.11
Retail Coverage Inventory: Pharmacies
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Fair Haven Pharmacy	603 East Hawley Street	Mundelein	IL	60060
Walgreen Drug Stores	701 N Midlothian Rd	Mundelein	IL	60060
Cub Pharmacy	400 Townline Road	Mundelein	IL	60060
Walgreen Drug Stores	250 Hawthorn Vlg	Vernon Hills	IL	60061
ENH Outpatient Pharmacy	1451 Peterson Road	Libertyville	IL	60048
Petranek's Pharmacy	426 North Milwaukee Avenue	Libertyville	IL	60048
Walgreen Drug Stores	1470 South Milwaukee Avenue	Libertyville	IL	60048
Walgreen Drug Stores	1770 N Milwaukee Ave	Libertyville	IL	60048
Walgreen Drug Stores	1470 S Milwaukee Ave	Libertyville	IL	60048
Walgreen Drug Stores	295 Us Highway 45	Grayslake	IL	60030

Source: Infospace.com

Table F.12
Retail Coverage Inventory: Restaurants
3-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Brothers Ribs	1565 S Lake St	Mundelein	IL	60060
China Breeze	310 Townline Rd	Mundelein	IL	60060
China Buffet	403 Townline Rd	Mundelein	IL	60060
China Court	1136 W Maple Ave	Mundelein	IL	60060
Cooch's Dawg Shack	1563 S Lake St	Mundelein	IL	60060
Cousins Subs	740 S Butterfield Rd	Mundelein	IL	60060
Crossroads of Ivanhoe	20915 Park Ave	Mundelein	IL	60060
El Barrio Restaurant & Lounge	1122 Diamond Lake Rd	Mundelein	IL	60060
Elly's Pancake House	435 Townline Rd	Mundelein	IL	60060
Franks For The Memories	645 E Hawley St	Mundelein	IL	60060
Gale Street Inn-Diamond Lake	935 Diamond Lake Rd	Mundelein	IL	60060
Gilmer Road House	25792 N Midlothian Rd	Mundelein	IL	60060
Golden Taco	839 S Lake St	Mundelein	IL	60060
Grandma V's Pancakes	10 E Maple Ave	Mundelein	IL	60060
Hong Kong Chop Suey	428 N Lake St	Mundelein	IL	60060
Hunan Wok	506 N Lake St	Mundelein	IL	60060
Jun Ho Carryout	789 S Midlothian Rd	Mundelein	IL	60060
Kaiser's Pizza & Pub	700 S Butterfield Rd	Mundelein	IL	60060
Karma Asian Food & Fine Wine	Routes 45 & 83	Mundelein	IL	60060
Kim's Korean Restaurant	358 Townline Rd	Mundelein	IL	60060
Las Palmas Mexican Restaurant	26228 N Highway 83	Mundelein	IL	60060
Little Big Horn The	2045 W Maple Ave	Mundelein	IL	60060
Luke's	300 N Lake St	Mundelein	IL	60060
Nikkos Gyros Inc	310 Townline Rd	Mundelein	IL	60060
Osaka Sushi	1452 S Butterfield Rd	Mundelein	IL	60060
Pan's China Kitchen	738 S Butterfield Rd	Mundelein	IL	60060
Park Street	14 E Park	Mundelein	IL	60060
Partners Pizza	2061 W Maple Ave	Mundelein	IL	60060
Pizza Hut	1575 S Lake St	Mundelein	IL	60060
Rainbow Restaurant Inc	900 S Lake St	Mundelein	IL	60060
Red Door Tavern	330 Townline Rd	Mundelein	IL	60060
Royal Cantonese Restrnt	RR 45 Box 799	Mundelein	IL	60060
Rubio's Border Restaurant	748 S Butterfield Rd	Mundelein	IL	60060
Sushi Of Tokyo	50 Oak Creek Plz	Mundelein	IL	60060

Source: Infospace.com

Table F.13
Retail Coverage Inventory: Video Stores
5-Mile Radius from Study Area
Spring 2004

Establishment	Address	City	State	Zip Code
Blockbuster Video	1118 West Maple Avenue	Mundelein	IL	60060
Family Video	675 South II Route 83	Mundelein	IL	60060
Lion Video	345 N Seymour Avenue	Mundelein	IL	60060
Blockbuster Video	120 North Milwaukee Avenue	Libertyville	IL	60048
Blockbuster Video	701 North Milwaukee Avenue	Libertyville	IL	60048

Source: Infospace.com

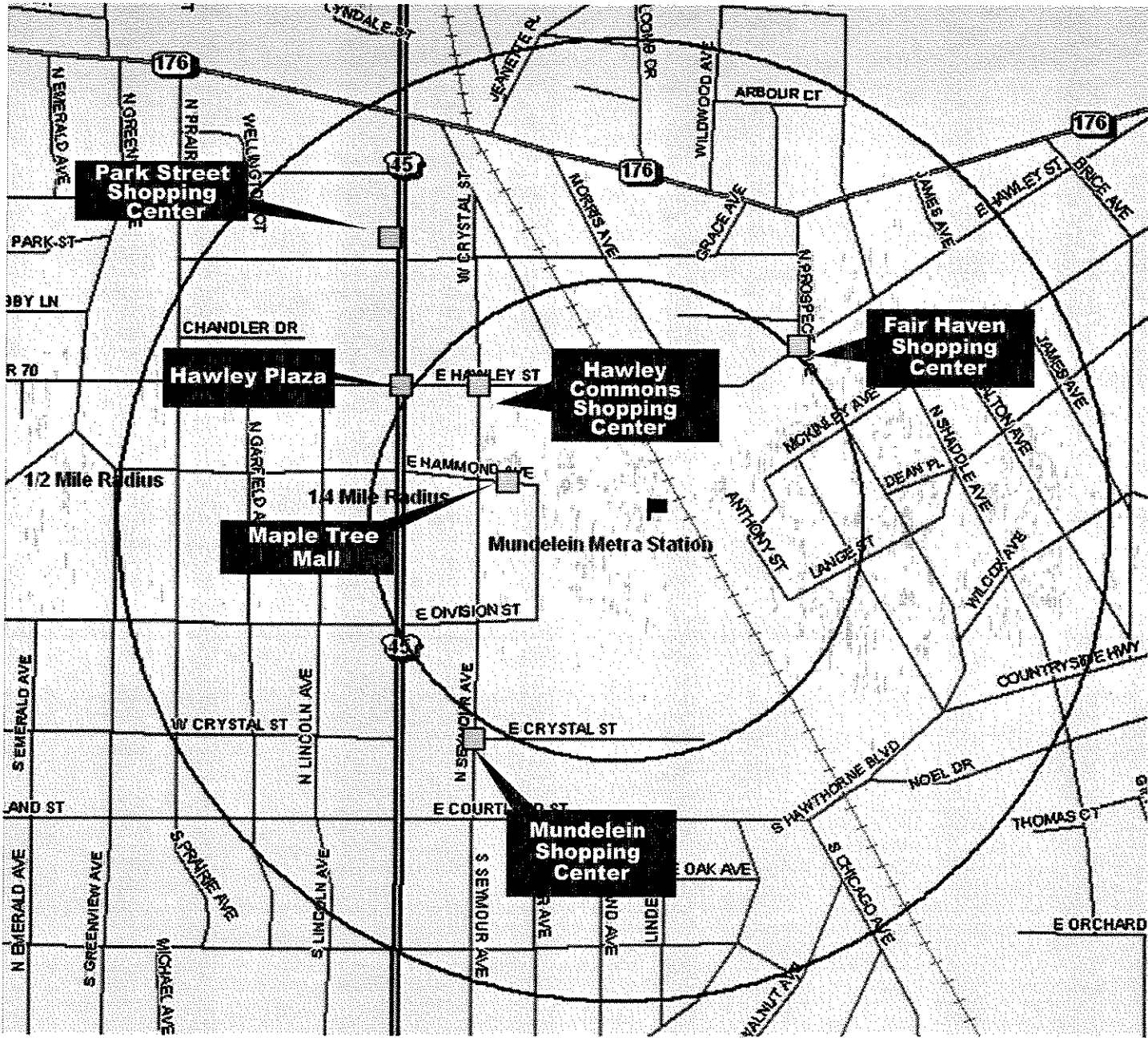
Table F.1
Local Shopping Center Inventory: Centers over 35,000 Square Feet
Village of Mundelein and Surrounding Communities
2003

Shopping Center	Address	Municipality	Size (Square Footage)	Vacancy Rate	Year Built/Renovation	Anchor Tenants	Stores	Rental Rates		Trade Area
								PSF	Passthroughs	
Butterfield Corners	Route 60 and Butterfield Road	Mundelein IL	36,010	16%	1987	n/a	16	14.25 - 18		Neighborhood Center
Hawley Commons Shopping Center	Hawley Street & Seymour	Mundelein IL	54,000	0%	1992	Video Store	14			Neighborhood Center
Long Meadow Commons	1132 W Maple	Mundelein IL	122,671	2%	1996	Dominick's, Pet Supplies Plus	6			Community Center
Mundelein Plaza	1400 Townline Rd	Mundelein IL	98,056	0%		Pool-a-Rama	8			Neighborhood Center
Mundelein Shopping Center	Crystal & Seymour	Mundelein IL	57,500	>0	1960	Hot Wheels Roller Rink, Rogan's Shoes (excluding outlets)	10			Neighborhood Center
Mundelein Square Shopping Center	350 Town Line Rd	Mundelein IL	35,430	22%	1976	Cub Foods	10	8-10		Neighborhood Center
Oak Creek Plaza	62 Oak Creek Plaza	Mundelein IL	275,000	0%	1988	Baby's Room, Hobby Lobby Crafts, Menard's	16			Community Center
Patriots Plaza	300 Townline Rd.	Mundelein IL	45,000	15%	1989	Salvation Army Thrift Shop	8			Neighborhood Center
Townline Square	1501 S Lake St	Mundelein IL	230,712	2%	1987, 1994	Jewel / Osco	24	12		Community Center
Mundelein Subtotal			924,000							
Grayslake Plaza	Center Street & Atkinson Road	Grayslake IL	34,220	0%	1993	Piggly Wiggly	5			Neighborhood Center
Maple View Center	885 E. Belvidere Road	Grayslake IL	144,423	15%	2000	Ace Hardware, Jewel/Osco	18			Community Center
Grayslake Subtotal			179,000							
The Courtyard of Lake Zurich	1285 S. Rand Road	Lake Zurich IL	32,649	0%	1989	Walgreens, Northwest Hospital Community Treatment Center	11			Neighborhood Center
Deerpath Court	700 S. Rand Road	Lake Zurich IL	300,000	1%	1990	Bay Furniture, Big Lots, Sears Hardware, Wal-Mart	26	\$16		Regional Center
Greyhawk Shopping Center	676 S. Rand Road	Lake Zurich IL	263,000	0%	2001	Costco, Home Depot	5			Community Center
Lakeview Plaza	65 S. Rand Road	Lake Zurich IL	52,400	0%	1987		26	\$12-\$15		Neighborhood Center
The Lake Zurich Shopping Center	485 Ela Road	Lake Zurich IL	93,000	5%	1981	Jewel, Osco	14			Neighborhood Center
North Lake Commons	361 S. Rand Road	Lake Zurich IL	125,556	5%	1989	Dominick's	21	\$15-\$18		Community Center
Village Square	731 W. Main Street	Lake Zurich IL	218,746	0%	1979	OfficeMax, T.J. Maxx, Petco	37	\$12-\$15		Community Center
Lake Zurich Subtotal			1,085,000							

Shopping Center	Address	Size (Square Footage)	Vacancy Rate	Year Built/Renovation	Anchor Tenants	Stores	Rental Rates		Trade Area
							PSF/	Pastrthroughs	
The Backyard of Lincolnshire	Milwaukee Ave. & Half Day Rd.	60049	>0	1974					Neighborhood Center
Butterfield Square	1413 Peterson Rd	60048	3%	1997	Sunset Foods	16			Community Center
Cambridge Plaza	820 S. Milwaukee Ave	60048	>0	1979/2000	Harris Bank	19			Neighborhood Center
Greentree Plaza	1171 S. Milwaukee Ave	60048	0%		Eagle Foods	17	10-14		Community Center
Liberty Mill Plaza	9045 S. Milwaukee Ave	60048	>0	1974	Firestone Tire, Nevada Bob's, Liberty Imports	3			Community Center
Milpark Mall	Milwaukee Ave. & Park	60048	0%	1954	National Tea	7			Neighborhood Center
Mil-Park shopping Center	Milwaukee Ave. & Rt 176	60048	28%	1975	US Armed Forces Recruiting	7	12		Neighborhood Center
New Towne Square	Rte 137 & Butterfield Rd	60048		1988		20			Neighborhood Center
Red Top Plaza	1300 S. Milwaukee Ave	60048	8%	1981, 1985, 1990	Jewel / Osco	32	14-22		Community Center
Libertyville Subtotal									
		710,000							
Butterfield Place	Butterfield Rd. & Rt 45	60061							Neighborhood Center
Hawthorn Hills Fashion Square	700 N. Milwaukee Ave.	60061	10%	1986	Linens 'N Things, Wickes Furniture	37			Community Center
Hawthorn Village Commons	220 Hawthorn Village Commons	60061	2%	1974	Dominick's, Walgreens	22			Neighborhood Center
Marketplace at Vernon Hills	413 N. Milwaukee Ave	60061	>0	1994	Circuit City, Expo Design Center, Home Depot, Kohl's, Sam's Club	7			Regional Center
Rivertree Court	701 N. Milwaukee Ave	60061	9%	1988	Best Buy, Harlem Furniture, Kerascotes Theatre, Michaels, Office Depot, Petsmart, TJ Maxx	44			Regional Center
Westfield Shoppingtown Hawthorn Center	122 Hawthorn Center	60061	>0	1973, 1997	Marshall Fields, Carson Pirie Scott, JC Penney, Sears	152			Regional Center
Unnamed	290 Hawthorn Village Commons	60061	>0	2003	Dominick's	8			Community Center
Vernon Hills Subtotal									
		2,581,000							
Total Study Area Space (rounded to nearest thousand)									
		5,459,000							

Source: National Research Bureau Shopping Center Directory (2004 - 44th Ed)

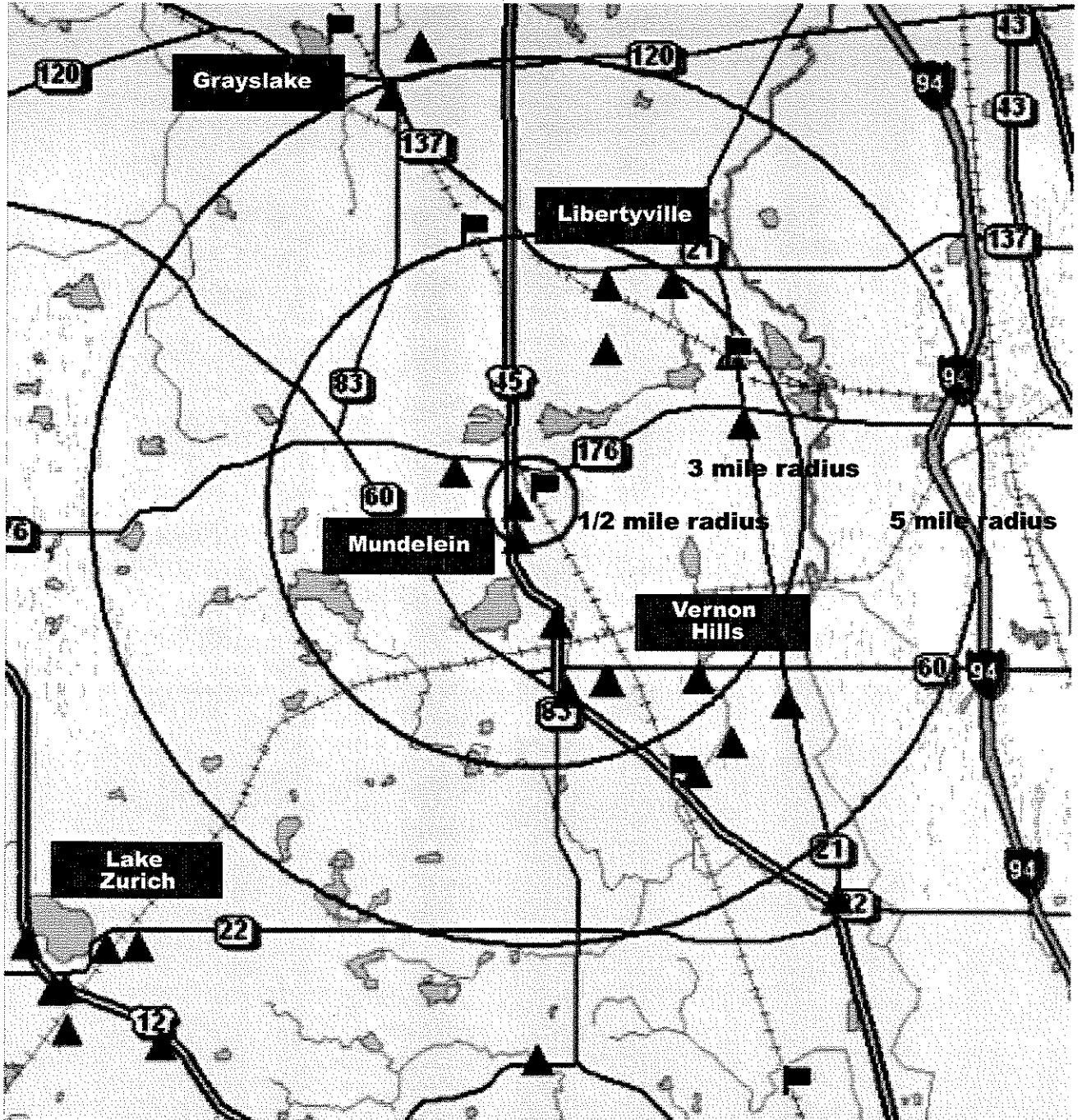
Figure F.2 Shopping Centers within Study Area Village of Mundelein 2004



- Metra Station
- Shopping Center

Data Source: DeLorme, InfoSpace.com

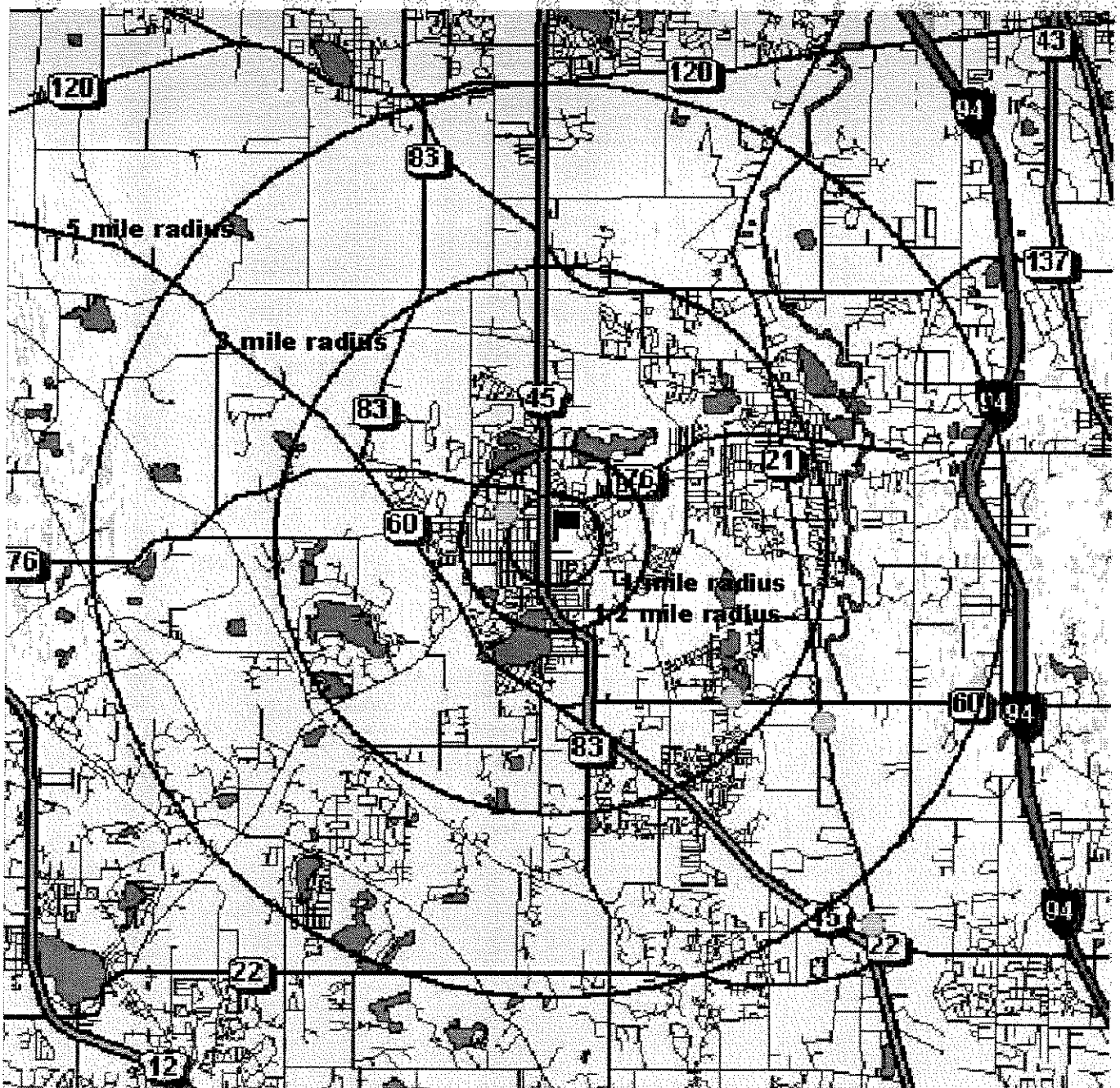
Figure F3
Shopping Centers: 35,000+ SQ FT
Village of Mundelein and Surrounding Communities
2004



- Metra Station
- ▲ Shopping Center

Data Source: DeLorme, InfoSpace.com

Figure F.3 Retail Coverage Map - Book Stores Village of Mundelein and Surrounding Communities 2004

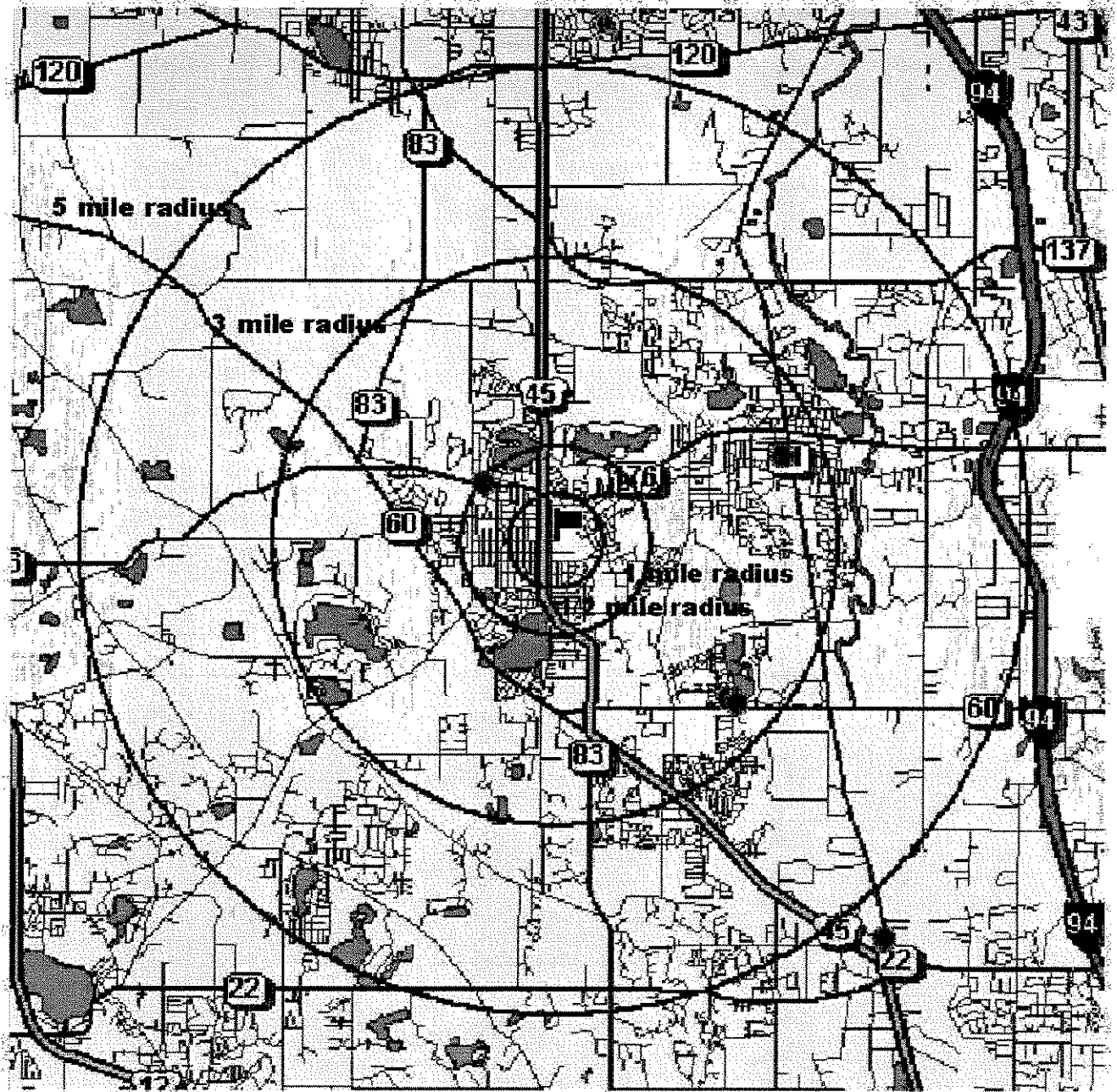


■ Metra Station

■ Book Store

Data Source: DeLorme, InfoSpace.com

Figure F.4
Retail Coverage Map - Card / Gift Stores
Village of Mundelein and Surrounding Communities
2004

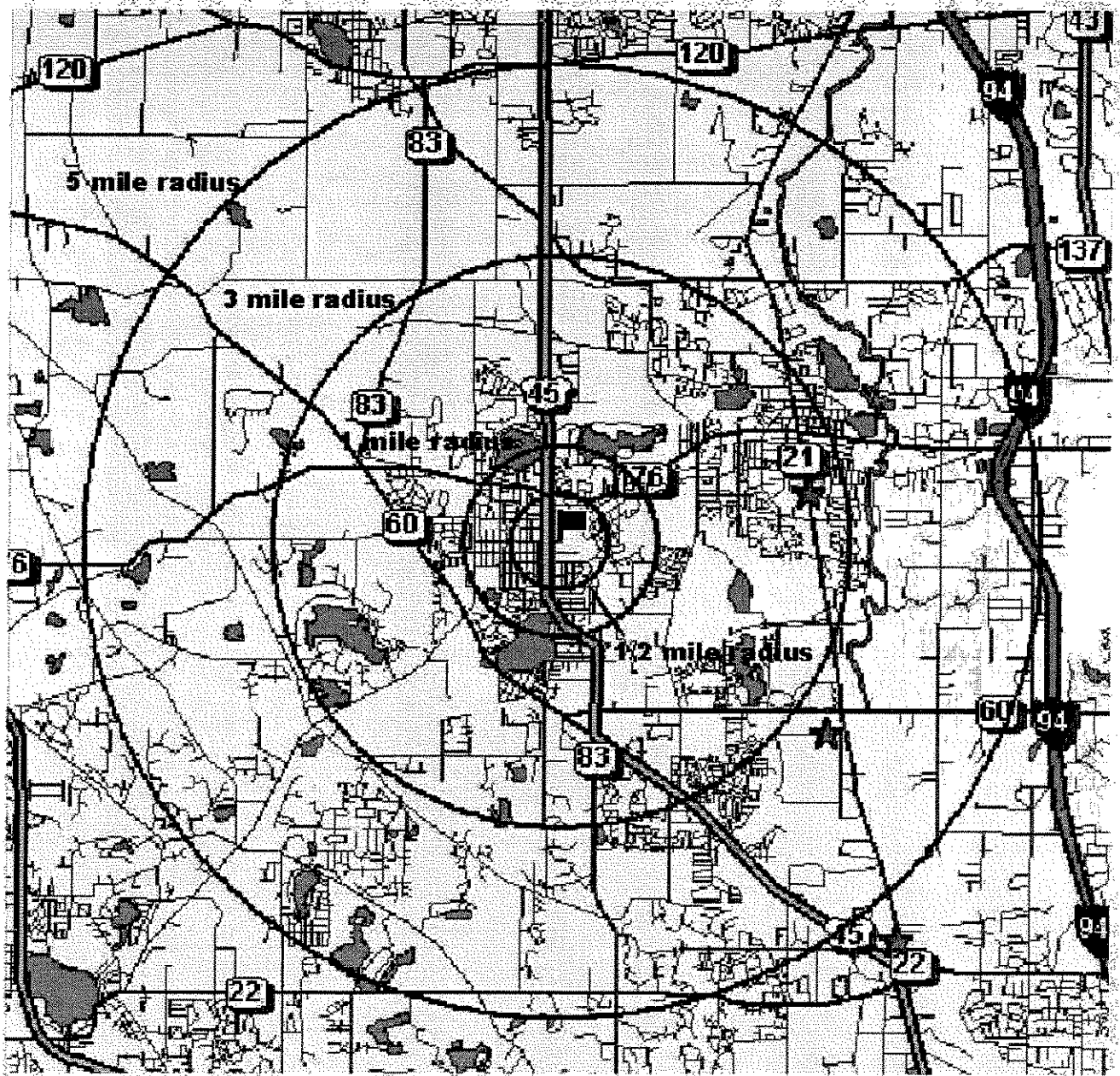


■ Metra Station

● Card / Gift Store

Data Source: DeLorme, InfoSpace.com

**Figure F.5
Retail Coverage Map - Cinemas
Village of Mundelein and Surrounding Communities
2004**

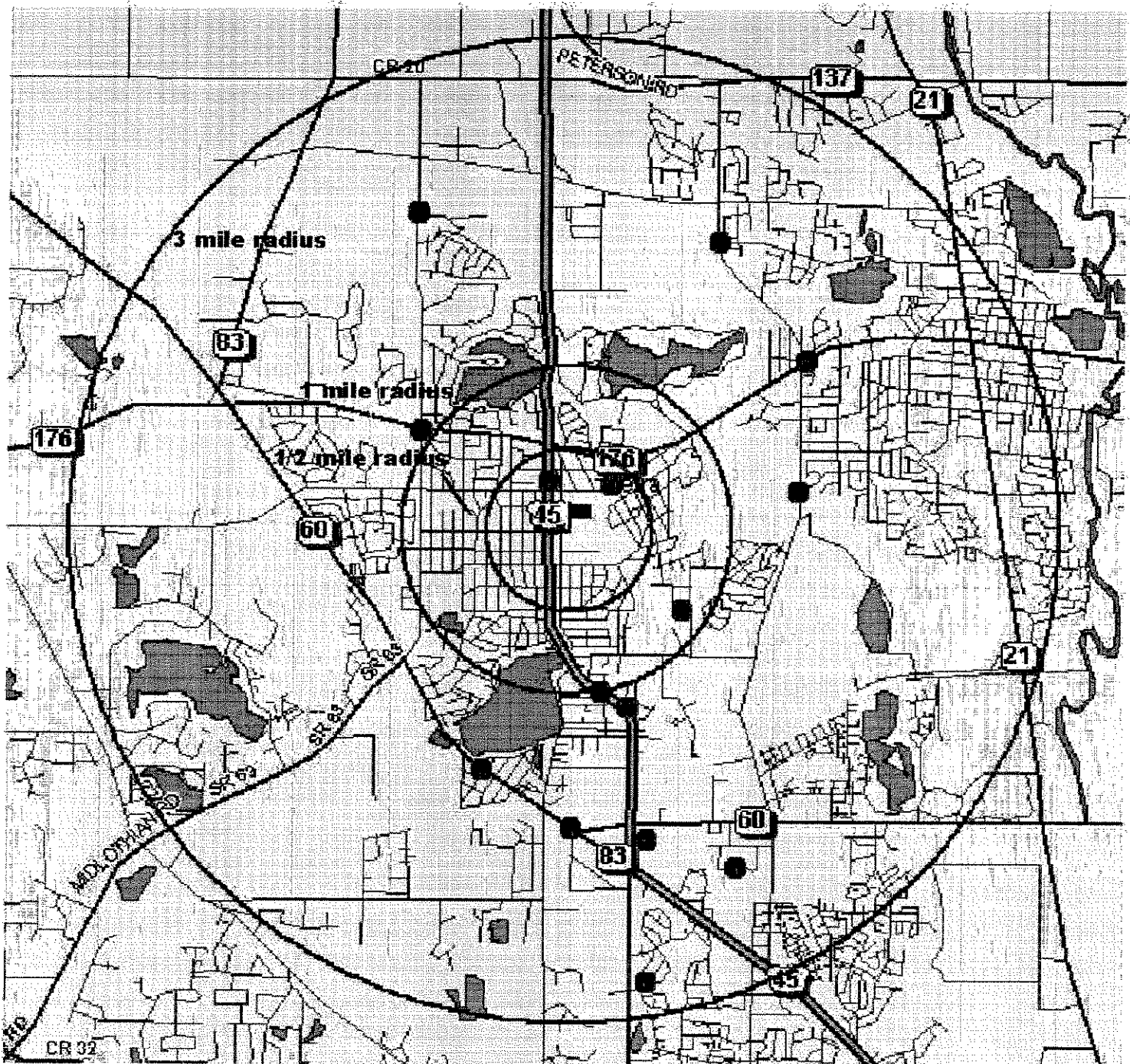


■ Metra Station

★ Cinema

Data Source: DeLorme, InfoSpace.com

Figure F.6
Retail Coverage Map - Cleaners
Village of Mundelein and Surrounding Communities
2004

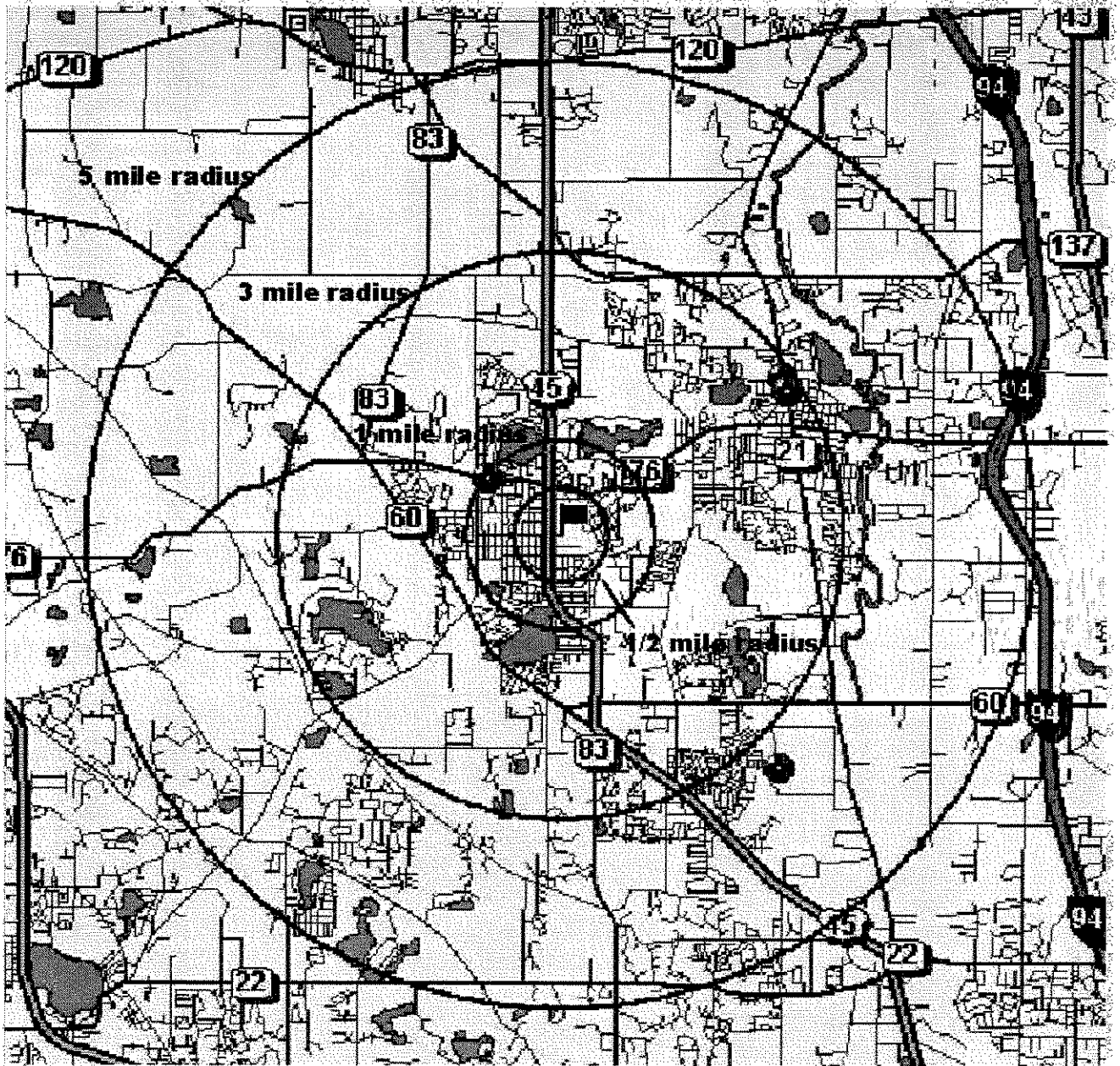


■ Metra Station

● Cleaners

Data Source: DeLorme, InfoSpace.com

Figure F.7
Retail Coverage Map - Chain Coffee Shops
Village of Mundelein and Surrounding Communities
2004

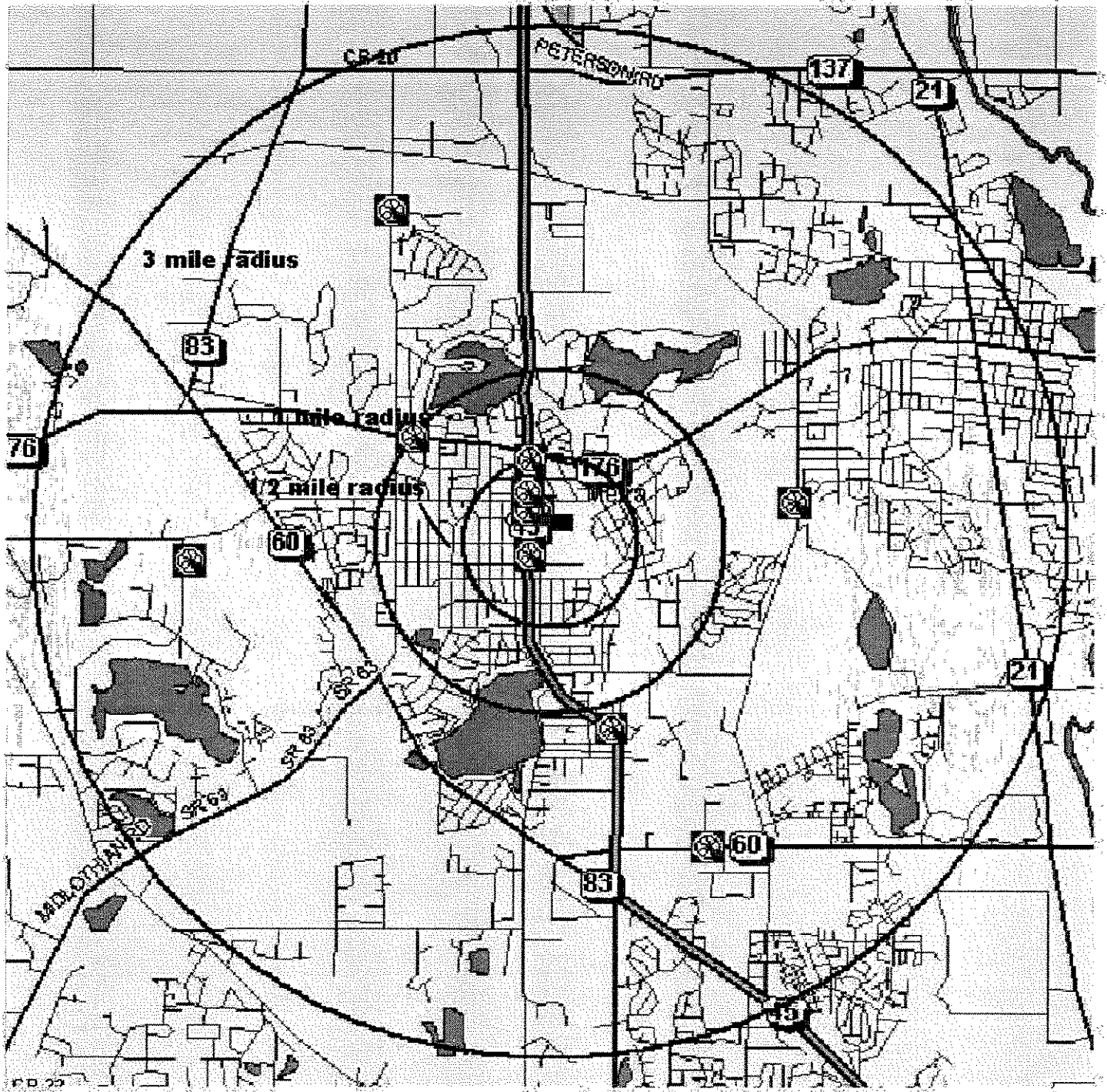


 **Metra Station**

 **Coffee Shops**

Data Source: DeLorme, InfoSpace.com

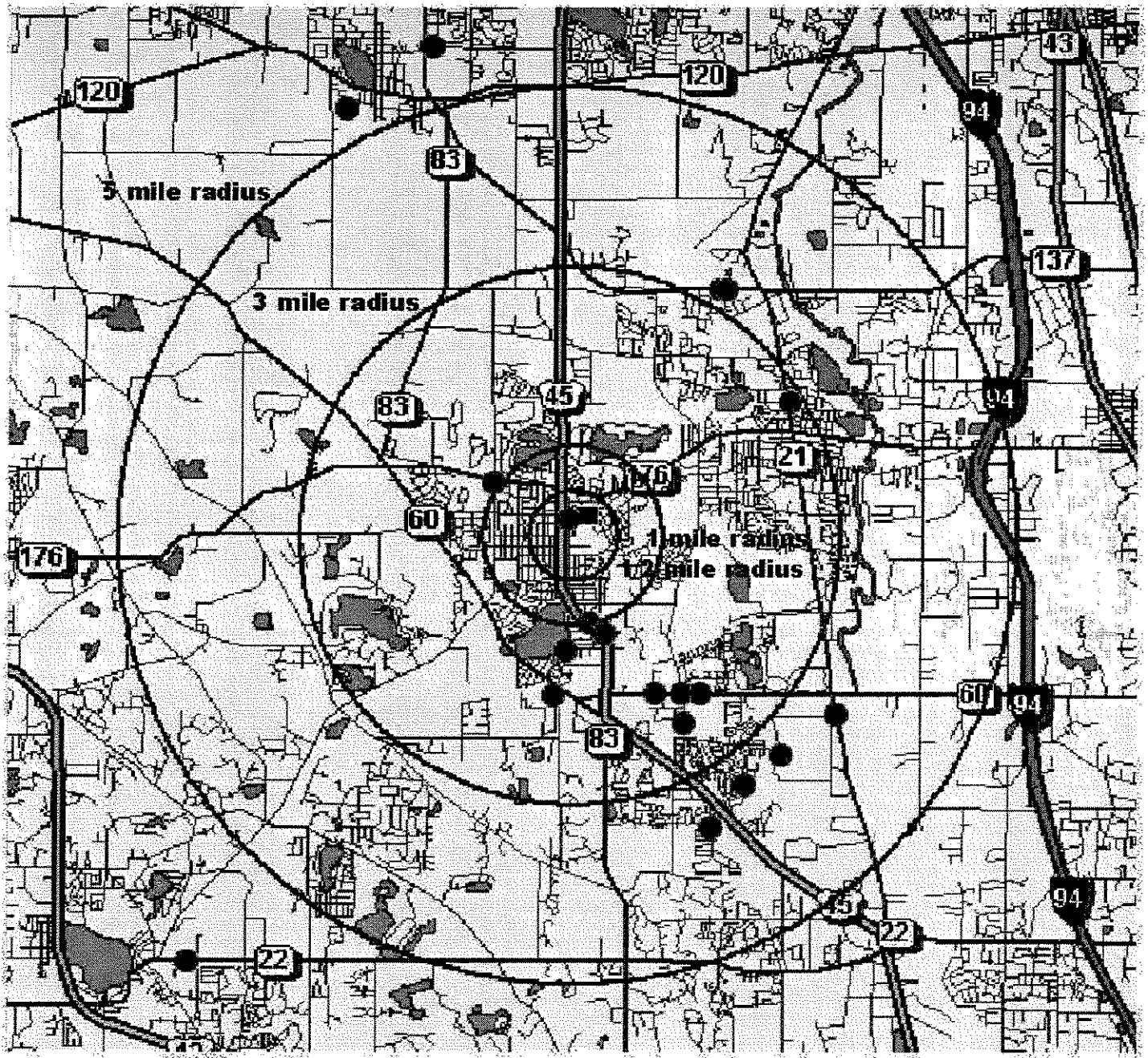
Figure F.8 Retail Coverage Map - Fast Food Restaurants Village of Mundelein and Surrounding Communities 2004



-  Metra Station
-  Fast Food Restaurant

Data Source: DeLorme, InfoSpace.com

Figure F.9 Retail Coverage Map - Grocery Stores Village of Mundelein and Surrounding Communities 2004

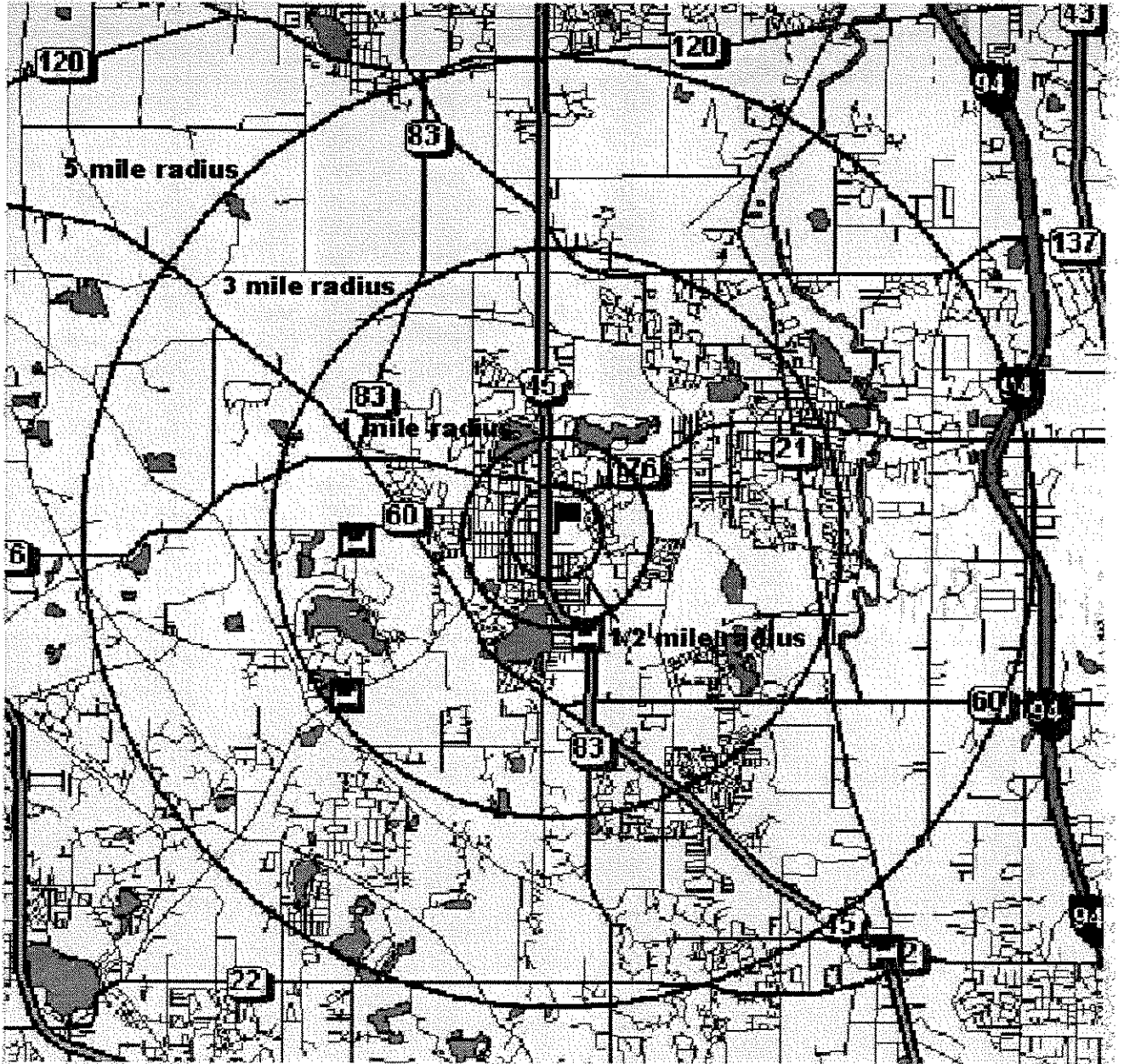


■ Metra Station

● Grocery Store

Data Source: DeLorme, InfoSpace.com

Figure F.10
Retail Coverage Map - Hotels
Village of Mundelein and Surrounding Communities
2004

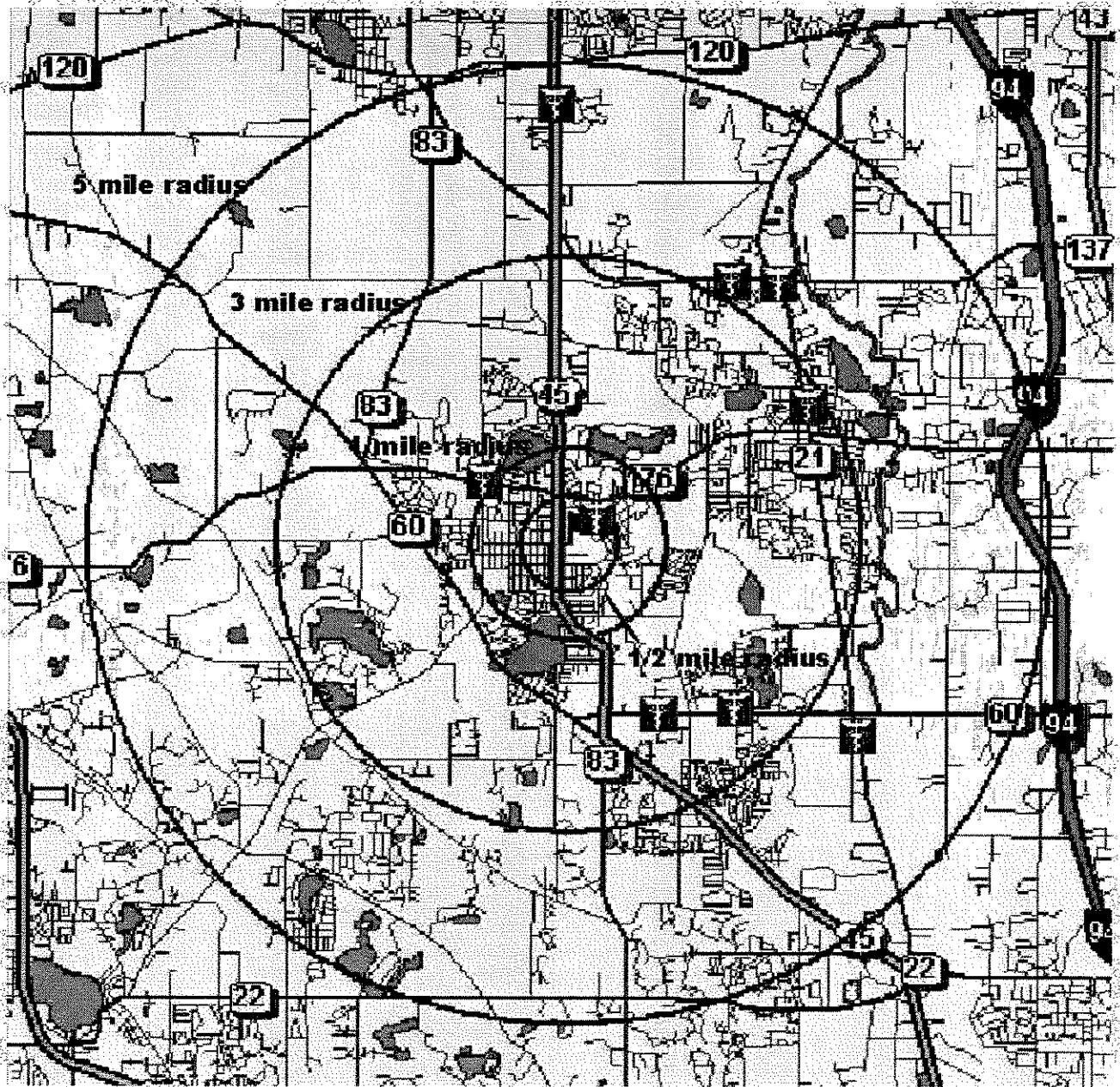


 **Metra Station**

 **Hotel**

Data Source: DeLorme, InfoSpace.com

Figure F.11 Retail Coverage Map - Pharmacies Village of Mundelein and Surrounding Communities 2004

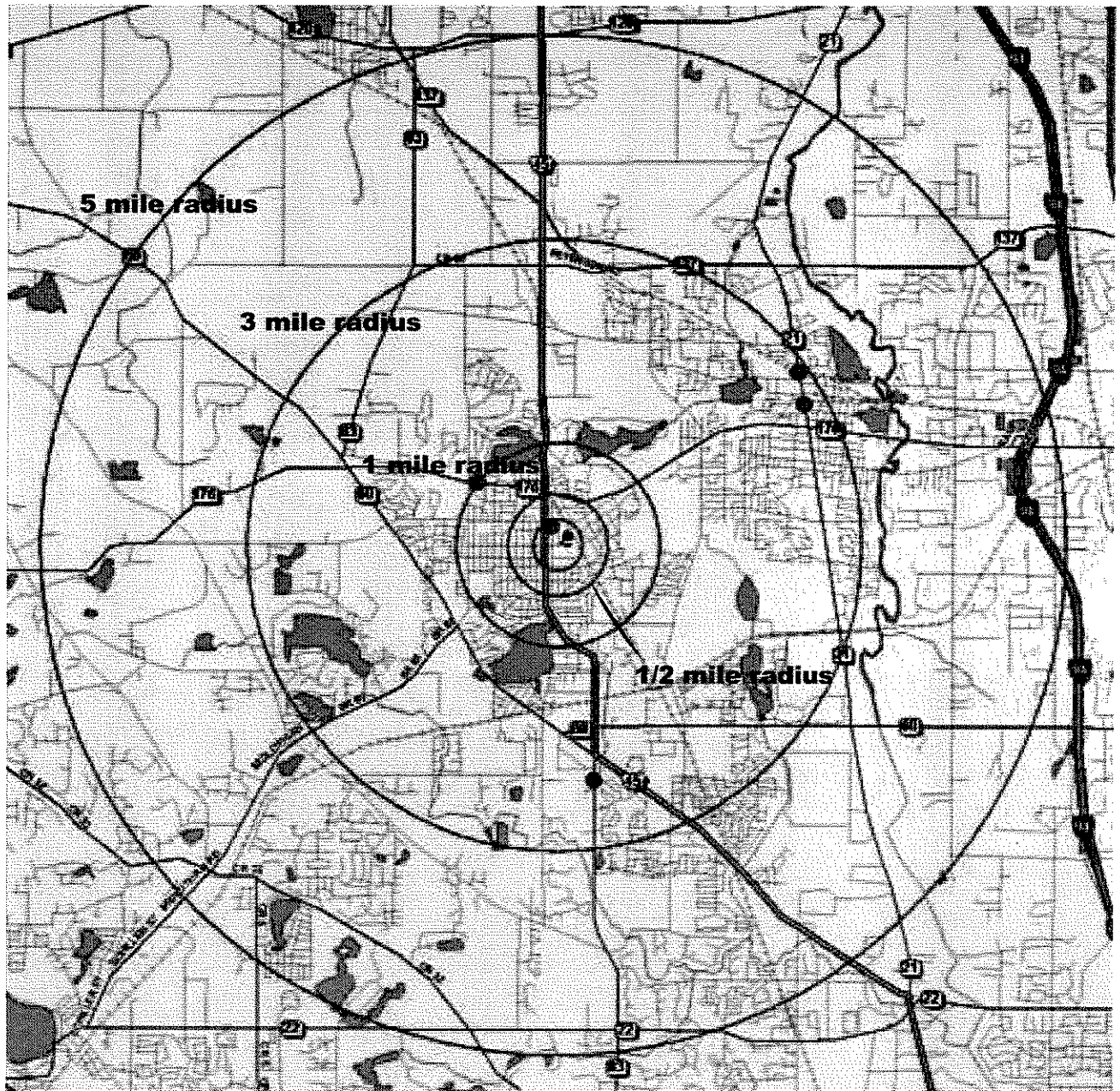


 Metra Station

 Pharmacy

Data Source: DeLorme, InfoSpace.com

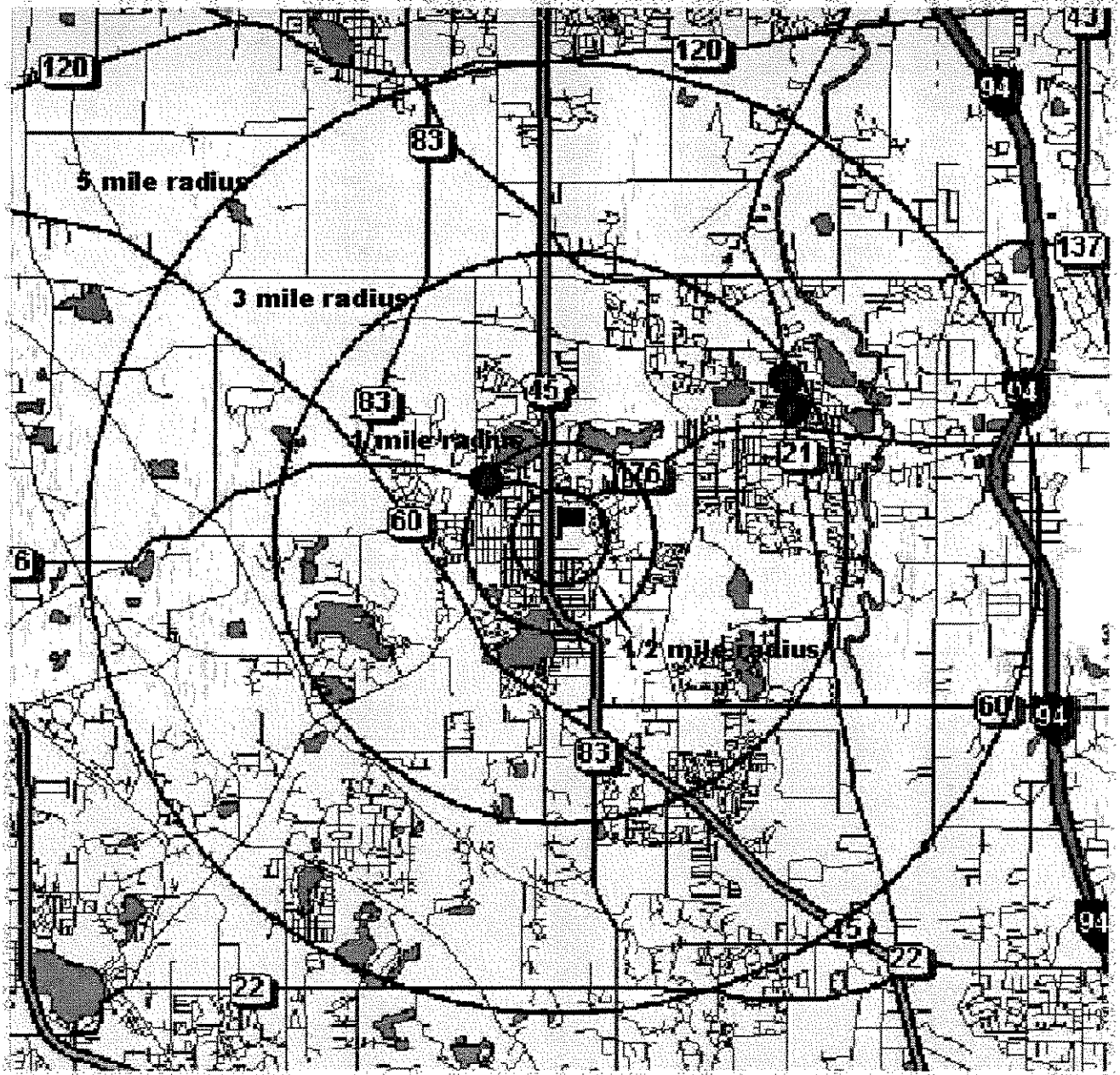
Figure F.13 Retail Coverage Map - Video/DVD Rental Village of Mundelein and Surrounding Communities 2004



-  **Metra Station**
-  **Video Store**

Source: DeLorme, InfoSpace.com, and URS Corporation

Figure F.13
Retail Coverage Map - Video/DVD Rental
Village of Mundelein and Surrounding Communities
2004



 **Metra Station**

 **Video Store**

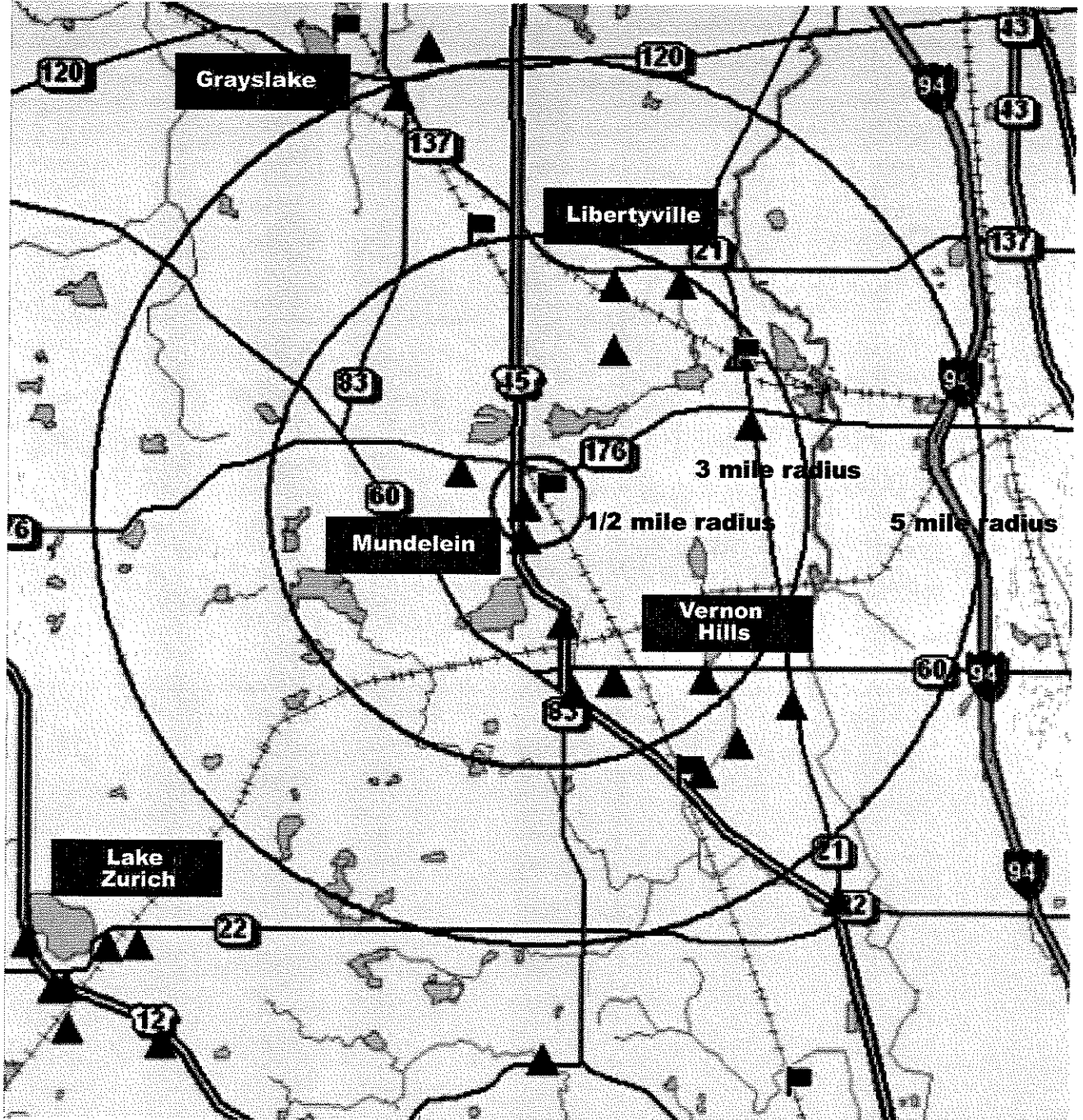
Data Source: DeLorme, InfoSpace.com

Figure 11

Shopping Centers: 35,000+ SQ FT

Village of Mundelein and Surrounding Communities

2004



- Metra Station
- ▲ Shopping Center

Data Source: DeLorme, InfoSpace.com

Appendix B

Project Advisory Board Member List

REPRESENTING	NAME	ADDRESS
Commercial Developer	Buzz Snavely	2033 W. Maple Avenue Mundelein, IL 60060
Commercial Developer	Ed Connell (Joseph Freed and Associates LLC)	220 North Smith Street, Suite 300 Palatine, IL 60067
Commercial Realtor	Rick DeLisle (Trammell Crow)	22316 Brookside Way Lake Barrington, IL 60010
School District 75 (2)	Melba Gustafson (Board Member)	470 N. Lake Street Mundelein, IL 60060
	Luis Fuentes (Board Member)	470 N. Lake Street Mundelein, IL 60060
School District 76	Superintendent Dr. Roger Prorise	500 Acorn Lane Mundelein, IL 60060
School District 120	Superintendent Dr. Stan Fields	1350 W. Hawley Street Mundelein, IL 60060
Mundelein Park & Recreation District	Alex Marx	312 Yorkshire Drive Mundelein, IL 60060
Plan Commission Chairman	John Schockmel	335 Banbury Road Mundelein, IL 60060
BDC Chairman	Mike Hamilton	444 E. Hawley Street Mundelein, IL 60060
MainStreet Representative	Marian Rodriguez (Executive Director)	PO Box 898 16 East Park Street Mundelein, IL 60060
Senior Citizen (2)	Dottie Watson	432 Hillside Drive Mundelein, IL 60060
	Dale Freyermouth	421 Woodlawn Drive Mundelein, IL 60060
Business Leader (3)	Steve Kovac (Century 21)	738 Banbury Road Mundelein, IL 60060
	Tom Rogan (Rogan's Shoes)	154 Prospect Avenue Mundelein, IL 60060
	Ron Farland (Fairhaven Pharmacy)	608 E. Hawley Street Mundelein, IL 60060
Downtown Land Owner (6)	Pat MacGrath (Cherokee Printing)	442 N. Seymour Avenue Mundelein, IL 60060
	Stephanie Greene (Greenhill Corp.)	905 Allanson Road Mundelein, IL 60060
	Alan Josephsen (The Alan Josephsen Co.)	205 E. Park Avenue Mundelein, IL 60060
	Gary Wilson (Wilson Printing)	309 N. Lake Street Mundelein, IL 60060
	Mel Withrow	848 French Drive Mundelein, IL 60060
	Mary Cardwell (Postmaster)	435 E. Hawley Street Mundelein, IL 60060
Resident (5)	Tony Skaronea Jr. (Fairhaven)	260 North Prospect Ave Mundelein, IL 60060
	Roger Hartmann (Holcomb)	803 NE Holcomb Drive Mundelein, IL 60060
	Dave & Maria Henderson	288 N. Seymour Avenue Mundelein, IL 60060
	Nancy Burton (Loch Lomond)	959 Lomond Drive Mundelein, IL 60060

SWOT Analysis

A Strengths, Weaknesses, Opportunities, and Threats (SWOT) exercise was conducted at the Project Advisory Board meeting, February 12, 2004. The exercise consisted of six questions regarding conditions and potentials in the Downtown Mundelein Project Area. PAB members were asked to answer each question individually, using the form provided. We then discussed each question separately and asked the PAB to provide top answers for each question. We compiled the following results from returned questionnaires, but included responses that were identified during discussion, but did not appear on respondent's forms. Any specific comments relating to each response, are listed below the item. A total of 16 questionnaires were returned.

Question #1: List three new private-sector projects, uses or developments you would like to see undertaken within the Downtown Mundelein Project Area.

Most frequent projects and other responses to this question are listed below, in order of most responses.

- Senior Housing/Assisted Living (6 responses)
 - affordable
- Multi-family housing (6 responses)
 - Mid-rise building
- Mixed-use retail/residential (5 responses)
- Entertainment Center/Performance Center/Movie Theater (5 responses)
- Restaurants (5 responses)
 - Upscale
- Grocery store (5 responses)

Other most frequent projects and responses to this question include:

- Bakery/cafes (4 responses)
- Bookstore (3 responses)
- Office/professional (3 responses)
- Increased retail (3 responses)

Projects and other responses mentioned by one person include:

- Drug store
- Newsstand
- Auto care
- Banquet hall
- Rental housing
 - Affordable
- Residential, self-contained
- Hotel
- Mixed-use office/commercial
- Mall that caters to the arts
- Microbrewery
- Jewelry store
- Plaza
- Medical building
- Small strip center with restaurants
- Independent retail stores vs chains
- Specialty/boutique retail
- Services
- More parks
- High traffic/high density
- A further focus in the area resulting in higher values and more involvement

- A Master Plan list Naperville, not just Metra area
- Convenience near train station, like Lake Forest
- Microbrewery
- Accessible

Question #2: List three new public-sector projects or improvements you would like to see undertaken within the Downtown Mundelein Project Area.

Most frequent projects and other responses to this question are below, listed in order of most responses.

- Bike paths (7 responses)
 - Trees, green space through Fairhaven
 - To connect train station to the Downtown and different areas
- Parking/structured parking (4 responses)
- Library branch (4 responses)

Other most frequent projects and responses to this question include:

- Village Hall (3 responses)
- New Village Hall (3 responses)
- Road improvements (3 responses)
 - Seymour and Hawley Streets
 - Hawley Street
- Parks (3 responses)
 - Mix of buildings & parks/open space

Projects and other responses mentioned by two people include:

- Playground
- Streetscape improvements
 - To train station
 - Extension to make Downtown a cohesive whole
- College/Satellite College/Law School/Classrooms
- Traffic flow
- Movies

Projects and other responses mentioned by one person include:

- Beautification of parks (walking areas, not sports)
- User-friendly ambience
- Basketball court
- Park District Fitness Club
- Commuter parking on the east side of the tracks
- Wish that the train station was easy walking distance to the Downtown
- Local shuttle bus service
- Movies
- Arts development
- Entertainment center
- Retain Village Hall
- Reuse Village Hall
- Civic Center, like Libertyville
- Revisit Village Zoning
- Courthouse extension services (Waukegan)
- Hawley Street corridor
- Site control/land assembly and clearance
- Building condemnation
- Eminent domain

Question #3: What would you not like to see take place within the Downtown Mundelein Project Area in the future?

Most frequent responses to this question are listed below, in order of most responses.

- More industrial use (4 responses)
- Vacancies (2 responses)
- Pawn/Second hand shops (2 responses)
- Fragmented development (2 responses)
 - Make-shift planning

Projects and other responses mentioned by one person include:

- Lack of municipal financing
- Big box retail stores
- Overwhelming amount of office space
- Buildings over 7 stories tall
- Currency exchanges
- Cigarette shops
- Casino
- Adult bookstore
- Bars
- Assisted Living Center
- Single family housing
- Blight
- Decreased parking after project is completed
- Continue downward spiral of usage of retail
- Non-quality users
- Don't try to duplicate existing towns, should create own identity
- Too much input from people not involved

Question #4: Please list the three most important projects, improvements, or new developments mentioned thus far.

Most frequent projects and other responses to this question are listed below, in order of most responses.

- High-density mixed-use (11 responses)
 - Residential above retail
- Village Hall (4 responses)
- High density residential 4 responses)
 - Nice condominiums
 - Mid-rise, affordable

Projects and other responses mentioned by two people include:

- Senior housing
- Restaurants
 - Upscale
- Bike path
- Remove/redevelop blighted and industrial properties

Projects and other responses mentioned by one person include:

- Hotel
- Retail
- Unique retail
- Grocery store

- Movie theater
- Public parking
- Traffic and circulation
- New Village Hall
- Retain Village Hall
- Reuse Village Hall
- Library branch
- Educational classrooms
- Civic Center
- Centralization
- No bars

Question #5: What problems, obstacles or concerns must be overcome before the Downtown Mundelein Project Area can reach its full potential?

Most frequent responses to this question are listed below in order of most common responses.

- Financing/funding (6 responses)
- Zoning (4 responses)
- Land acquisition/assembly (3 responses)

Responses mentioned by two people include:

- Increasing developer and investor interest

Responses mentioned by one person include:

- Structures
- Gridlock, transportation
- Parking
- Remove blight
- Current residents
- Consumer habits
- Resistance to change
- Cost of project
- Marketing
- What is Downtown? No image
- Redirecting downtown to human scale
- Improvements should match demand in place demographically
- TIF?
- Perception of lack of municipal support for businesses
- Village needs to take lead
- Village's role as partner, not developer?
- Use of public money
- Developing pride
- Accessibility
- Urban Design – how to unite buildings, scale, placement
- Improvements should match demographic demand
- Antioch

Question #6: What are the primary strengths and assets of the Downtown Mundelein Project Area?

Most frequent responses to this question are listed below in order of most common responses.

- Train station (5 responses)
 - Access to commuter line
 - Train station close to the Downtown
- Land available for development (3 responses)

- Responses mentioned by two people include:
- Transportation
 - Commuter rail potential
- Potential for growth to the west
- Village Hall
- New Police Station

Responses mentioned by one person include:

- New train station
- Adequate circulation for current use
- Available industrial properties for acquisition
- Single story buildings are easy to demolish
- Size of the Village – it is spread out
- Redeveloped Jewel property
- Good infrastructure
- Small town feel
- History of the community/character
- Downtown recognized by its residents
- Downtown is more than 3 blocks
- Decentralized, open book to create new area
- Area
- High growth area
- All villages in the area are developing
- Existing new quality development
- Post Office
- Old Fire House
- Public Works
- Village and resident involvement
- Old fire station
- Public works
- Mundelein Main Street Improvements
- Village commitment to build a new Village Hall in the TOD area
- Community park

Project Advisory Board Status Meeting

The Consultant distributed a questionnaire during the June 22, 2004 Project Advisory Board meeting. Approximately 25 people were in attendance. The questionnaire was designed to encourage the Project Advisory Board to communicate their concerns and feelings about the concept plans for Mundelein's TOD Study.

This report provides a summary of the results of the *PAB Questionnaire*. The summary reflects participants' responses to the questionnaire. The numbers of responses are indicated in parenthesis.

During the presentation, please record any thoughts or comments regarding:

Scenario 1:

- Best plan due to no major changes - would like to see implemented (1)
- Does not meet stated goals (1)
- Like McKinley extending across the railroad tracks (1)
- Loses retail on Park Street (1)
- Should not be considered as it is too simplistic and does not address the long term needs of the community (1)

Scenario 2:

- Better plan, but limits access going north/south to Rt. 176 (1)
- Don't like the Park Street crossing (1)
- Like the gentle curve of Chicago Avenue (1)
- Like the "Green Blvd." (1)
- Like the Village Hall location (1)
- Too many changes (1)
- Village Hall and Post office should be at different locations (1)

Scenario 3:

- Loss of existing retail (1)
- Too dense (1)
- Too expensive (1)
- Too many changes (1)
- Too many displaced properties (1)

Hybrid Plan:

- Could the cinema be more retail or residential? (1)
- Do we really need a cinema? (1)
- Expanding Rouse Avenue vs. Morris Avenue south may be an option like the Chicago Ave alternative to 45 (1)
- Great. The Village Green will be the crown jewel of Mundelein (1)
- Green space attractive - who pays for it? (1)
- Is there sufficient street parking to the north? (1)
- Like the idea of bringing the central focus of the town south of Hawley - peripheral areas will be developed if this gets going (1)
- May need more of a "destination" than the Village Green (1)
- Need to better use land adjacent to the rail right-of-way (1)
- Nice green space (1)
- Structured parking needs to look nice. (1)
- Too many changes (1)
- Very innovative, quite a stretch for current town (1)

- Village Hall should be more visible to traffic for identity (1)

During the presentation, please record any thoughts or comments regarding the Hybrid Plan's ability to meet the goals and objectives:

Goal - Increase the density in the station area through a variety of uses such as residential, retail, office and municipal:

- Accomplishes goal (3)
- Great concept if all the players are on the same page (1)
- Like Scenario #1 (1)

Goal - Create plan to add required station area infrastructure to accommodate increased capacity for a downtown transit district:

- Accomplishes goal (2)
- Needs more work (1)

Goal - Develop a Town Center to provide a gathering place for community activities, as well as creating an identity for the station area:

- Accomplishes goal (2)
- Accomplishes goal, but it should be noted that a cinema failed in the downtown - more focus could be on restaurants (1)
- Concept is great - will people come? (1)
- Great green (1)
- This will be a hurdle (1)

After reviewing the plans, please answer the following questions:

- 1. Do you feel commuter parking on the east side of the railroad is needed?***
 - Yes (7)
 - No (5)
- 2. Are there features from Scenarios 1 - 3 that was not carried over into the hybrid plan that you would like to see?***
 - No (4)
 - Curve of Chicago Avenue (1)
 - Due to the increase in trains and the expected population increase, it would be nice to have an increased number of ways to cross the tracks (1)
 - Higher density (1)
 - McKinley crossing the railroad tracks (1)
 - The town center should be accessible from both the east and west side (1)
- 3. All four scenarios relocate the Village Hall; do you prefer the location near the corner of Division Street and Seymour Avenue or the location on the Village Green?***
 - Village Green (6)
 - Division and Seymour (3)
 - Other
 - The Village Hall should not be too close to the Village Green (1)
 - Hammond and Chicago (1)
 - North of Hawley (1)
- 4. Any additional comments or thoughts in regards to the hybrid plan?***
 - This scenario is the best option (2)

- Scenario #1 is the best due to the fewer changes (1)
- Hawley going west from Carmel to Rt. 5 is very important to improve its character (1)
- Connecting bike trails is very important for all age groups (1)
- May want to investigate moving the Post Office elsewhere on the Green. (1)
- What is the possibility of creating another overpass/underpass to the tracks for vehicles? (1)
- Split up the Anatol Building (1)
- Must provide an east-west connection for cars on Division (1)

Visual Preference Survey Results

Following are the results for the Visual Preference Survey exercise, conducted at the March 3rd Open House. Everyone in attendance was invited to participate in the Visual Preference Survey exercise to help the Project Team gain an understanding of desirable land uses, facilities and styles for the Downtown in the future. Those who were unable to attend the meeting were encouraged to fill out the survey online, available on the website until March 14th.

The Visual Preference Survey was organized into three categories; Urban Design, Transit and Transportation Facilities, and Town Center, and conducted in two parts. The first was a slide show of images for each category, which participants were asked to rank on a scale of -3 (least desirable) to +3 (most desirable). The second portion of the survey included questions for which participants could provide open answers and additional comments related to various issues.

Following are the results of the survey, including both the results for the slide show portion and a comprehensive list of answers and comments to the question portion. These results were compiled from participants at the Open House in addition to surveys completed on the project website.

***Note: To view the images that accompany these results visit the project website at www.mundelein.org/tod and click on the Meeting Results link.*

***Note: Comments made for individual images within each section are included after the ranking totals for the section. Surveys completed at the meeting were given a respondent number (1-69) for the purpose of recording individual comments. The respondent number is included in parentheses after each comment.*

Comments to Urban Design slides:

1. Low is better (9)
Large letters good (15)
Too large (65)
2. Too High (9)
3. Too colorful (9)
Cannot read from distance (37)
Too busy (65)
4. Banner on poles ok, but not street sign (9)
Strange (15)
Too modern for Mundelein (24)
Like colors (65)
5. No (9)
There's better ways to improve look (15)
Can't see alleys in Mundelein (65)
6. Metal benches (green) (9)
Bench good, sign bad – can't read at a distance (15)
Sign should be larger (37)
Signs might be hard to read – small (53)
7. Arts ok (9)
Like it (15)
8. Old fashioned lighting (9)
Good but cuts in for strollers with kids (15)
9. Nice corridors (walkways) (9)
Like the green (15)
10. Too much (9)
Like the green (15)
Too much space taken up (53)
11. Yes, small landscaping (9)
Gets dirty, not flat slats (15)
Has proven effective previously (65)
12. Small sitting areas with little landscaping (9)
Like the quantity placement (15)
13. Too much (9)
Is wood clean? (15)
14. Too empty (9)
Too modern benches (15)
Needs some greenery (53)
15. No, too modern (9)
No backs (I like Highland Park's benches) (15)
Not very comfortable looking (53)
16. Perfect! (9)
Non-patrons won't use (53)
17. No, too much landscaping (9)
But need walkthroughs to street (15)
Like it – expense concerns me (65)
18. Mix-used (9)
19. Ok, but closed to curb (9)
No, like diverse look of it better (15)
Too uniform (53)
20. No, Mundelein is not a glass town (9)
21. A little too modern (15)
I have lived in Mundelein for 33 years and still don't know what defines the Downtown. (13)
Too urban for Mundelein (53)
Not modern, keep the Village model (69)
Small, but combine with 2-stories (9)
Two-story is ok (15)
Needs a few upper floors (53)
Better (69)
22. Watch the high buildings (9)
Very nice (15)
Very nice (53)
Ok (69)
23. No (9)
Like diversity a bit more (15)
Nice, but not as much as #22 (53)
24. Too much for Mundelein (9)
Scale is good (15)
25. A lot of empty space (9)
Requires car set-back, shorter walk for pregnant wife with kids, like brick building front (15)

Comments to Transportation slides:

1. Ok (9)
Like it (15)
2. Too much info (9)
Ok (15)
Too congested (37)
3. No sign on post (9)
4. Good (9)
Like the streetlight, like bricks too (15)
Very important (53)
Use gaslights (54)
5. No (9)
Safe for bikes (15)
Only if you have high volumes (53)
6. Maybe, needs a good design (9)
Like it as long as place to walk (15)
7. No (9)
Yes, good (15)
8. Yes, with a meter (9)
Screen good; don't skimp on places avail (15)
Ok, but don't put it on corner (53)
Too ordinary (54)
9. Problem for older people (9)
Angles good, higher capacity (15)
Only on side streets – low traffic volume (53)
Boring (54)
10. Old fashioned (9)
I hate to parallel park (15)
In certain places (53)
Much better (54)
11. Great, but money (15)
Only if really necessary (53)
Much better (54)
12. Yes, with some advertisements it will work (9)
Ok, high density easy to walk (15)
Needs to be screened better (53)
Very boring (54)
13. Ok (9)
Nice idea (15)
Better (53)
Attractive (54)
14. Too big for Mundelein (9)
Too high density (15)
Out of scale for Mundelein (53)
Too monolithic (54)
15. Usually interesting, is it practical as a visitor? (15)
Need to sign it well (53)
Cozier (54)

Comments to Town Center slides:

1. Outer edge of Downtown (52)
On fringes of Town Center (53)
Nifty (54)
2. No (53)
Garages facing street poor choice (54)
3. But it needs to be closer to train station (9)
Trees and green space (15)
Better (54)
4. Ok, but quite urban (15)
Avoid courtyards in Downtown core (53)
Good (54)
5. Ok, must have parks (15)
Too monolithic (54)
6. How many buildings? (9)
Too city-like (54)
7. No (9)
Scale ok, but layout so-so (53)
Too urban (54)
8. No way (9)
No Arlington Heights (22)
Worse (54)
9. Yes, but can we keep the business in town? (9)
Would be ok with a 3rd floor too (53)
More classical (54)
10. Maybe (9)
Hard to walk with stroller and kids, but good (15)
Perfect! (36)
11. No parking, good landscaping (9)
The best (54)
12. Maybe (9)
Setback depends on context (53)
Too 'plain jane' (54)
13. No (9)
A bit too high-density, but ok (15)
Max. scale for Mundelein (53)
Too draconian (54)
14. No (9)
Very high-density (15)
Too Evanstonian (54)
15. Wonderful, need food close by (15)
Grocery Downtown is a good idea (36)
Too modern (54)
16. Like the shopping (15)
Anchor stores good (54)
17. Connect to trails, not parks nec. (36)
Parks are great (54)
18. More money to keep up maintenance (9)
Closer to park is better (15)
Active use is key – lots of kids here (36)
Smaller is better (54)
19. Yes, should have some but mix here (15)

20. Plazas right Downtown, parks a bit outside (36)
Too much walking to shop (54)
Good idea (9)
Fountain is over the top, \$ (15)
No (54)

Urban Design Questions

****Note:** For the answers to the questions below, the number of responses is included. Comments provided that relate to each answer are included as well. When more than one person provided the same comment, the number of responses is included in parentheses.

Q1. *What existing views do you think are most appealing to Downtown Mundelein?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Police station (22 responses)
 - Police station architecture
 - The new Police Dept
- Streetscape (15 responses)
 - New sidewalks, lights (2)
 - Brick paved sidewalks (2)
 - New lighting along street
 - Streetlights (2)
 - Planters (3)
 - Benches
 - Landscaping
 - Streetscape throughout (2)
 - Current streetscape improvements (lighting, sidewalks)
 - Street signage and streetscape
 - The antique street lamps and brick inlay alongside Seymour and surrounding
- Village Hall (14 responses)
- Abernathy's (14 responses)
- Park Street (14 responses)
 - East Park Street,
 - East of Route 45
 - Park at Church
 - Rehabbed store-fronts on Park and Lake
 - Park Street to Abernathy's (2)
 - Park Street restaurant (2)
 - North to Abernathy's and Park Street cafe
 - Mix of old buildings and use
 - Park Street buildings – north side
 - NE corner of Park Street and Route 45
 - I like the way the Park Street area looks
 - The Park Ave. area is nice and appeals to shoppers and merchants.
- Area around Park and Seymour Streets (14 responses)
 - Park and Seymour Streets (2)
 - The older area – Park and Seymour (7)
 - Sidewalks and streetscape around Seymour and Park (3)
 - Corner of Park and Seymour Streets
- Seymour Street (11 responses)
 - Recently improved Seymour Street
 - Mixture of buildings on Seymour Street
 - New buildings on Seymour
 - Small shops on Seymour St with small striped awnings. These are very charming with small town character, which I personally find appealing.
 - Decorations spanning Seymour (at Division)

- Landscape on Seymour
 - Seymour north of Hawley
 - Seymour across from Burger King
 - Between Park Street and Route 176
 - Seymour Northwest side, north of Park
- Kracklauer park (10 responses)
- Train station (8 responses)
 - Station parking area
 - Train station, parking area and entrance way
- Walgreen's (6 responses)
 - Looking southwest on Route 45
 - Walgreen's if they didn't have that parking lot in front.
- Route 45 (Lake Street) (4 responses)
 - Beginning of Route 45 corridor
 - Redoing of Lake Street structures
 - Parts of Lake St.
- Library (3 responses)
- Parks (3 responses)
 - Parks – Downtown Route 45
 - Park with gazebo
- Hawley Street (3 responses)
 - Redoing of Hawley Street structures
 - New buildings on Hawley Street
 - Hawley Street at Route 176
- Brick buildings (3 responses)

Responses given by two people include:

- Health food store (2 responses)
- Old Fire station (2 responses)
- Concert park (2 responses)

Responses given by one person include:

- Post Office
- Area around Post Office and Village Hall
- New Courthouse
- Fire station
- Community Center
- Gazebo and monument at 176 and Hawley
- Downtown across from school/church/park
- Round Robin – Bed and Breakfast Inn
- Summer's Carpet building – older/classic
- Central hotel – if revitalized would work
- Cook building
- Anatol building
- Outbuildings on old Jewel revamp
- Campbell wireless
- Like big sidewalks (wide)
- The intersection of Hawley and Route 45
- Seymour and Hawley intersection
- Park Street and Route 45 (Lake Street) corner brick building
- Older buildings such as on Park Street
- JMH Architects

- Rare Find
- Trans-art Café (NE corner of Park Street and Route 45)
- The old bank on either end of park
- New Restaurant
- New Pond
- Downtown redevelopment
- Development area
- Business Friendly
- The Fairhaven pharmacy building
- The traditional, historic buildings & sites: Current Village Hall, Kracklauer Park, Santa Maria Campus, Seymour/Park St. buildings, Fort Hill Museum
- I hate strip centers. The area on North Seymour, north of Park Street – good beginning.
- Very little; a hodge-podge and white wash...Abernathy's is about the only jewel and down in are park street r.e. is good. We need a defined and style! Look at Deerfield, Elmhurst, Arlington Heights, and the Route 14 corridors so nice and inviting, and a mix of retail, condos or the real gem Downtown. A bulldozer would be a start. Naperville!!!!
- Its potential
- Everything needs improvement
- Would like higher density!
- I provided this information at the meeting. I got there late and did not complete the urban design VPS so I was glad to submit it on-line. Thanks.
- **Northview Bank corner – NW corner of Midlothian and Route 176 (**not in the Downtown project Area)

Q2. *What existing views do you think are least appealing to Downtown Mundelein?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Strip centers (34 responses)
 - Strip centers with parking lots, prefer streetside shops
 - Strip mall by KFC
 - Mundelein Shopping Center (11)
 - Strip mall on opposite side of street from KFC
 - Strip mall by Rogan's shoe store (2)
 - Roller rink, Rogan's strip mall
 - Roller-skating rink
 - Skate-rink area
 - Old Pick-Wick
 - Shopping center at Seymour and Courtland
 - Shopping center Rogan's is in
 - Old Walgreen's strip mall (12)
 - Hawley & Norton strip mall – lit awning
 - Shopping Commons on Seymour
 - Strip malls on Seymour
 - Shopping commons on NW corner of Route 45 and Hawley
 - Several of the Route 45 strip malls look very run down and unappealing
 - Any strip center
 - New Walgreen's parking lot
 - **Strip mall south of the old Fire Station (**not in the Downtown Project Area)
- Industrial buildings (13 responses)
 - Industrial buildings around the train tracks (3)

- On Hawley east of Lake St.
 - Industrial 'unsightly' buildings
 - Hubbell mfg. Company
 - 'Real' factories on Hawley
 - Factories (in the Downtown area)
 - Manufacturing/industrial, commercial
 - Warehouse on Seymour, between Park and Route 176
- Vacant buildings (12 responses)
 - Empty retail space (2)
 - Vacant stores
 - Empty business (bldgs) (2)
 - Empty vacant lots by Prospect and Hawley
 - Whitewash windows
 - Still too many vacant or poorly used buildings
 - Run down and unoccupied buildings
 - Old retail 60's (vacant grocery)
 - Empty spaces
- Route 45 (12 responses)
 - First block south of Route 176, first block north of Hawley
 - Route 45, between Route 176 and Hawley
 - Route 45 (Bill's pub to Division)
 - Route 45 both sides
 - Area 1 block north of Route 176 on Route 45
 - East side of Route 45
 - Ceramic store, etc between Park and Route 176 on west side
 - Route 45 Downtown has no unifying theme, heights, building materials
 - Route 45 and Division Street
 - Buildings along Lake Street (US 45)
 - "Sawed-off" look on Route 45
- Hawley Street (10 responses)
 - Entire Hawley corridor
 - Hawley Street buildings along the road
 - Hawley Street south on railroad tracks to Courtland
 - Hawley from Hubbell east to Brice
 - Railroad crossing at Hawley Street
 - Power lines on Hawley/railroad tracks
 - Area just east of railroad tracks on Hawley (2)
 - Lack of landscape on Hawley Street
 - Hawley from Route 45 east (roadway, building, train tracks)
- Recycling plant (9 responses)
 - Josephson recycling
 - Recycle business on Seymour
 - Recycling building on Park near tracks
 - Recycle business across from Abernathy's (2)
- Façades in disrepair (6 responses)
 - Disrepair of some buildings on Route 45
 - Dumpy storefronts on Route 45
 - Poor signage on buildings, run down look (2)
 - Run down apartments
- Gas stations (4 responses)
 - Gas stations on Hawley
- Post Office (3 responses)
 - Post Office area
- Florist on Route 45 (3 responses)

- Flowerama (2)
- Fairhaven Pharmacy area (3 responses)
 - New Fairhaven Pharmacy
 - Fairhaven Plaza
- Old Hotel building (3 responses)
 - Old hotel on Seymour
- Inconsistency of buildings (3 responses)
 - Inconsistency of overall look and style of buildings
 - Non-uniform buildings

Responses given by two people include:

- Rock-Tenn building (2 responses)
- Sewer company across the street from Abernathy's (2 responses)
- Taco Burrito Express (2 responses)
- Not enough greenery- trees shrubs etc. (2 responses)
- Railroad Easement (2 responses)
 - Land along tracks from 176 to the viaduct (Chicago Ave)
- Sidewalk areas (2 responses)
- Intersection of Routes 45 and 176 (2 responses)
 - Corner of Routes 45 and 176 - Emil's pancake

Responses given by one person include:

- Backs, steel buildings
- Park Street and Morris Ave
- Car lot
- Roofing company
- Waste Management building
- Lumber yard
- Route 176! Hawley to Route 45
- SE corner of Park and Route 45
- NW corner of Hawley and Lake
- Route 176 and Lake
- The area around Hawley and Prospect needs to be cleaned up
- Unstructured Downtown
- No Downtown Town Square
- Unusually wide streets (McKinley, some parts of Hawley)
- Low-rent apartment building south side of Hawley
- Single family homes Downtown
- Antique store and can lot
- Apartment Buildings (colors or brick)
- Eclectic architecture
- Pizza place on Route 45
- The corner with the Burger King and the huge parking lot
- The corner with the Ace Hardware and paint store on it
- Park
- Parking visible on main streets
- Scattered focus of development
- Larger Village Hall
- Old fire Station and car wash
- Blue building by R/R Tracks across the street-white building fenced in
- Lack of Dining places
- Garbage Dump

- Building Supply
- The “silo” system @ Rock-Tenn
- Broken sidewalks
- Land along tracks from 176 to viaduct (Chicago Ave)
- Lumber yard-Seymour Street
- All of Seymour complex
- Roads
- Vacant Howard Green building
- Alan Josephson Garage Recycle
- Townhouses
- Everything else
- The Downtown areas are not tied together
- Franks For the Memories, 300 block of Lake St., 500 block of Lake St., Antique/Junk/Auto building on 176, Bradco
- The area from the fire dept moving south on Seymour, the existing area along this route where the Rogan’s store presently resides. I find this entire area revolting. I am sure it could be greatly improved, with some of the improvements mentioned above.
- The hodge-podge, no parks the area along railroad tracks ...no real attraction
- **NE corner of Rte 45 & 83, strip Mall SE corner Midlothian and 176 (**not in the Downtown Project area)
- ** Routes 60 and 45 – big buildings, no landscape (vacant) (**not in the Downtown project area)

Q3. *Are there any areas within Downtown that you feel would be improved by adding adequate streetscape improvements?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Route 45 (14 responses)
 - From PD to Route 176
 - Lake Street south of Hawley
 - South of Hawley to Police Station
 - North of Park (2)
 - From Division north to 176
 - North and south
 - Lake Street going north (primarily east side of the street)
- Hawley Street (12 responses)
 - Hawley corridor
 - East Hawley Street
 - Hawley Street – Route 45 to signal at Route 176 east
 - All of Hawley from Carmel High School to Mundelein High School
 - From Village Hall to Seymour
 - East of Route 45 (2)
 - Route 45 to Prospect
 - Route 45 to 176
 - Hawley – Lincoln to Route 176
- Seymour Street (7 responses)
 - Seymour east
 - Park to Route 176
 - Courtland to Hawley
- All areas (7 responses)
 - Everywhere

- All areas within the transit area would need improvement if they have not already
 - Most of Downtown
 - Most all of Downtown would be improved
- Existing strip malls (6 responses)
 - Uniform façades in a more traditional style
 - Old Walgreen's shopping center (2)
 - Old Jewel store strip mall (2)
 - Skate rink area
- Route 176 (5 responses)
 - East of Route 45
 - Route 176 – Carmel High School to west of Midlothian
- None (5 responses)
 - Not at this time
 - Existing streetscape is fine now
 - Streetscape will not improve existing area
 - Not in its current stage
- Train station (4 responses)
 - Access to Metra Station from east
 - Cannot walk to the train station
 - Street by Metra Station
- Fairhaven Pharmacy area (3 responses)

Responses given by two people include:

- Park Street (2 responses)
- Benches and sidewalk improvements (2 responses)
 - Wood benches key, no wire/mesh
- Landscape (2 responses)
 - Signage for town would benefit from plants

Responses given by one person include:

- Follow through to Police station block – Route 45 and Seymour side
- Division Street between Archer and Route 45
- Central Downtown
- Park and Seymour
- SE corner of Park and Route 45
- Morris Avenue needs help
- Need more sidewalks going south from Hawley
- Land along tracks from 176 to the viaduct (Chicago Ave)
- Anything with the Industrial areas would be better
- More parking on street
- Post Office
- Village Hall
- Bring seating from some restaurants out to street to welcome community
- Park area on Countryside
- Parks
- Gardens
- Coffee shops/Outdoor cafes
- Side streets by Abernathy's
- Economic development – restaurants, retail
- Streetscape on Dr. Raider Parkway
- Need grocery store
- Land along tracks from 176 to viaduct (Chicago Ave)
- Northwest corner

- Finish original Downtown streetscape program
- Continue w/ current Downtown improvement!
- I think major renovation with the building should take place before streetscape projects are enacted.
- The south end of Seymour St. Also the area where the currency exchange now exists on the corner of Lake and Hawley. The floral shop is fine, but the rest needs to be touched up somehow. And the area of Lake St going north out of town where there should also be antique street lamps etc.
- It would be nice if there could be a park setting on Courtland on the west side of the tracks with a walking path to lead to the train station. This would make it easier for residents to get to the train station on foot.
- **Route 60 east of Route 45 (** not in the Downtown project area)
- **Route 45 and Diamond Lake Road (**not in the Downtown project area)

Q4. *What aspects of the existing Downtown do you find most attractive? (*more than one choice possible per survey).*

- a) Scale: 29 responses
- b) Materials: 14 responses
- c) Color: 7 responses
- d) Style: 22 responses
- e) Landscape: 21 responses
- f) Other: 17 responses
 - i. Some areas (Park Street & Village Hall maintained their historic look)
 - ii. Village Hall
 - iii. Older styling, brick
 - iv. At least the scale is relatively consistent – 1- and 2-story ok, but could be higher in the future
 - v. None
 - vi. Too mismatched to rate
 - vii. Street appeal
 - viii. Park
 - ix. Sidewalks and lights
 - x. Some varied heights of buildings would be good.
 - xi. Where is Downtown?
 - xii. Streetscape in Seymour
 - xiii. I prefer Mission/Prairie style of architecture although the Victorian look of Park and Seymour is nice
 - xiv. only in newly developed areas.
 - xv. I find all new views equally appealing
 - xvi. none...it is not attractive

Please list the above in order of preference (most desirable to least desirable):

Total:

Most people selected 'A' (scale) as the most desirable aspect of Downtown, in order of preference.

'A' (scale) most desirable	23 responses
'B' (materials) most desirable	5 responses
'C' (color) most desirable	2 responses
'D' (style) most desirable	16 responses
'E' (landscape) most desirable	9 responses

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included.

- A,B,C,D
- A,B,D
- A,B,D,C
- A,B,D,E
- A,B,E
- A,B,E,D (3 responses)
- A,C,D
- A,C,D,A
- A,C,D,B
- A,D
- A,D,B,C (3 responses)
- A,D,B,E (2 responses)
- A,D,C,B
- A,D,C,E
- A,D,E,C
- A,E,D
- A,E,B
- B,A,C,D
- B,A,D,E
- B,C,D,E
- B,D,C,E
- B,E,D,C
- C,B,D,A
- C,D,E
- D
- D,A,B
- D,A,B,C
- D,A,B,E (2 responses)
- D,A,E
- D,B
- D,B,A,E (4 responses)
- D,B,E,C
- D,C,E,A
- D,E,A,B (2 responses)
- D,E,A,C
- E
- E,A,B
- E,A,B,C
- E,B,A,D
- E,B,C,A
- E,C,B,A
- E,C,B,D
- E,D,B
- E,F,D,A
- F - least desirable

Q5. What aspects of the existing Downtown do you find least attractive? (*more than one choice possible per survey)

- a) Scale: 13 responses
- b) Materials: 18 responses
- c) Color: 12 responses
- d) Style: 22 responses
- e) Landscape: 15 responses
- f) Other – 11 responses
 - xvii. Industrial businesses Downtown – (3 responses)
 1. Old industrial sites
 2. On west side of the tracks
 - xviii. Vacant buildings on Route 45 (Old Walgreen's)
 - xix. It's too run down in many places
 - xx. Very ugly, needs to be torn down and rebuilt
 - xxi. All
 - xxii. Gas stations
 - xxiii. Lack of continuity
 - xxiv. Currently is a bad mix of 70's strip malls with traditional streetside shops. Need more landscaping.
 - xxv. Not very green in many areas
 - i. the older strip mall areas....
 - xxvi. Simply the fact that it needs to be extended

Please list the above in order of preference (least desirable to most desirable):

Most people selected 'D' (style) as the least desirable aspect of the Downtown, in order of preference.

'A' (scale) least desirable	10 responses
'B' (materials) least desirable	8 responses
'C' (color) least desirable	4 responses
'D' (style) least desirable	15 responses
'E' (landscape) least desirable	6 responses
'F' (other) least desirable	1 response

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included

- A,B
- A,B,D
- A,B,D,C
- A,B,E,D
- A,C
- A,C,D,B
- A,D,B
- A,D,B,E
- A,E,D
- A,E,D,C
- B,A,C,D
- B,C,D (2 responses)
- B,D,A
- B,D,A,E
- B,D,C,A
- B,D,E,A
- B,E,C,D
- C,A,D,B
- C,B,D
- C,B,D,A
- C,E
- D
- D,A,B,E (2 responses)
- D,A,C,B
- D,B,A
- D,B,A,C
- D,B,A,E
- D,B,C,A
- D,C
- D,C,A,B
- D,C,B,A
- D,E,B,F
- D,E,C,A
- D,E,C,B
- D,F,F,E
- E
- E,A,B
- E,C
- E,C,B,A (2 responses)
- E,C,D

Q6. What design elements could be added to the Downtown that would most improve its appearance?

Most frequent answers to this question are listed below, in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Streetscape (23 responses)
 - Trees/landscaping (16)
 - More of the new lighting (3)
 - Seymour lights
 - Traditional style signposts/lampposts
 - Better signage
 - Crosswalks and seating area
- Sidewalks/pathways (12 responses)
 - Pedestrian walkways (2)
 - Bike paths
 - Lighted bike route
 - Sidewalks (4)
 - Better sidewalks that are more clearly separated from the street
 - Walkways to move pedestrians from one set of shops to another
 - Connecting trails to move from one area to another
 - A corridor from one end to the other of Downtown
- Consistency (11 responses)
 - More uniform building
 - More uniform look
 - Control signage/fronts/visuals
 - More consistency of architecture
 - Unifying/tied together
 - Homogenous design
 - Continuity of scale
 - Continuity of elements from one building to another
 - New buildings that compliment one another

- Parks (8 responses)
 - Park/gathering place as focal point (2)
 - Downtown Town Center Park
 - Open spaces/parks/gardens
 - Big trees are great
 - Keep green space
 - More trees (2)
- Building presence along the sidewalk/street (6 responses)
 - Two- to four-story buildings to frame streets
 - Locating buildings closer to road
 - More structure along the sidewalks
 - Buildings to 'define' Downtown
 - More buildings
 - Large scale multi-use structures
- Updating façades (5 responses)
 - Stone, brick façades with traditional features
 - Brick buildings
 - Nicer looking buildings
 - Update the old style
 - Take away the "strip mall" appearance
- New retail (5 responses)
 - More restaurants (2)
 - More shopping (3)
- Mixed-use development (3 responses)
 - Residential over retail
 - Mixed Use retail/office/condos (2)
- Style (3 responses)
 - Classic, traditional look
- Access from both sides of train station (3 responses)
 - Path to/ from train station to Downtown along R.R. Tracks
 - Better auto/pedestrian access to train station
- Improved flow (3 responses)
 - Route 176 improved traffic flow
 - Traffic control

Responses given by two people include:

- Improving the storefront scale (2 responses)
- Tearing down old buildings (2 responses)
- Color (2 responses)
 - Updated and brighter colors
- Materials (2 responses)
- Brick (2 responses)

Responses given by one person include:

- Razing of industrial businesses
- A clean visual flow, showing that it was not pieced together
- Ambience - a theme
- Increased variation in style
- More fashionable shops
- Better street parking
- Higher density elements
- Increased business-friendly environment
- More centralized business

- Limestone
- Stores/shops near train station
- Curbs on Morris
- Cross-street development (Hawley)
- Purchase existing buildings by tracks
- Renovate central 'hotel'
- Village working with existing store-owners, not against them
- Celebrated cause walks
- New residential
- See Libertyville & Lake Forest
- Code enforcement
- Architect Design
- Function
- More light
- Usage-function
- A half moon structure over Route 45 as a greeting & welcome to Mundelein
- Tie together the separate Downtown areas Quality architecture, strict design standards and enforcement! Higher density, hidden parking areas New Village Hall municipal campus & village green replacing Mundelein Shopping Center, while enhancing old Village Hall for new uses Trail system along the rail corridor connecting all sections of Downtown
- Prairie/Mission, more areas where one could sit down outside and have a coffee with friends, eat, etc. However I would like this to be off the street.
- Interesting architecture, quality building materials, landscaping – upkeep!
- More small town charm added to shops and storefronts that have not already done such.
- I believe it needs to almost be a complete new Mundelein...that is the only hope
- A bulldozer to knock down the older strip malls and older buildings.
- Start over

Q7. *Is an attractive, vibrant Downtown important to you?*

- a) Yes: 79 responses
- b) No: 0 responses
- c) No answer: 6 responses

Transit & Transportation Facilities Questions

- Q1. *Is there adequate signage to direct persons traveling to and from the train station or shopping areas within Downtown Mundelein?*
- a) Yes: 12 responses
 - b) No: 60 responses
 - c) No answer: 10 responses
- Q2. *What design features of the existing transit station are most desirable to commuters?(*more than one choice possible per survey)*
- a) Yes: 35 responses
No: 14 responses
 - b) Yes: 34 responses
No: 19 responses
 - c) Yes: 33 responses
No: 14 responses
 - d) Yes: 50 responses
No: 6 responses
 - e) Yes: 48 responses
No: 5 responses
 - f) Other: Not sure, don't know what it looks like.
Other: have not taken the train from Mundelein.

Please list the above features in order of preference:

Total:

Most people selected 'A' (informational signs) as the most desirable design feature of the existing transit station, in the **order** of preference.

'A' (informational signs) most desirable	11 responses
'B' (posted schedules) most desirable	3 responses
'C' (uniform graphics/text) most desirable	1 response
'D' (parking access/location) most desirable	10 responses
'E' (station depot) most desirable	8 responses

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included.

Most Desirable Order:

- A (2 responses)
- A,B,D
- A,C,B
- A,D,B (2 responses)
- A,D,C
- A,D,E
- A,B,D
- A,B,D,E
- A,E,D,B
- B,D
- B,A,D
- B,A,D,E
- C
- D,A,B,E
- D
- D,B,A
- D,B,A,C
- D,C,E
- D,E
- D,E,A,C
- D,E,B
- D,E,B,A (2 responses)
- E,A,B,D
- E,B,A,D

- E,C,A
- E,C,A,B
- E,D,B
- E,D,B,A
- E,D,C,B
- E,D,C,A

Total:

Most people selected 'C' (uniform graphics/text) as the least desirable design feature of the existing transit station, in order of preference.

'A' (informational signs) least desirable	3 responses
'B' (posted schedules) least desirable	6 responses
'C' (uniform graphics/text) least desirable	13 responses
'D' (parking access/location) least desirable	4 responses
'E' (station depot) least desirable	0 responses

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included.

Least Desirable Order:

- A
- A,B
- A,C
- B (2 responses)
- B,C (2 responses)
- B,C,D,E
- B,E,C
- C (3 responses)
- C,A,B
- C,A,B,D (2 responses)
- C,A,B,E
- C,A,D,E
- C,B,A,D
- C,D,A
- C,E (2 responses)
- C,E,B,A
- D
- D,B
- D,B,A,C
- D,C,D

Q3. *How do you normally travel to the Downtown? (*more than one choice per survey possible)*

- a) Car: 69 responses
- b) Pace Bus: 0 responses
- c) Metra train: 3 responses
- d) Walk: 8 responses
- e) Bike: 6 responses
- f) No answer: 8 responses

Q4. *When driving to Downtown Mundelein, do you feel there is adequate parking for retail and commercial businesses in the Downtown?*

- a) Yes: 52 responses
- b) No : 21 responses
- c) No answer: 9 responses

Q5. *If no, where do you feel additional parking is needed?*

- Closer to Downtown core
- Route 45 is too busy for parking
- Route 45/Park & Seymour
- Park and Seymour Streets
- At storefronts

- Off-street paved
- Repair first at corner of Seymour and Park
- Yes, public or by meter
- Improving alley parking
- Behind building
- Park street...and if we got a Downtown area going, think of it...there is very little parking anywhere
- **Route 45 and Route 120 (**outside of the Downtown project area)

Q6. *Do you generally prefer to park at:*

- a) Angled off-street parking: 42 responses
- b) Parallel on-street parking: 4 responses
- c) Off-street surface parking: 29 responses
- d) No answer: 13 responses

Town Center Questions

Q1. What types and mix of uses would you like to see in Downtown Mundelein? (*more than one choice possible per survey).

Total:

In terms of the selection frequency, the top three uses, by number of responses are retail (64 responses), residential (53 responses), and office (46 responses).

'A' (Residential)	- 53 responses
'B' (Retail)	- 64 responses
'C' (Service)	- 41 responses
'D' (Office)	- 46 responses
'E' (Other)	- 10 responses

The most frequently selected **mix of uses** was the combination of residential (A), retail (B), service (C), and office (D) (22 responses). Listed below is a comprehensive list of mixes of uses given. For mixes given by more than one respondent, the number of responses is included.

- A,B (9 responses)
- A,B,C (5 responses)
- A,B,C,D (22 responses)
 - Cigar shop, more family owned restaurants
- A,B,D (8 responses)
- A,B,C,E (other: cultural/entertainment)
- A,B,D,E (other: parks)
- A,B,E (other: Theater, parks)
- A,B,C,D,E (5 responses)
 - (other: small parks)
 - (other: medical arts)
- A,C,D
- B,C
- B,C,D (5 responses)
- B,C,E (other: areas around parks and walkways)
- B,D (4 responses)
- B,D,E (other: parks, public space - concrete, benches)
- E (other: movie theater)
- No Answer (4 responses)

Other responses:

- Industrial- need to increase tax base-need commercial and industrial -ok near the train where it is
- Restaurants (2 responses)
- Starbuck's
- Entertainment
- Government Offices
- Post Office
- Movie Theater (2 responses)
- Boutique
- Antique
- Gift
- High density residential
- Women's Clothing (Chico's)

Q2. What types and mix of uses would you **NOT** like to see in the Downtown? Please List.

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Industrial (29 responses)
 - Industrial unless office type
 - Industrial unless well-kept buildings like for tool
 - Factories, recycling plants (4)
 - Manufacturing/light manufacturing (5)
 - Industrial and warehouses
 - Industrial – light and heavy (2)
 - Distribution
- Residential (13 responses)
 - High-rise (residential only) (3)
 - High density residential (multi-story) (3)
 - Low income apartments
 - Low cost apartments
- Auto shops/auto-oriented (9 responses)
 - Service stations
 - Oil change shops (2)
 - Car wash type of business – should be in the area
 - Car lots
- Chain restaurants (6 responses)
 - Fast food chains
- Gas stations (4 responses)
- Service (4 responses)
 - We have too much service use now
 - No more service businesses in this town
- Office (4 responses)
 - Large high-rise office buildings
 - Street offices
 - Ok if 1- 3-story building
- High rises (4 responses)
- Large retail (3 responses)
 - Huge chain stores
 - Malls – we are close enough to Townline Road (Rt. 60) – keep Downtown suited for pedestrians

Responses given by two people include:

- Big Parks (2 responses)
- Bars/taverns (2 responses)

Responses given by one person include:

- Stores with high apartment density
- Very dense use buildings, large apartment complex
- High concentration of offices over residential
- Rundown buildings
- I would like to see offices Downtown, but removed from the street
- Limit offices that do not have many employees
- Parking

- Dancehall
- Pool hall
- High-rise parking (didn't work in Des Plaines)
- Laundromat
- Lumber yards
- Bad roads
- Liquor stores
- No more banks
- Strip malls
- Another ultra-modern structure (like the Pharmacy)
- Anything that will attract low income clientele
- Formal Town Square
- Fountain/ Sculpture
- High concentration of service over residential
- Storage facilities
- Roller Rink (not in Downtown)
- Our current mix is fine
- Below Ground or above ground parking
- Mundelein need to reinvent itself a multi use and all kinds of things to make a new Downtown be attractive and work

Q3. *Why do you come to Downtown Mundelein? (*more than one choice possible per survey)*

- a) Shopping: 46 responses
- b) Restaurants: 53 responses
- c) Services: 29 responses
- d) Events: 37 responses
- e) Work: 21 responses
- f) Other: 13 responses
 - i. I don't. I go to Libertyville because it has more amenities and feels safer
 - ii. Difficult to compete with Vernon Hills shopping
 - iii. Post office only
 - iv. Social interaction
 - v. Live in Downtown
 - vi. Governmental
 - vii. The park
 - viii. Train station
 - ix. Post Office, Village Hall
 - x. Would be nice to have gift type or antique-boutique type Business
 - xi. Only to the post office & summer music evenings in the park

Q4. *What do you feel is the best feature of the existing Downtown?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Streetscape (7 responses)
 - Streetscape – Park Street area
 - New streets, lighting, benches, etc.
- Accessibility (7 responses)
 - Access from major highways (2)
 - Ease of travel
 - Route 45 being 4-lane

- Traffic flow – basic is there; would be greatly enhanced
- Train station (4 responses)
- Village Hall (4 responses)
- Large area (3 responses)

Responses given by two people include:

- Kracklauer Park (2 responses)
- Police Station (2 responses)
- Park Street (2 responses)
- Hawley and Lake Street area (2 responses)
- Seymour and Park Street area (2 responses)
- Pedestrian scale (2 responses)
- Overall appearance (2 responses)
 - Building design
- No Tall buildings (2 responses)
 - 1- and 2-story buildings

Responses given by one person include:

- Fire station
- Churches
- Concert Park
- Not enough parks
- Nice walks
- Turn of century buildings
- Park area off of Seymour near Santa Maria
- Music evenings in the park
- Latest Main Street programs
- Downtown improvements
- All the improvements made in the last few years
- Main Street area (Park Street)
- It is still fairly low density
- Size and convenience
- Older buildings
- The Howland House
- Restaurants
- Giant shops Close to housing
- Depends on how much money we are going to put in to it
- The more Historical tone of the Village
- Small personal shops
- The newer businesses that have updated their exterior like Park Street, Flowerama & Walgreen's
- Remodeling currently going on
- The Parking is removed and hidden from view of the main street
- Shopping & Governmental Offices
- Sense of community
- Small town feeling
- Abernathy's
- Finally putting it all together and using Downtown for events
- Not much

Q5. Please list qualities you feel should be maintained/enhanced in the Downtown core.

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Streetscape (20 responses)
 - Consistent period streetscape
 - More streetscape improvements
 - Newer streetscape along Route 45
 - Benches and planting
 - Lighting
 - Signage
 - Trees/landscape (10)
 - Parks
 - Trees in parking lots
 - Trees, flowers
- More retail (5 responses)
 - Local retailers (Walgreen's and Jewel ok)
 - Small retail
 - Higher quality retail
- Services (5 responses)
 - Like library
 - Police station/Fire station/Village Hall/Library/Post Office
 - Improved governmental buildings
- Village Hall (5 responses)
 - Keep Village Hall (2)
 - Keep Village Hall Downtown
 - Redevelop Village Hall style
 - Period set Village Hall
- Keep Village atmosphere (5 responses)
 - Small town atmosphere
 - Smaller scale
- Rehab some buildings (4 responses)
 - Redo façades on aged-looking buildings (like the pharmacy on Prospect and Hawley)
 - Most buildings are old – change the exterior
 - Shops redone for nicer façade
- Sidewalks (4 responses)
 - Improved walk/bike trails and sidewalks
 - Pedestrian-friendly/pedestrian scale
 - Pedestrian-friendly areas far R/R Families
- Accessibility (4 responses)
 - Transportation
 - Mass transit access
 - Better bus service to all parts of Village
- Events (3 responses)
 - See more hometown events-seasonal
 - Fun
- Traditional/attractive designs (3 responses)
 - More traditional styles/traditional materials
- Restaurants (3 responses)

Responses given by two people include:

- Theme (2 responses)
 - Tie the areas together
- Fill in vacancies (2 responses)

- Take down and replace vacant factories
- Improved traffic flow (2 responses)
 - Create cross street access
- Pedestrian access to Metra Station (2 responses)
 - Walking paths from east to Metra
- History (2 responses)

Responses given by one person include:

- Mixing old/new structures that blend
- Scale
- Uniform building size
- Uniformity of exteriors
- Consistent period architecture
- Old look-new materials
- Texture of building materials
- More attractive materials, like those used in Walgreen's and Baskin Robbins
- Mixed façade
- Maintenance of existing Buildings
- Increased economic development
- Overall aesthetics
- Small town curb appeal, with easy access
- Building design
- Kracklauer Park
- Downtown area Park & Seymour
- Adequate parking
- Outside seating
- Formalize core Downtown
- Destination location
- Pride in Village
- Sense of community
- Locally owned business
- Mix of business types
- A population to support the Core Downtown
- Make the Downtown "wanted"
- Downtown currently has an anonymous feel with no real anchor since the library left.
- The rest of it
- Some of the older residential could be enhanced. Also a few of the shops along Lake St. heading north of Hawley.
- Very little...the Downtown of Mundelein is like a lot of other things in Mundelein...no foresight and becoming a urban blight

Q6. *What type of mix of building sizes and heights would you like to see in the Downtown?*

In terms of the selection frequency, the most-desired building height is two-story buildings (48 responses).

'A' (one-story)	- 24 responses
'B' (two-story)	- 48 responses
'C' (three-story)	- 29 responses
'D' (more)	- 6 responses

The most frequently selected **mix of building heights** was only two-story (B) (21 responses). Other popular mixes of building heights were the combinations of one-story (A), and two-story (B) (9 responses), and the combination of one-story (A), two-story (B), and three-story (C) (9 responses). Listed below is a comprehensive list of mixes of uses given. For mixes given by more than one respondent, the number of responses is included.

- A (3 responses)
- A,B (9 responses)
- A,B,C (9 responses)
 - No higher (than 3-story)
- A,B,C,D (2 responses)
- A,C
- B (21 responses)
- B,C (7 responses)
- C (7 responses)
- C,D (3 responses)
 - 3-4 on commercial streets, 5-6 max. (away from single family residential)
- D

Open House

The Consultant conducted an Open House with interested residents of Mundelein on July 20, 2004. The Open House was held at the Police Station and was attended by 56 people. The Open House was designed to update the residents on the progress of the Transit Oriented Development study and to gather feedback on the Project Team's preferred concept plan.

Below is a summary of the results of the Open House. The summary reflects the input submitted to the Consultant via the questionnaire. The responses are listed in order of frequency. The number in parenthesis indicates the number of times a response was heard during the workshop. If no number is included, the response was only recorded once.

1. *How important is commuter parking on the east side of the railroad?*
 - Not important (10)
 - Good idea (6)
 - Important, but Village residents should have first dibs
 - Not until train traffic is a reality
 - Only if the Greenhill site is developed
 - The local residents will use the train line more if parking is available

2. *Are there features from Scenarios 1-3 that were not carried over into the hybrid plan that you would like to see on the hybrid plan?*
 - No (4)
 - Prefer Scenario #1 due to less changes (2)
 - Extending Division across the train tracks
 - Extending McKinley across the railroad tracks to connect east west traffic
 - Get rid of existing industrial in the downtown
 - Hawley Street could use a pedestrian crossing at the railroad tracks
 - More East-West connections to center of town
 - Street scene from 176 south to Courtland
 - Would like to see Archer stay

3. *Assuming the Village Hall is relocated within the study area, where would you prefer it to be located?*
 - As shown on Hybrid Plan (6)
 - By the police department (3)
 - No opinion (2)
 - North of Police Station (2)
 - Anatol site
 - At the old Fire Station
 - Downtown
 - East of Archer
 - East of Seymour near the Water Tower or north of Division
 - North of Kracklauer Park (Scenario 1)
 - Should not be a focal point
 - South of Police Station
 - The Village should purchase the property to the west of existing Village Hall for expansion

4. *Assuming the retail/customer service portion of the Post Office is relocated within the study area, where would you prefer it to be located?*
 - As shown on Hybrid Plan (6)
 - No opinion (2)

- Between the Train Station and Village Hall
 - Downtown
 - First level of a retail shop with ample parking
 - Near the Village Hall
 - North of the Metra Station (Scenario 1)
 - North of the Village Green, separate from Village Hall
 - North side or outside the new proposed downtown
 - Should not be a focal point
 - South end of green space
5. *Please record any thoughts, comments, or concerns in regards to the street layout, as shown on the hybrid plan.*
- Like Chicago Avenue extension (4)
 - Like the main loop around the Green (3)
 - Too Costly – too many changes (2)
 - Facilitates access to the Metra Station
 - More East-West connections to center of town
 - Not sure about closing Hawley at the RR crossing
 - Interesting and ambitious
 - If fully accomplished, will be great
 - Road around Village Green will be too congested
 - New road north of Village Green is too close to Chicago Avenue extension
 - Consider moving Chicago Avenue to the east, closer and parallel to the tracks
 - Would like angled street parking
 - The traffic pattern is a concern
 - What about Carmel High School traffic?
 - Traffic control
 - More beautification north of Hawley
 - It is too bad additional railroad crossings can not be included
 - Is there a need to rezone if McKinley changes the nature of residential?
 - Looks good
 - Access to the train station is key
 - Hope people will park their cars once downtown and walk
 - Make some of the existing railroad crossings into bridges
6. *Please record any thoughts, comments, or concerns in regards to the Village Green and the expansion of Kracklauer Park, as shown on the hybrid plan.*
- Like the concept of a Village Green (8)
 - Hope it will be usable for community events such as Fourth of July, Farmer's Markets (3)
 - Do not like (2)
 - Concern about taking property from homeowners
 - Don't think Kracklauer Park should be extended
 - Has the potential to be a big community draw
 - Hope it will attract unique stores and specialty restaurants, etc
 - Hope it will include gardens
 - Need to balance the size so it is large enough for special events, but not too large that retail is unapproachable
 - Should be used to connect the existing Fairhaven Park and Seymour areas to newer area
 - Uncomfortable about losing existing business, i.e., Citgo and McDonalds
 - Village Green might be better at the location of the cinema and commuter parking or along Seymour and Hammond
 - Would like street level retail to line the green

- Would like the green to run north south
 - Would like to see a children's fountain
7. *Do you have any additional comments or thoughts in regards to the hybrid plan? (Please use the back if extra space is needed)*
- Like Scenario #1 (2)
 - Pedestrian and bicycle tunnel/s should go under Route 45 connecting to the Village Green, Train Station, and retail areas (2)
 - A long term plan is essential
 - Already a big investment in Downtown - need to make sure this investment pays off
 - Calm the coordination plans
 - Can we add a teen center?
 - Concerned about the amount of multifamily housing
 - Consider on going community involvement through block meetings, etc.
 - Consider the feelings and concerns of all the residents
 - Consider the phasing of the project
 - Great opportunity for Mundelein residents
 - Hope the new development fits in with the existing housing
 - Hope the style and the new area is eclectic and we maintain some of the heritage buildings
 - Hope we can attract more places that are open later in the evening, ie, restaurants, coffee shops, music venues
 - Less industrial space in the downtown area
 - Let's move forward
 - Metra Station should be further north with parking on the east side of the tracks
 - Must try to plan for the impact of redevelopment on the east side of the railroad tracks
 - Route 45, just south of 176, should be visually pleasing, i.e., a greenway or meeting area
 - Tang proposal needs some work
 - The Village must actively seek out issues and answers from residents and listen to its citizens
 - Too many changes
 - What effect will the Hawley/176 split have on the grid?
 - Would like an underpass under the railroad tracks at Park or Hawley
 - Would like incentives for people to walk or bike to the downtown
 - Would like the development to reclaim Mundelein's small town feel - similar to Libertyville
 - Would like to see the market demand from developers
 - Would like unique stores, possibly locally owned, that will entice people to hang out downtown

Open House

The Consultant conducted an Open House Meeting with interested residents of Mundelein on October 12, 2004. The Open House was held at the Police Station and was attended by 40 people. The Open House was designed to present the final Transit Oriented Development plan and the implementation strategy.

Below is a summary of the results of the Open House. The summary reflects the input submitted to the Consultant via the questionnaire. The responses are listed in order of frequency. The number in parenthesis indicates the number of times a response was recorded. If no number is included, the response was only recorded once.

The Project Advisory Team developed the following three objectives for the Mundelein TOD Study:

- Objective #1 – Increase density and growth near the train station
- Objective #2 – Increase utilization of the transit functions and surrounding area
- Objective #3 – Overcome potential obstacles to redevelopment

After viewing the presentation and the plans, please answer the following questions:

1. How well does the plan meet objective 1?

- Very Well (8)
- There needs to be more consideration about the development on the east side of the tracks (2)
- If the plan is developed as described, very well
- Questions remain regarding east/west traffic on 176 & Hawley St in light of the existing heavy freight traffic
- Meets the objective by providing residential homes and retail sales
- Very progressive

2. How well does the plan meet objective 2?

- Very Well (6)
- 50% - it excludes the east side of Mundelein
- Depends on the on-road accommodations for bicycles
- Great suggested use of currently underused streets
- If the plan is developed as described, very well
- Makes a whole new town – much needed
- May need more than 750 parking spaces – can the parking lot at the station be turned into a garage?
- Nice way to capitalize on the time and development of Lake County
- Seems right on target
- Traffic flow and access will help meet this objective
- Yes – surprising how many people don't know where the train is now

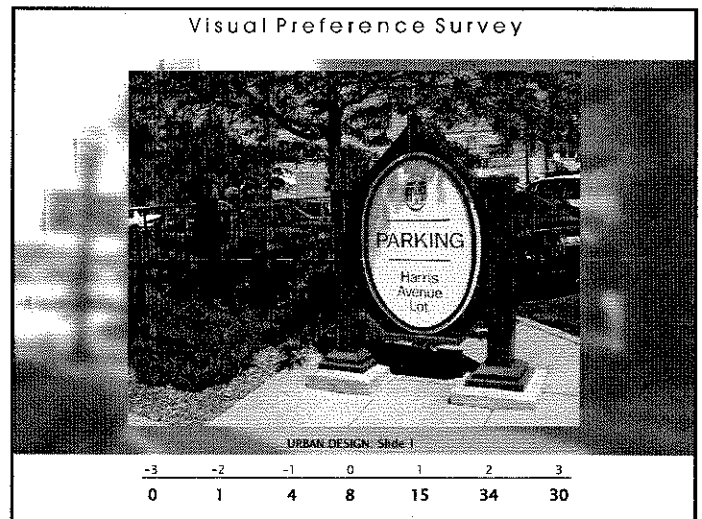
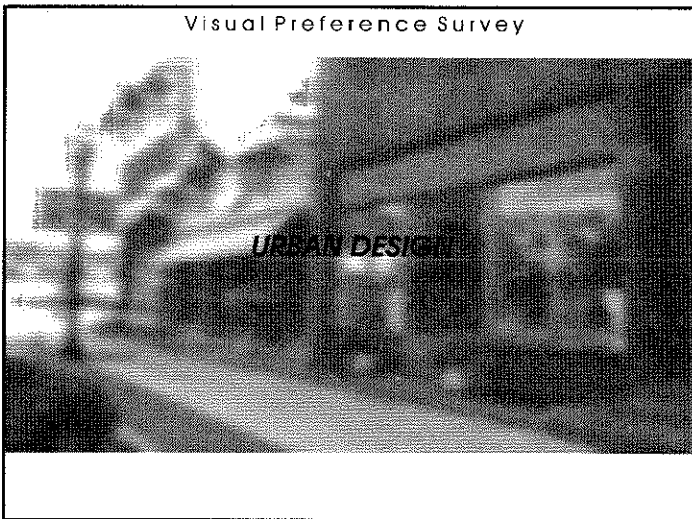
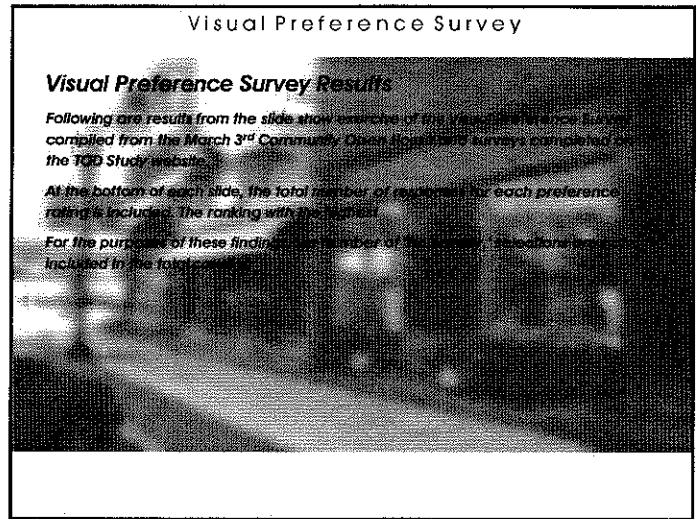
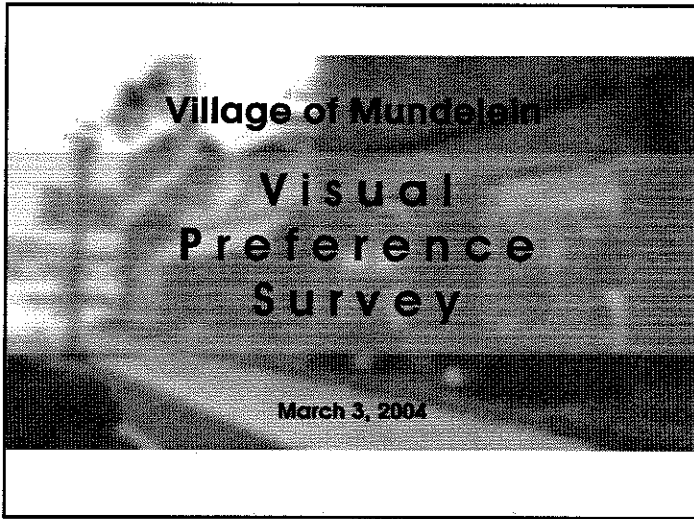
3. How well does the plan meet objective 3?

- To be determined (3)
- Very Well (3)
- Conceptually have addressed issues, seeing will be believing
- Good vision for the Village
- Inadequate provision for improving east/west traffic flow
- Look to communities that have developed TODs for their experience and also to communities that have not developed (ex. Lake Bluff)

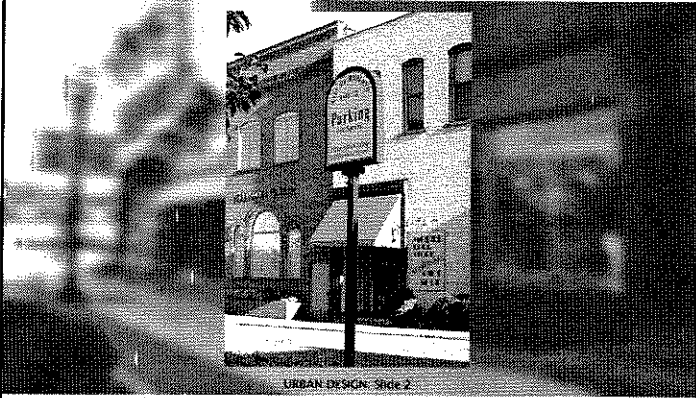
- Other than finance issues, didn't hear much about
- So-so
- There needs to be some initial stimulation and incentives to create interest and investment
- What about current land owners cooperation?

4. Please record any thoughts, comments, or concerns in regards to the final plan. (Please use the back if extra space is needed)

- Creates a real hometown look
- Development on the east side of the tracks will fail due to the lack of access for pedestrians and cars.
- Do the demographics of Mundelein present any particular difficulties for the plan?
- Great job
- Hope the city adopts an aggressive approach towards implementation
- How does the number of freight trains impact the attractiveness and viability of the plan?
- Need adequate bicycle parking
- Need an additional rail underpass so traffic is not blocked by the freight traffic
- Not enough public awareness of public meetings
- Public meetings should be at facilities with adequate bicycle parking – the police station does not qualify
- Really outstanding concept, hope it happens
- Something the Village has needed for years
- Special attention needs to be paid to non-motorized transportation, particularly on-road accommodation
- The community should be able to leave their dollars within the town instead of going else where
- The plan is very complete
- The safety issue of the rail line was not addressed
- The small town look is refreshing and needed
- The Village needs to let people know how it plans to pay for this
- Very exciting, long overdue
- Will be interesting to watch progress
- Would like more information about the development on the east side of the tracks – the density of the development is concerning

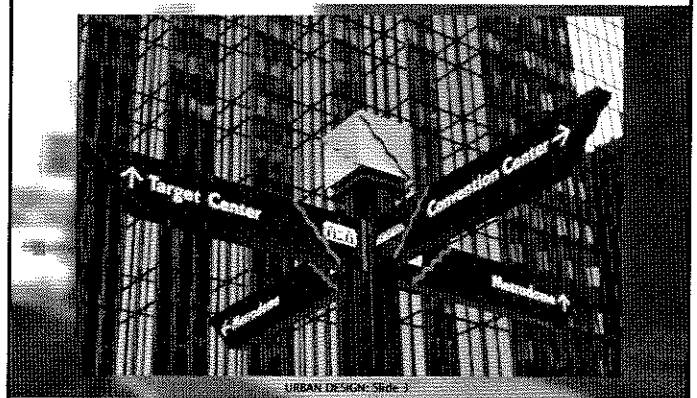


Visual Preference Survey



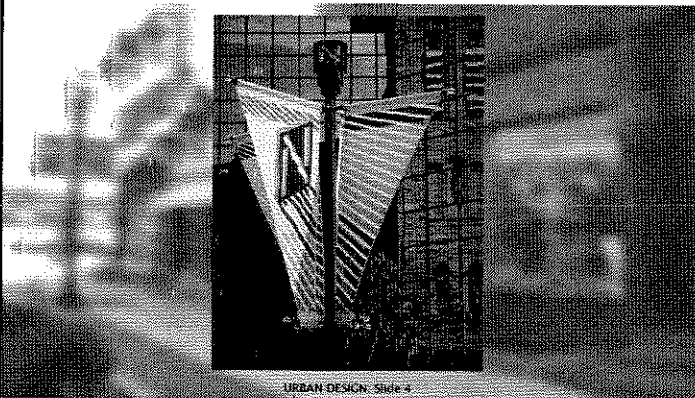
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Visual Preference Survey



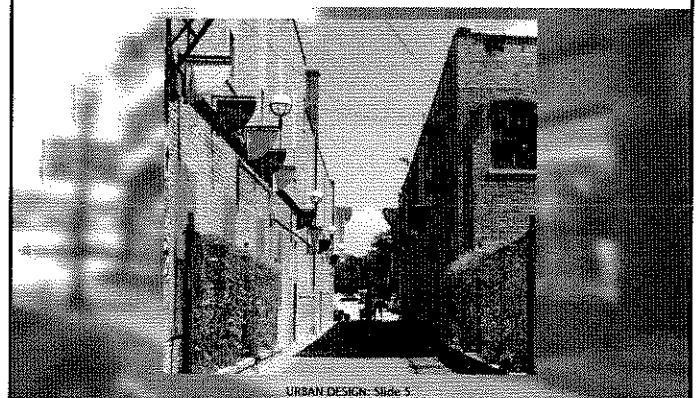
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Visual Preference Survey



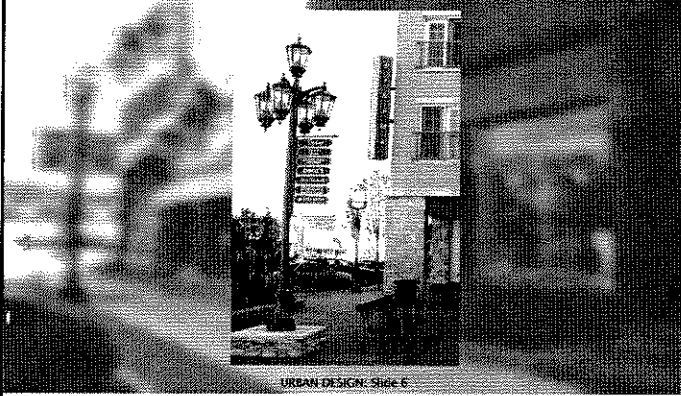
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32	16	16	9	11	3	3

Visual Preference Survey



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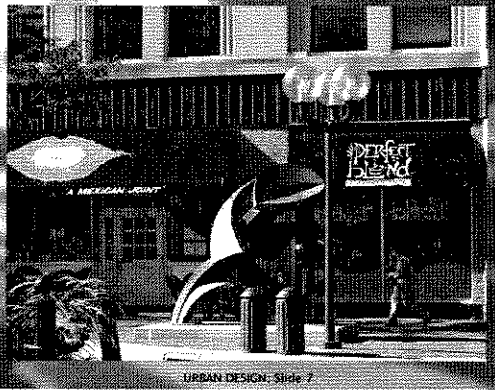
Visual Preference Survey



URBAN DESIGN: Slide 6

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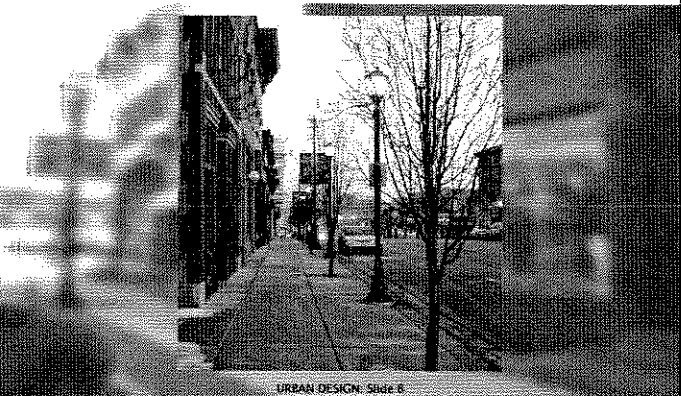
Visual Preference Survey



URBAN DESIGN: Slide 7

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6	7	17	9	16	20	13

Visual Preference Survey



URBAN DESIGN: Slide 8

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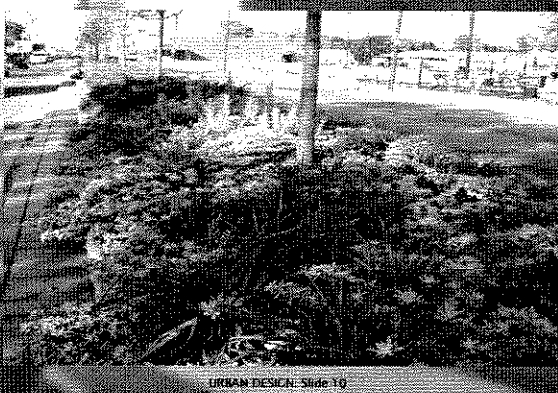
Visual Preference Survey



URBAN DESIGN: Slide 9

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2	5	11	14	16	27	14

Visual Preference Survey



URBAN DESIGN Slide 10

-3	-2	-1	0	1	2	3
1	1	11	6	16	30	23

Visual Preference Survey



URBAN DESIGN Slide 11

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1	1	4	9	16	32	26

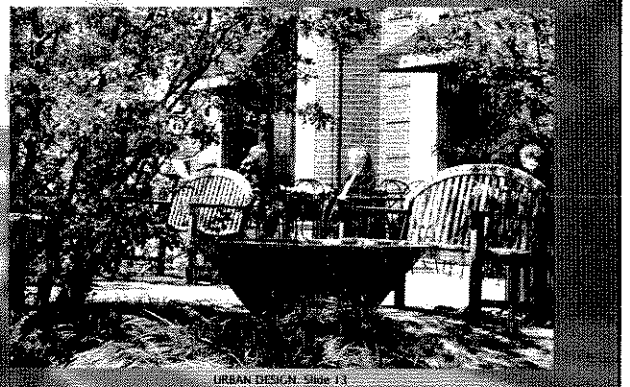
Visual Preference Survey



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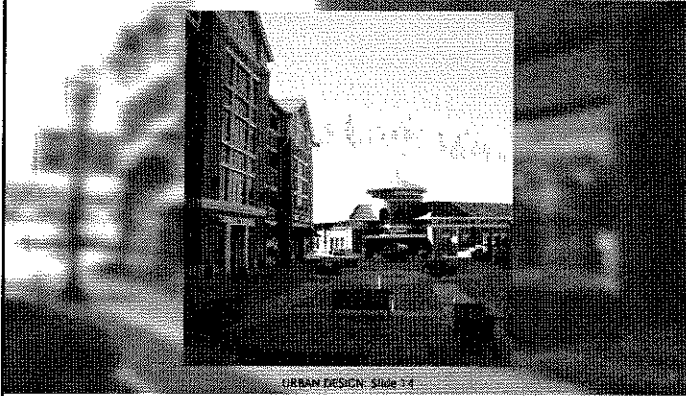
Visual Preference Survey



URBAN DESIGN Slide 13

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Visual Preference Survey



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14	14	22	13	15	7	5

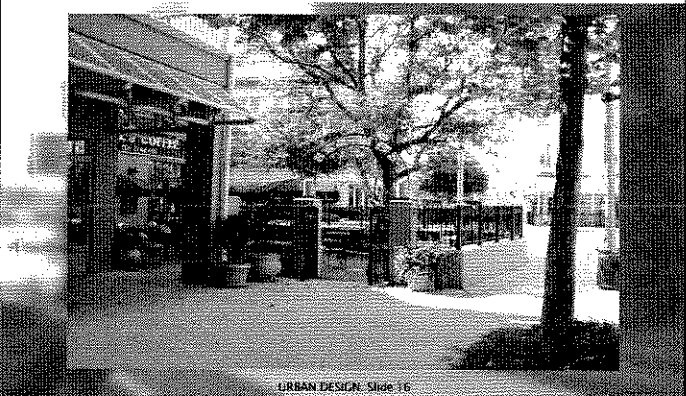
Visual Preference Survey



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7	16	26	13	20	7	1

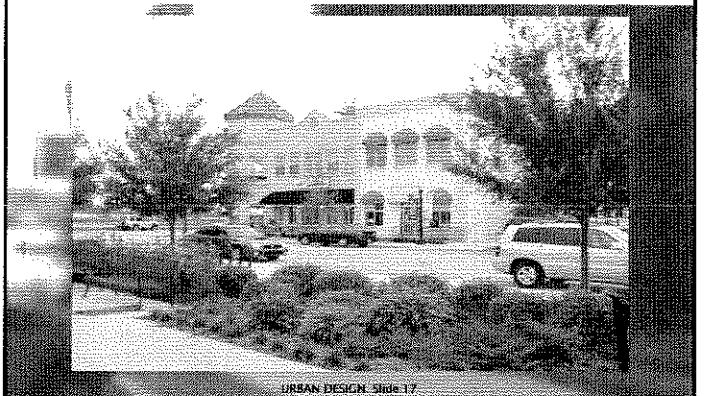
Visual Preference Survey



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Visual Preference Survey



URBAN DESIGN: Slide 17

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3	10	7	8	25	23	14

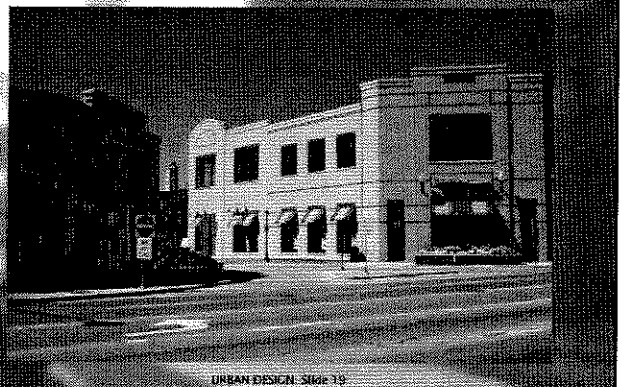
Visual Preference Survey



URBAN DESIGN: Slide 18

-3	-2	-1	0	1	2	3
1	5	8	12	28	26	11

Visual Preference Survey



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4	15	18	14	24	13	1

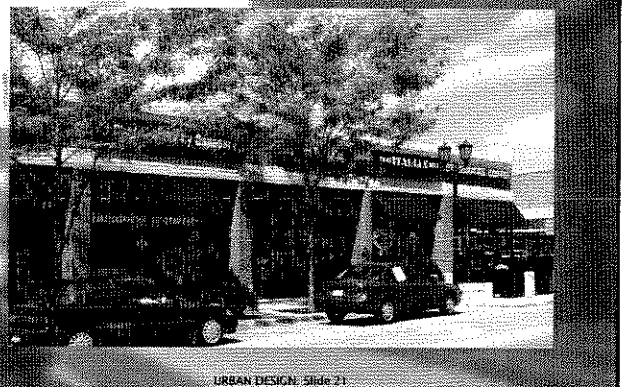
Visual Preference Survey



URBAN DESIGN: Slide 20

-3	-2	-1	0	1	2	3
17	19	17	15	11	7	5

Visual Preference Survey



URBAN DESIGN: Slide 21

-3	-2	-1	0	1	2	3
7	8	9	15	22	19	11

Visual Preference Survey



URBAN DESIGN Slide 22

-3	-2	-1	0	1	2	3
1	0	3	3	22	35	26

Visual Preference Survey



URBAN DESIGN Slide 23

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6	16	20	18	16	14	3

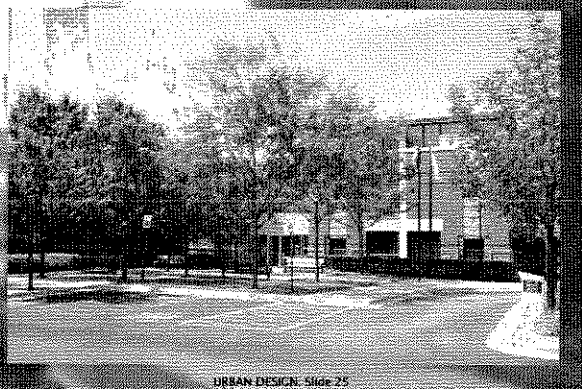
Visual Preference Survey



URBAN DESIGN Slide 24

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22	12	19	13	15	18	2

Visual Preference Survey



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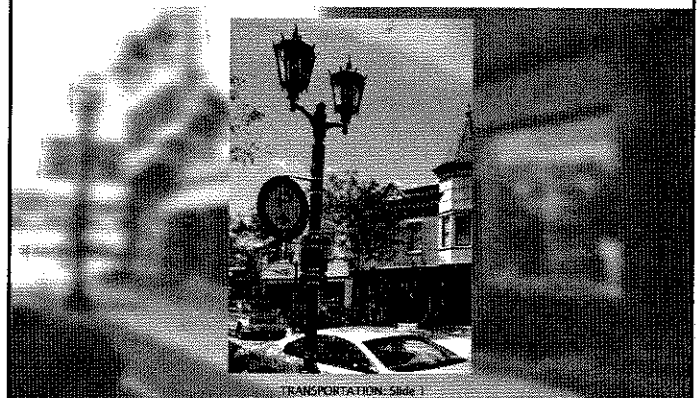
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10	12	19	13	15	18	2

Visual Preference Survey



TRANSIT & TRANSPORTATION FACILITIES

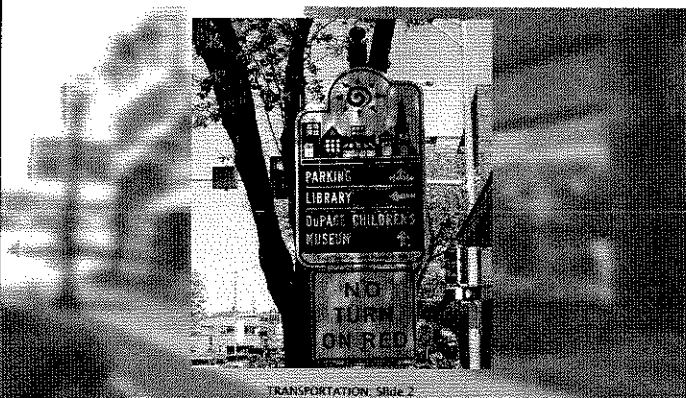
Visual Preference Survey



TRANSPORTATION Slide 1

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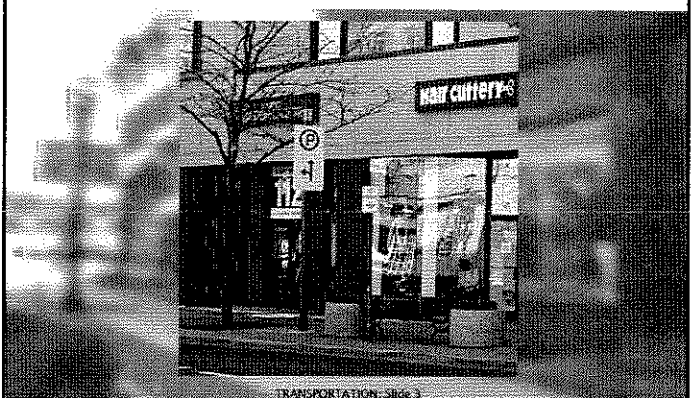
Visual Preference Survey



TRANSPORTATION Slide 2

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7	7	23	10	12	19	5

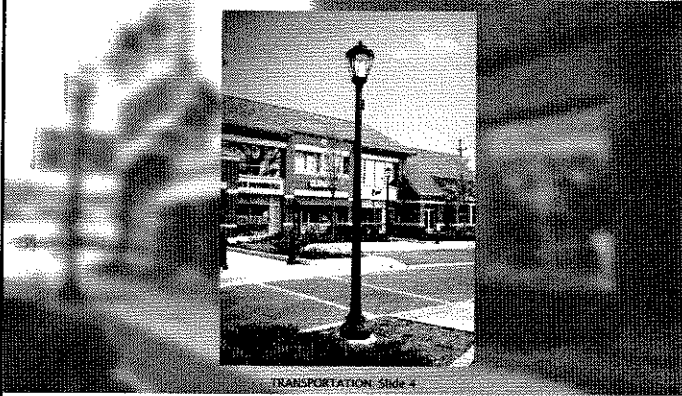
Visual Preference Survey



TRANSPORTATION Slide 3

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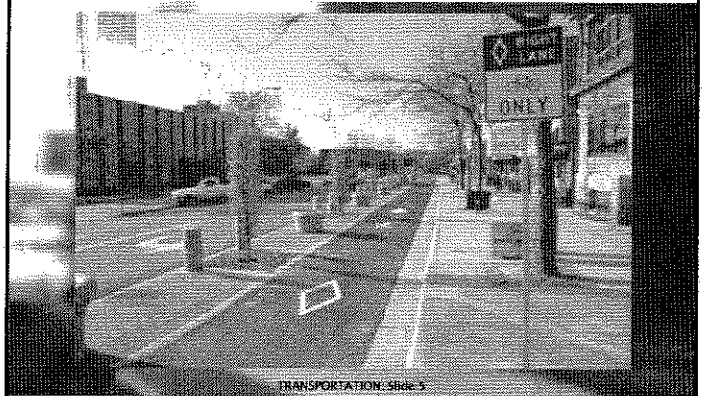
Visual Preference Survey



TRANSPORTATION Slide 4

-3	-2	-1	0	1	2	3
0	1	5	5	17	27	29

Visual Preference Survey



TRANSPORTATION Slide 5

-3	-2	-1	0	1	2	3
6	13	18	11	20	8	7

Visual Preference Survey



TRANSPORTATION Slide 6

-3	-2	-1	0	1	2	3
2	5	4	5	15	26	26

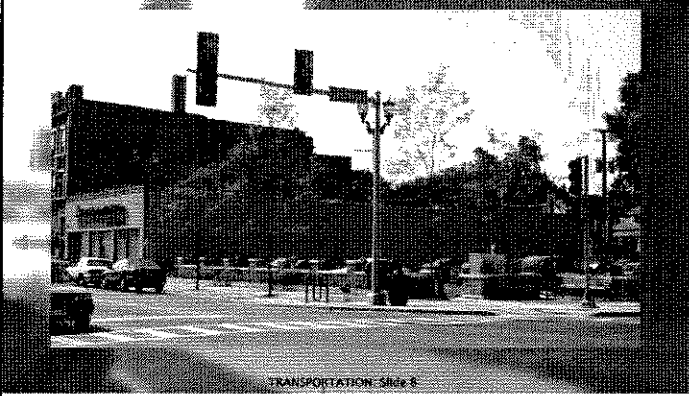
Visual Preference Survey



TRANSPORTATION Slide 7

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6	11	13	10	14	17	12

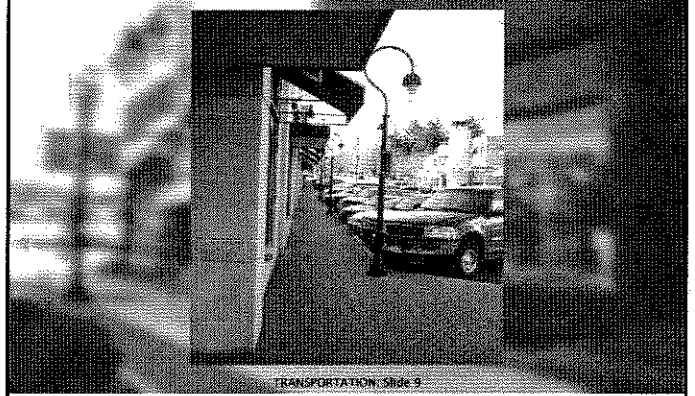
Visual Preference Survey



TRANSPORTATION: Slide 8

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1	1	5	11	20	29	17

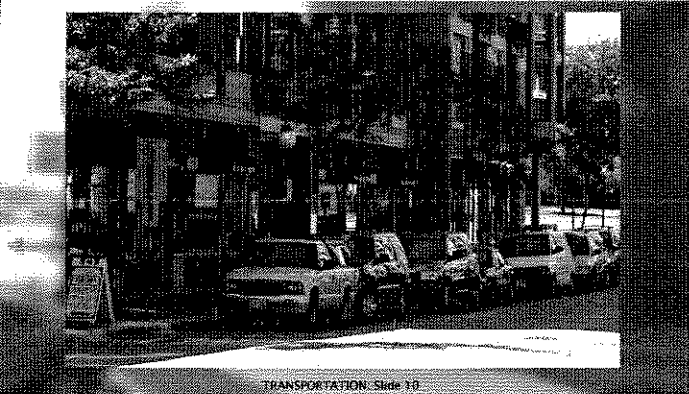
Visual Preference Survey



TRANSPORTATION: Slide 9

-3	-2	-1	0	1	2	3
3	5	9	5	10	25	25

Visual Preference Survey



TRANSPORTATION: Slide 10

-3	-2	-1	0	1	2	3
9	10	16	12	11	15	8

Visual Preference Survey



TRANSPORTATION: Slide 11

-3	-2	-1	0	1	2	3
12	17	14	11	7	12	9

Visual Preference Survey



TRANSPORTATION Slide 72

-3	-2	-1	0	1	2	3
12	15	9	13	20	12	2

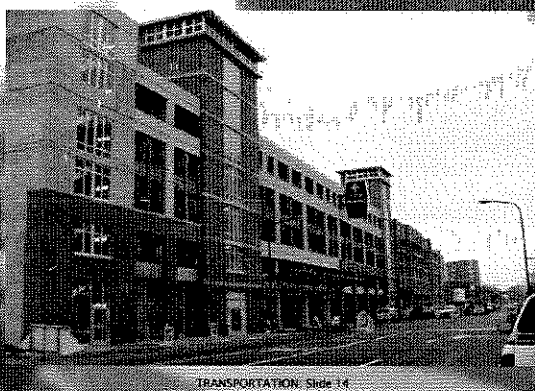
Visual Preference Survey



TRANSPORTATION Slide 13

-3	-2	-1	0	1	2	3
6	10	18	11	12	17	8

Visual Preference Survey



TRANSPORTATION Slide 14

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26	24	13	5	3	5	6

Visual Preference Survey



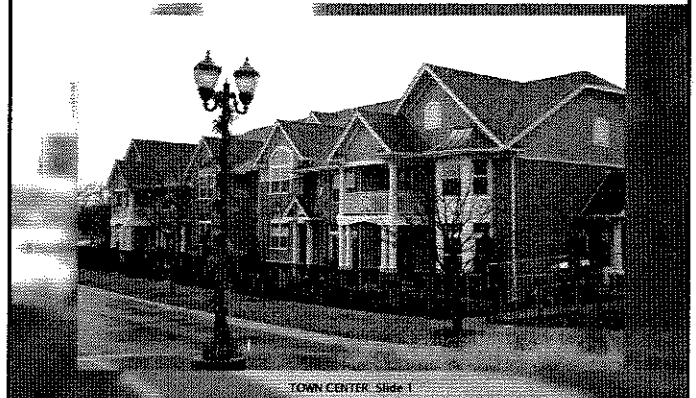
TRANSPORTATION Slide 15

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Visual Preference Survey



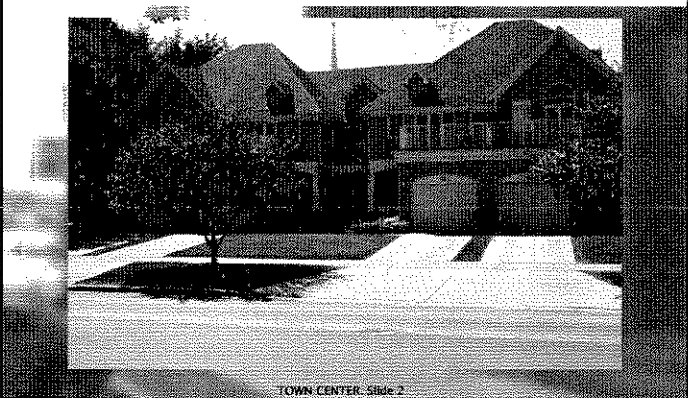
Visual Preference Survey



TOWN CENTER - Slide 1

-3	-2	-1	0	1	2	3
6	9	7	8	13	20	18

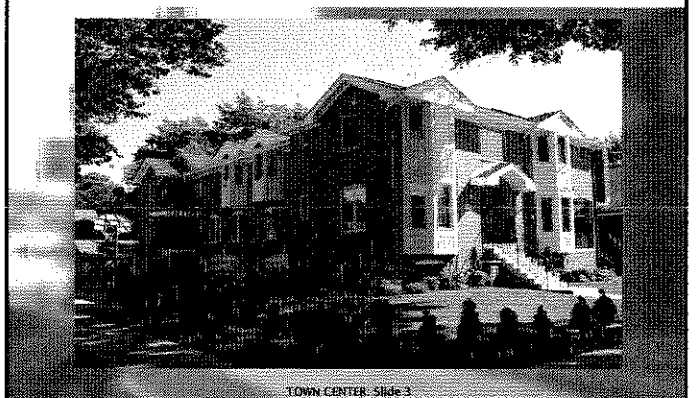
Visual Preference Survey



TOWN CENTER - Slide 2

-3	-2	-1	0	1	2	3
12	20	15	10	14	6	6

Visual Preference Survey



TOWN CENTER - Slide 3

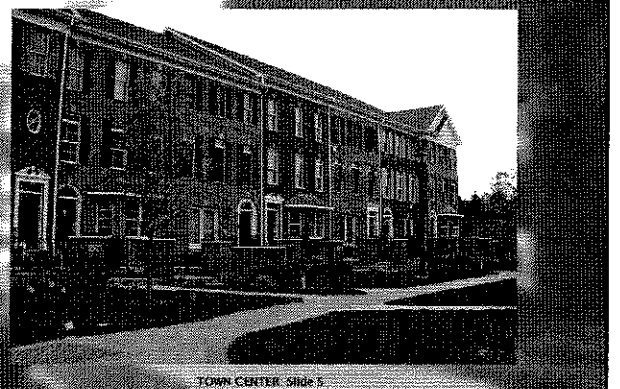
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6	10	14	8	18	18	6

Visual Preference Survey



-3	-2	-1	0	1	2	3
5	6	7	8	17	24	13

Visual Preference Survey



-3	-2	-1	0	1	2	3
12	12	19	8	15	8	7

Visual Preference Survey



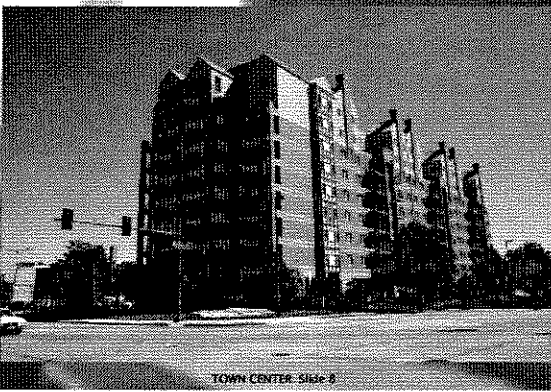
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Visual Preference Survey



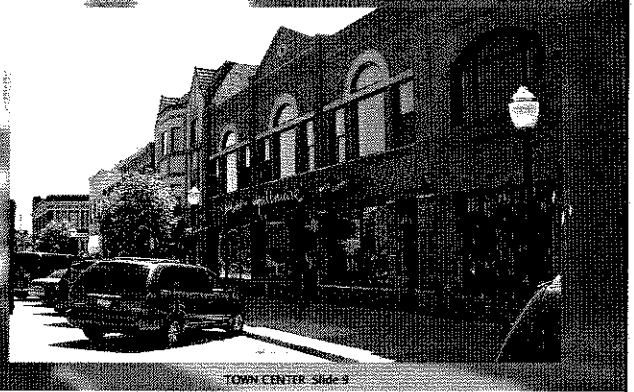
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33	17	15	5	3	4	3

Visual Preference Survey



-3	-2	-1	0	1	2	3
47	8	7	5	4	3	4

Visual Preference Survey



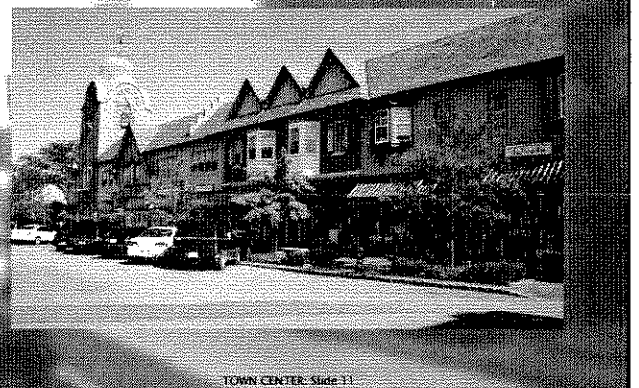
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Visual Preference Survey



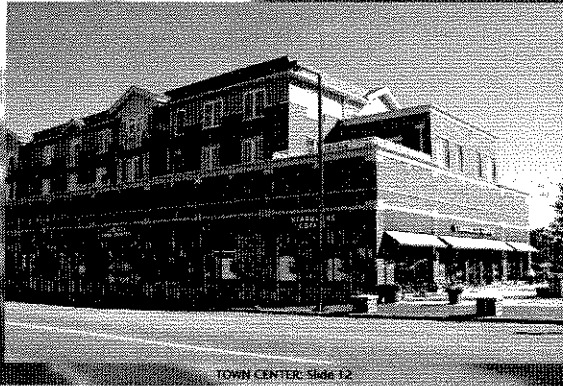
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Visual Preference Survey



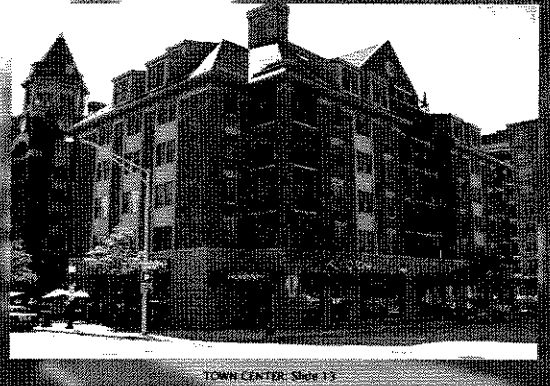
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Visual Preference Survey



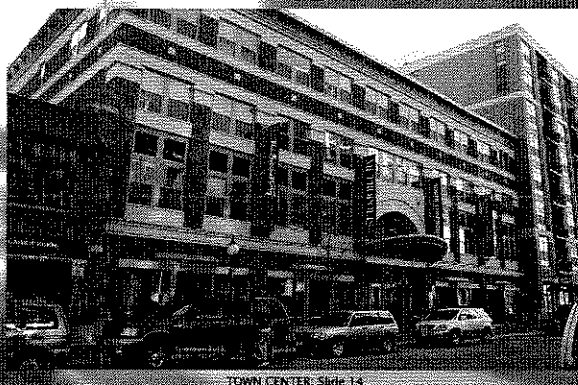
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5	8	13	6	17	22	10

Visual Preference Survey



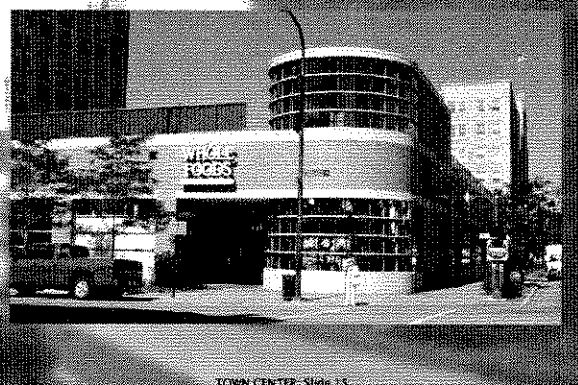
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16	16	15	5	12	9	7

Visual Preference Survey



-3	-2	-1	0	1	2	3
27	14	12	9	10	4	5

Visual Preference Survey



-3	-2	-1	0	1	2	3
4	3	13	7	15	16	23

Visual Preference Survey



TOWN CENTER, Slide 16

-3	-2	-1	0	1	2	3
13	12	13	11	14	8	10

Visual Preference Survey



TOWN CENTER, Slide 17

-3	-2	-1	0	1	2	3
6	10	12	14	15	12	11

Visual Preference Survey



TOWN CENTER, Slide 18

-3	-2	-1	0	1	2	3
1	4	4	4	24	25	19

Visual Preference Survey



TOWN CENTER, Slide 19

-3	-2	-1	0	1	2	3
4	16	17	8	17	13	6

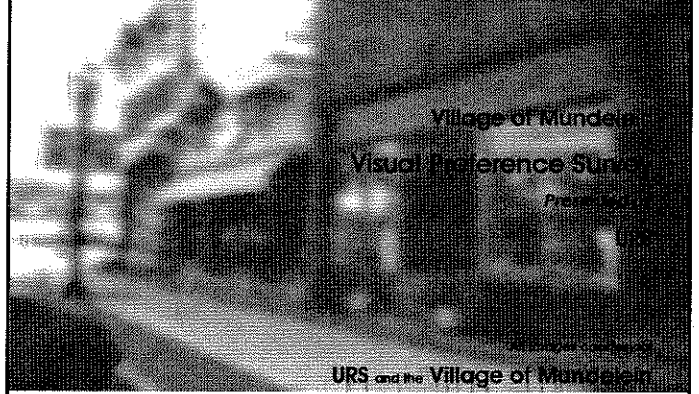
Visual Preference Survey



TOWN CENTER, Slide 20

-3	-2	-1	0	1	2	3
16	11	13	10	16	11	4

Visual Preference Survey



Village of Mundelein
Visual Preference Survey
Presented by
URS and the Village of Mundelein

Comments to Urban Design slides:

1. Low is better (9)
Large letters good (15)
Too large (65)
2. Too High (9)
3. Too colorful (9)
Cannot read from distance (37)
Too busy (65)
4. Banner on poles ok, but not street sign (9)
Strange (15)
Too modern for Mundelein (24)
Like colors (65)
5. No (9)
There's better ways to improve look (15)
Can't see alleys in Mundelein (65)
6. Metal benches (green) (9)
Bench good, sign bad – can't read at a distance (15)
Sign should be larger (37)
Signs might be hard to read – small (53)
7. Arts ok (9)
Like it (15)
8. Old fashioned lighting (9)
Good but cuts in for strollers with kids (15)
9. Nice corridors (walkways) (9)
Like the green (15)
10. Too much (9)
Like the green (15)
Too much space taken up (53)
11. Yes, small landscaping (9)
Gets dirty, not flat slats (15)
Has proven effective previously (65)
12. Small sitting areas with little landscaping (9)
Like the quantity placement (15)
13. Too much (9)
Is wood clean? (15)
14. Too empty (9)
Too modern benches (15)
Needs some greenery (53)
15. No, too modern (9)
No backs (I like Highland Park's benches) (15)
Not very comfortable looking (53)
16. Perfect! (9)
Non-patrons won't use (53)
17. No, too much landscaping (9)
But need walkthroughs to street (15)
Like it – expense concerns me (65)
18. Mix-used (9)
19. Ok, but closed to curb (9)
No, like diverse look of it better (15)
Too uniform (53)
20. No, Mundelein is not a glass town (9)
21. A little too modern (15)
I have lived in Mundelein for 33 years and still don't know what defines the Downtown. (13)
Too urban for Mundelein (53)
Not modern, keep the Village model (69)
Small, but combine with 2-stories (9)
Two-story is ok (15)
Needs a few upper floors (53)
Better (69)
22. Watch the high buildings (9)
Very nice (15)
Very nice (53)
Ok (69)
23. No (9)
Like diversity a bit more (15)
Nice, but not as much as #22 (53)
24. Too much for Mundelein (9)
Scale is good (15)
25. A lot of empty space (9)
Requires car set-back, shorter walk for pregnant wife with kids, like brick building front (15)

Comments to Transportation slides:

1. Ok (9)
Like it (15)
2. Too much info (9)
Ok (15)
Too congested (37)
3. No sign on post (9)
4. Good (9)
Like the streetlight, like bricks too (15)
Very important (53)
Use gaslights (54)
5. No (9)
Safe for bikes (15)
Only if you have high volumes (53)
6. Maybe, needs a good design (9)
Like it as long as place to walk (15)
7. No (9)
Yes, good (15)
8. Yes, with a meter (9)
Screen good; don't skimp on places avail
(15)
Ok, but don't put it on corner (53)
Too ordinary (54)
9. Problem for older people (9)
Angles good, higher capacity (15)
Only on side streets – low traffic volume
(53)
Boring (54)
10. Old fashioned (9)
I hate to parallel park (15)
In certain places (53)
Much better (54)
11. Great, but money (15)
Only if really necessary (53)
Much better (54)
12. Yes, with some advertisements it will work
(9)
Ok, high density easy to walk (15)
Needs to be screened better (53)
Very boring (54)
13. Ok (9)
Nice idea (15)
Better (53)
Attractive (54)
14. Too big for Mundelein (9)
Too high density (15)
Out of scale for Mundelein (53)
Too monolithic (54)
15. Usually interesting, is it practical as a
visitor? (15)
Need to sign it well (53)
Cozier (54)

Comments to Town Center slides:

1. Outer edge of Downtown (52)
On fringes of Town Center (53)
Nifty (54)
2. No (53)
Garages facing street poor choice (54)
3. But it needs to be closer to train station (9)
Trees and green space (15)
Better (54)
4. Ok, but quite urban (15)
Avoid courtyards in Downtown core (53)
Good (54)
5. Ok, must have parks (15)
Too monolithic (54)
6. How many buildings? (9)
Too city-like (54)
7. No (9)
Scale ok, but layout so-so (53)
Too urban (54)
8. No way (9)
No Arlington Heights (22)
Worse (54)
9. Yes, but can we keep the business in town? (9)
Would be ok with a 3rd floor too (53)
More classical (54)
10. Maybe (9)
Hard to walk with stroller and kids, but good (15)
Perfect! (36)
11. No parking, good landscaping (9)
The best (54)
12. Maybe (9)
Setback depends on context (53)
Too 'plain jane' (54)
13. No (9)
A bit too high-density, but ok (15)
Max. scale for Mundelein (53)
Too draconian (54)
14. No (9)
Very high-density (15)
Too Evanstonian (54)
15. Wonderful, need food close by (15)
Grocery Downtown is a good idea (36)
Too modern (54)
16. Like the shopping (15)
Anchor stores good (54)
17. Connect to trails, not parks nec. (36)
Parks are great (54)
18. More money to keep up maintenance (9)
Closer to park is better (15)
Active use is key – lots of kids here (36)
Smaller is better (54)
19. Yes, should have some but mix here (15)

20. Plazas right Downtown, parks a bit outside (36)
Too much walking to shop (54)
Good idea (9)
Fountain is over the top, \$ (15)
No (54)

Urban Design Questions

****Note:** For the answers to the questions below, the number of responses is included. Comments provided that relate to each answer are included as well. When more than one person provided the same comment, the number of responses is included in parentheses.

Q1. *What existing views do you think are most appealing to Downtown Mundelein?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Police station (22 responses)
 - Police station architecture
 - The new Police Dept
- Streetscape (15 responses)
 - New sidewalks, lights (2)
 - Brick paved sidewalks (2)
 - New lighting along street
 - Streetlights (2)
 - Planters (3)
 - Benches
 - Landscaping
 - Streetscape throughout (2)
 - Current streetscape improvements (lighting, sidewalks)
 - Street signage and streetscape
 - The antique street lamps and brick inlay alongside Seymour and surrounding
- Village Hall (14 responses)
- Abernathy's (14 responses)
- Park Street (14 responses)
 - East Park Street,
 - East of Route 45
 - Park at Church
 - Rehabbed store-fronts on Park and Lake
 - Park Street to Abernathy's (2)
 - Park Street restaurant (2)
 - North to Abernathy's and Park Street cafe
 - Mix of old buildings and use
 - Park Street buildings – north side
 - NE corner of Park Street and Route 45
 - I like the way the Park Street area looks
 - The Park Ave. area is nice and appeals to shoppers and merchants.
- Area around Park and Seymour Streets (14 responses)
 - Park and Seymour Streets (2)
 - The older area – Park and Seymour (7)
 - Sidewalks and streetscape around Seymour and Park (3)
 - Corner of Park and Seymour Streets
- Seymour Street (11 responses)
 - Recently improved Seymour Street
 - Mixture of buildings on Seymour Street
 - New buildings on Seymour
 - Small shops on Seymour St with small striped awnings. These are very charming with small town character, which I personally find appealing.
 - Decorations spanning Seymour (at Division)

- Landscape on Seymour
 - Seymour north of Hawley
 - Seymour across from Burger King
 - Between Park Street and Route 176
 - Seymour Northwest side, north of Park
- Kracklauer park (10 responses)
- Train station (8 responses)
 - Station parking area
 - Train station, parking area and entrance way
- Walgreen's (6 responses)
 - Looking southwest on Route 45
 - Walgreen's if they didn't have that parking lot in front.
- Route 45 (Lake Street) (4 responses)
 - Beginning of Route 45 corridor
 - Redoing of Lake Street structures
 - Parts of Lake St.
- Library (3 responses)
- Parks (3 responses)
 - Parks – Downtown Route 45
 - Park with gazebo
- Hawley Street (3 responses)
 - Redoing of Hawley Street structures
 - New buildings on Hawley Street
 - Hawley Street at Route 176
- Brick buildings (3 responses)

Responses given by two people include:

- Health food store (2 responses)
- Old Fire station (2 responses)
- Concert park (2 responses)

Responses given by one person include:

- Post Office
- Area around Post Office and Village Hall
- New Courthouse
- Fire station
- Community Center
- Gazebo and monument at 176 and Hawley
- Downtown across from school/church/park
- Round Robin – Bed and Breakfast Inn
- Summer's Carpet building – older/classic
- Central hotel – if revitalized would work
- Cook building
- Anatol building
- Outbuildings on old Jewel revamp
- Campbell wireless
- Like big sidewalks (wide)
- The intersection of Hawley and Route 45
- Seymour and Hawley intersection
- Park Street and Route 45 (Lake Street) corner brick building
- Older buildings such as on Park Street
- JMH Architects

- Rare Find
- Trans-art Café (NE corner of Park Street and Route 45)
- The old bank on either end of park
- New Restaurant
- New Pond
- Downtown redevelopment
- Development area
- Business Friendly
- The Fairhaven pharmacy building
- The traditional, historic buildings & sites: Current Village Hall, Kracklauer Park, Santa Maria Campus, Seymour/Park St. buildings, Fort Hill Museum
- I hate strip centers. The area on North Seymour, north of Park Street – good beginning.
- Very little; a hodge-podge and white wash...Abernathy's is about the only jewel and down in are park street r.e. is good. We need a defined and style! Look at Deerfield, Elmhurst, Arlington Heights, and the Route 14 corridors so nice and inviting, and a mix of retail, condos or the real gem Downtown. A bulldozer would be a start. Naperville!!!!
- Its potential
- Everything needs improvement
- Would like higher density!
- I provided this information at the meeting. I got there late and did not complete the urban design VPS so I was glad to submit it on-line. Thanks.
- **Northview Bank corner – NW corner of Midlothian and Route 176 (**not in the Downtown project Area)

Q2. *What existing views do you think are least appealing to Downtown Mundelein?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Strip centers (34 responses)
 - Strip centers with parking lots, prefer streetside shops
 - Strip mall by KFC
 - Mundelein Shopping Center (11)
 - Strip mall on opposite side of street from KFC
 - Strip mall by Rogan's shoe store (2)
 - Roller rink, Rogan's strip mall
 - Roller-skating rink
 - Skate-rink area
 - Old Pick-Wick
 - Shopping center at Seymour and Courtland
 - Shopping center Rogan's is in
 - Old Walgreen's strip mall (12)
 - Hawley & Norton strip mall – lit awning
 - Shopping Commons on Seymour
 - Strip malls on Seymour
 - Shopping commons on NW corner of Route 45 and Hawley
 - Several of the Route 45 strip malls look very run down and unappealing
 - Any strip center
 - New Walgreen's parking lot
 - **Strip mall south of the old Fire Station (**not in the Downtown Project Area)
- Industrial buildings (13 responses)
 - Industrial buildings around the train tracks (3)

- On Hawley east of Lake St.
 - Industrial 'unsightly' buildings
 - Hubbell mfg. Company
 - 'Real' factories on Hawley
 - Factories (in the Downtown area)
 - Manufacturing/industrial, commercial
 - Warehouse on Seymour, between Park and Route 176
- Vacant buildings (12 responses)
 - Empty retail space (2)
 - Vacant stores
 - Empty business (bldgs) (2)
 - Empty vacant lots by Prospect and Hawley
 - Whitewash windows
 - Still too many vacant or poorly used buildings
 - Run down and unoccupied buildings
 - Old retail 60's (vacant grocery)
 - Empty spaces
- Route 45 (12 responses)
 - First block south of Route 176, first block north of Hawley
 - Route 45, between Route 176 and Hawley
 - Route 45 (Bill's pub to Division)
 - Route 45 both sides
 - Area 1 block north of Route 176 on Route 45
 - East side of Route 45
 - Ceramic store, etc between Park and Route 176 on west side
 - Route 45 Downtown has no unifying theme, heights, building materials
 - Route 45 and Division Street
 - Buildings along Lake Street (US 45)
 - "Sawed-off" look on Route 45
- Hawley Street (10 responses)
 - Entire Hawley corridor
 - Hawley Street buildings along the road
 - Hawley Street south on railroad tracks to Courtland
 - Hawley from Hubbell east to Brice
 - Railroad crossing at Hawley Street
 - Power lines on Hawley/railroad tracks
 - Area just east of railroad tracks on Hawley (2)
 - Lack of landscape on Hawley Street
 - Hawley from Route 45 east (roadway, building, train tracks)
- Recycling plant (9 responses)
 - Josephson recycling
 - Recycle business on Seymour
 - Recycling building on Park near tracks
 - Recycle business across from Abernathy's (2)
- Façades in disrepair (6 responses)
 - Disrepair of some buildings on Route 45
 - Dumpy storefronts on Route 45
 - Poor signage on buildings, run down look (2)
 - Run down apartments
- Gas stations (4 responses)
 - Gas stations on Hawley
- Post Office (3 responses)
 - Post Office area
- Florist on Route 45 (3 responses)

- Flowerama (2)
- Fairhaven Pharmacy area (3 responses)
 - New Fairhaven Pharmacy
 - Fairhaven Plaza
- Old Hotel building (3 responses)
 - Old hotel on Seymour
- Inconsistency of buildings (3 responses)
 - Inconsistency of overall look and style of buildings
 - Non-uniform buildings

Responses given by two people include:

- Rock-Tenn building (2 responses)
- Sewer company across the street from Abernathy's (2 responses)
- Taco Burrito Express (2 responses)
- Not enough greenery- trees shrubs etc. (2 responses)
- Railroad Easement (2 responses)
 - Land along tracks from 176 to the viaduct (Chicago Ave)
- Sidewalk areas (2 responses)
- Intersection of Routes 45 and 176 (2 responses)
 - Corner of Routes 45 and 176 - Emil's pancake

Responses given by one person include:

- Backs, steel buildings
- Park Street and Morris Ave
- Car lot
- Roofing company
- Waste Management building
- Lumber yard
- Route 176! Hawley to Route 45
- SE corner of Park and Route 45
- NW corner of Hawley and Lake
- Route 176 and Lake
- The area around Hawley and Prospect needs to be cleaned up
- Unstructured Downtown
- No Downtown Town Square
- Unusually wide streets (McKinley, some parts of Hawley)
- Low-rent apartment building south side of Hawley
- Single family homes Downtown
- Antique store and can lot
- Apartment Buildings (colors or brick)
- Eclectic architecture
- Pizza place on Route 45
- The corner with the Burger King and the huge parking lot
- The corner with the Ace Hardware and paint store on it
- Park
- Parking visible on main streets
- Scattered focus of development
- Larger Village Hall
- Old fire Station and car wash
- Blue building by R/R Tracks across the street-white building fenced in
- Lack of Dining places
- Garbage Dump

- Building Supply
- The “silo” system @ Rock-Tenn
- Broken sidewalks
- Land along tracks from 176 to viaduct (Chicago Ave)
- Lumber yard-Seymour Street
- All of Seymour complex
- Roads
- Vacant Howard Green building
- Alan Josephson Garage Recycle
- Townhouses
- Everything else
- The Downtown areas are not tied together
- Franks For the Memories, 300 block of Lake St., 500 block of Lake St., Antique/Junk/Auto building on 176, Bradco
- The area from the fire dept moving south on Seymour, the existing area along this route where the Rogan’s store presently resides. I find this entire area revolting. I am sure it could be greatly improved, with some of the improvements mentioned above.
- The hodge-podge, no parks the area along railroad tracks ...no real attraction
- **NE corner of Rte 45 & 83, strip Mall SE corner Midlothian and 176 (**not in the Downtown Project area)
- ** Routes 60 and 45 – big buildings, no landscape (vacant) (**not in the Downtown project area)

Q3. *Are there any areas within Downtown that you feel would be improved by adding adequate streetscape improvements?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Route 45 (14 responses)
 - From PD to Route 176
 - Lake Street south of Hawley
 - South of Hawley to Police Station
 - North of Park (2)
 - From Division north to 176
 - North and south
 - Lake Street going north (primarily east side of the street)
- Hawley Street (12 responses)
 - Hawley corridor
 - East Hawley Street
 - Hawley Street – Route 45 to signal at Route 176 east
 - All of Hawley from Carmel High School to Mundelein High School
 - From Village Hall to Seymour
 - East of Route 45 (2)
 - Route 45 to Prospect
 - Route 45 to 176
 - Hawley – Lincoln to Route 176
- Seymour Street (7 responses)
 - Seymour east
 - Park to Route 176
 - Courtland to Hawley
- All areas (7 responses)
 - Everywhere

- All areas within the transit area would need improvement if they have not already
 - Most of Downtown
 - Most all of Downtown would be improved
- Existing strip malls (6 responses)
 - Uniform façades in a more traditional style
 - Old Walgreen's shopping center (2)
 - Old Jewel store strip mall (2)
 - Skate rink area
- Route 176 (5 responses)
 - East of Route 45
 - Route 176 – Carmel High School to west of Midlothian
- None (5 responses)
 - Not at this time
 - Existing streetscape is fine now
 - Streetscape will not improve existing area
 - Not in its current stage
- Train station (4 responses)
 - Access to Metra Station from east
 - Cannot walk to the train station
 - Street by Metra Station
- Fairhaven Pharmacy area (3 responses)

Responses given by two people include:

- Park Street (2 responses)
- Benches and sidewalk improvements (2 responses)
 - Wood benches key, no wire/mesh
- Landscape (2 responses)
 - Signage for town would benefit from plants

Responses given by one person include:

- Follow through to Police station block – Route 45 and Seymour side
- Division Street between Archer and Route 45
- Central Downtown
- Park and Seymour
- SE corner of Park and Route 45
- Morris Avenue needs help
- Need more sidewalks going south from Hawley
- Land along tracks from 176 to the viaduct (Chicago Ave)
- Anything with the Industrial areas would be better
- More parking on street
- Post Office
- Village Hall
- Bring seating from some restaurants out to street to welcome community
- Park area on Countryside
- Parks
- Gardens
- Coffee shops/Outdoor cafes
- Side streets by Abernathy's
- Economic development – restaurants, retail
- Streetscape on Dr. Raider Parkway
- Need grocery store
- Land along tracks from 176 to viaduct (Chicago Ave)
- Northwest corner

- Finish original Downtown streetscape program
- Continue w/ current Downtown improvement!
- I think major renovation with the building should take place before streetscape projects are enacted.
- The south end of Seymour St. Also the area where the currency exchange now exists on the corner of Lake and Hawley. The floral shop is fine, but the rest needs to be touched up somehow. And the area of Lake St going north out of town where there should also be antique street lamps etc.
- It would be nice if there could be a park setting on Courtland on the west side of the tracks with a walking path to lead to the train station. This would make it easier for residents to get to the train station on foot.
- **Route 60 east of Route 45 (** not in the Downtown project area)
- **Route 45 and Diamond Lake Road (**not in the Downtown project area)

Q4. *What aspects of the existing Downtown do you find most attractive? (*more than one choice possible per survey).*

- a) Scale: 29 responses
- b) Materials: 14 responses
- c) Color: 7 responses
- d) Style: 22 responses
- e) Landscape: 21 responses
- f) Other: 17 responses
 - i. Some areas (Park Street & Village Hall maintained their historic look)
 - ii. Village Hall
 - iii. Older styling, brick
 - iv. At least the scale is relatively consistent – 1- and 2-story ok, but could be higher in the future
 - v. None
 - vi. Too mismatched to rate
 - vii. Street appeal
 - viii. Park
 - ix. Sidewalks and lights
 - x. Some varied heights of buildings would be good.
 - xi. Where is Downtown?
 - xii. Streetscape in Seymour
 - xiii. I prefer Mission/Prairie style of architecture although the Victorian look of Park and Seymour is nice
 - xiv. only in newly developed areas.
 - xv. I find all new views equally appealing
 - xvi. none...it is not attractive

Please list the above in order of preference (most desirable to least desirable):

Total:

Most people selected 'A' (scale) as the most desirable aspect of Downtown, in order of preference.

'A' (scale) most desirable	23 responses
'B' (materials) most desirable	5 responses
'C' (color) most desirable	2 responses
'D' (style) most desirable	16 responses
'E' (landscape) most desirable	9 responses

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included.

- A,B,C,D
- A,B,D
- A,B,D,C
- A,B,D,E
- A,B,E
- A,B,E,D (3 responses)
- A,C,D
- A,C,D,A
- A,C,D,B
- A,D
- A,D,B,C (3 responses)
- A,D,B,E (2 responses)
- A,D,C,B
- A,D,C,E
- A,D,E,C
- A,E,D
- A,E,B
- B,A,C,D
- B,A,D,E
- B,C,D,E
- B,D,C,E
- B,E,D,C
- C,B,D,A
- C,D,E
- D
- D,A,B
- D,A,B,C
- D,A,B,E (2 responses)
- D,A,E
- D,B
- D,B,A,E (4 responses)
- D,B,E,C
- D,C,E,A
- D,E,A,B (2 responses)
- D,E,A,C
- E
- E,A,B
- E,A,B,C
- E,B,A,D
- E,B,C,A
- E,C,B,A
- E,C,B,D
- E,D,B
- E,F,D,A
- F - least desirable

Q5. What aspects of the existing Downtown do you find least attractive? (*more than one choice possible per survey)

- a) Scale: 13 responses
- b) Materials: 18 responses
- c) Color: 12 responses
- d) Style: 22 responses
- e) Landscape: 15 responses
- f) Other – 11 responses
 - xvii. Industrial businesses Downtown – (3 responses)
 1. Old industrial sites
 2. On west side of the tracks
 - xviii. Vacant buildings on Route 45 (Old Walgreen's)
 - xix. It's too run down in many places
 - xx. Very ugly, needs to be torn down and rebuilt
 - xxi. All
 - xxii. Gas stations
 - xxiii. Lack of continuity
 - xxiv. Currently is a bad mix of 70's strip malls with traditional streetside shops. Need more landscaping.
 - xxv. Not very green in many areas
 - i. the older strip mall areas....
 - xxvi. Simply the fact that it needs to be extended

Please list the above in order of preference (least desirable to most desirable):

Most people selected 'D' (style) as the least desirable aspect of the Downtown, in order of preference.

'A' (scale) least desirable	10 responses
'B' (materials) least desirable	8 responses
'C' (color) least desirable	4 responses
'D' (style) least desirable	15 responses
'E' (landscape) least desirable	6 responses
'F' (other) least desirable	1 response

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included

- A,B
- A,B,D
- A,B,D,C
- A,B,E,D
- A,C
- A,C,D,B
- A,D,B
- A,D,B,E
- A,E,D
- A,E,D,C
- B,A,C,D
- B,C,D (2 responses)
- B,D,A
- B,D,A,E
- B,D,C,A
- B,D,E,A
- B,E,C,D
- C,A,D,B
- C,B,D
- C,B,D,A
- C,E
- D
- D,A,B,E (2 responses)
- D,A,C,B
- D,B,A
- D,B,A,C
- D,B,A,E
- D,B,C,A
- D,C
- D,C,A,B
- D,C,B,A
- D,E,B,F
- D,E,C,A
- D,E,C,B
- D,F,F,E
- E
- E,A,B
- E,C
- E,C,B,A (2 responses)
- E,C,D

Q6. What design elements could be added to the Downtown that would most improve its appearance?

Most frequent answers to this question are listed below, in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Streetscape (23 responses)
 - Trees/landscaping (16)
 - More of the new lighting (3)
 - Seymour lights
 - Traditional style signposts/lampposts
 - Better signage
 - Crosswalks and seating area
- Sidewalks/pathways (12 responses)
 - Pedestrian walkways (2)
 - Bike paths
 - Lighted bike route
 - Sidewalks (4)
 - Better sidewalks that are more clearly separated from the street
 - Walkways to move pedestrians from one set of shops to another
 - Connecting trails to move from one area to another
 - A corridor from one end to the other of Downtown
- Consistency (11 responses)
 - More uniform building
 - More uniform look
 - Control signage/fronts/visuals
 - More consistency of architecture
 - Unifying/tied together
 - Homogenous design
 - Continuity of scale
 - Continuity of elements from one building to another
 - New buildings that compliment one another

- Parks (8 responses)
 - Park/gathering place as focal point (2)
 - Downtown Town Center Park
 - Open spaces/parks/gardens
 - Big trees are great
 - Keep green space
 - More trees (2)
- Building presence along the sidewalk/street (6 responses)
 - Two- to four-story buildings to frame streets
 - Locating buildings closer to road
 - More structure along the sidewalks
 - Buildings to 'define' Downtown
 - More buildings
 - Large scale multi-use structures
- Updating façades (5 responses)
 - Stone, brick façades with traditional features
 - Brick buildings
 - Nicer looking buildings
 - Update the old style
 - Take away the "strip mall" appearance
- New retail (5 responses)
 - More restaurants (2)
 - More shopping (3)
- Mixed-use development (3 responses)
 - Residential over retail
 - Mixed Use retail/office/condos (2)
- Style (3 responses)
 - Classic, traditional look
- Access from both sides of train station (3 responses)
 - Path to/ from train station to Downtown along R.R. Tracks
 - Better auto/pedestrian access to train station
- Improved flow (3 responses)
 - Route 176 improved traffic flow
 - Traffic control

Responses given by two people include:

- Improving the storefront scale (2 responses)
- Tearing down old buildings (2 responses)
- Color (2 responses)
 - Updated and brighter colors
- Materials (2 responses)
- Brick (2 responses)

Responses given by one person include:

- Razing of industrial businesses
- A clean visual flow, showing that it was not pieced together
- Ambience - a theme
- Increased variation in style
- More fashionable shops
- Better street parking
- Higher density elements
- Increased business-friendly environment
- More centralized business

- Limestone
- Stores/shops near train station
- Curbs on Morris
- Cross-street development (Hawley)
- Purchase existing buildings by tracks
- Renovate central 'hotel'
- Village working with existing store-owners, not against them
- Celebrated cause walks
- New residential
- See Libertyville & Lake Forest
- Code enforcement
- Architect Design
- Function
- More light
- Usage-function
- A half moon structure over Route 45 as a greeting & welcome to Mundelein
- Tie together the separate Downtown areas Quality architecture, strict design standards and enforcement! Higher density, hidden parking areas New Village Hall municipal campus & village green replacing Mundelein Shopping Center, while enhancing old Village Hall for new uses Trail system along the rail corridor connecting all sections of Downtown
- Prairie/Mission, more areas where one could sit down outside and have a coffee with friends, eat, etc. However I would like this to be off the street.
- Interesting architecture, quality building materials, landscaping – upkeep!
- More small town charm added to shops and storefronts that have not already done such.
- I believe it needs to almost be a complete new Mundelein...that is the only hope
- A bulldozer to knock down the older strip malls and older buildings.
- Start over

Q7. *Is an attractive, vibrant Downtown important to you?*

- a) Yes: 79 responses
- b) No: 0 responses
- c) No answer: 6 responses

Transit & Transportation Facilities Questions

- Q1. *Is there adequate signage to direct persons traveling to and from the train station or shopping areas within Downtown Mundelein?*
- a) Yes: 12 responses
 - b) No: 60 responses
 - c) No answer: 10 responses
- Q2. *What design features of the existing transit station are most desirable to commuters?(*more than one choice possible per survey)*
- a) Yes: 35 responses
No: 14 responses
 - b) Yes: 34 responses
No: 19 responses
 - c) Yes: 33 responses
No: 14 responses
 - d) Yes: 50 responses
No: 6 responses
 - e) Yes: 48 responses
No: 5 responses
 - f) Other: Not sure, don't know what it looks like.
Other: have not taken the train from Mundelein.

Please list the above features in order of preference:

Total:

Most people selected 'A' (informational signs) as the most desirable design feature of the existing transit station, in the **order** of preference.

'A' (informational signs) most desirable	11 responses
'B' (posted schedules) most desirable	3 responses
'C' (uniform graphics/text) most desirable	1 response
'D' (parking access/location) most desirable	10 responses
'E' (station depot) most desirable	8 responses

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included.

Most Desirable Order:

- A (2 responses)
- A,B,D
- A,C,B
- A,D,B (2 responses)
- A,D,C
- A,D,E
- A,B,D
- A,B,D,E
- A,E,D,B
- B,D
- B,A,D
- B,A,D,E
- C
- D,A,B,E
- D
- D,B,A
- D,B,A,C
- D,C,E
- D,E
- D,E,A,C
- D,E,B
- D,E,B,A (2 responses)
- E,A,B,D
- E,B,A,D

- E,C,A
- E,C,A,B
- E,D,B
- E,D,B,A
- E,D,C,B
- E,D,C,A

Total:

Most people selected 'C' (uniform graphics/text) as the least desirable design feature of the existing transit station, in order of preference.

'A' (informational signs) least desirable	3 responses
'B' (posted schedules) least desirable	6 responses
'C' (uniform graphics/text) least desirable	13 responses
'D' (parking access/location) least desirable	4 responses
'E' (station depot) least desirable	0 responses

Listed below are the various preference orders given by respondents. When more than one respondent gave the same preference order, the number of respondents is included.

Least Desirable Order:

- A
- A,B
- A,C
- B (2 responses)
- B,C (2 responses)
- B,C,D,E
- B,E,C
- C (3 responses)
- C,A,B
- C,A,B,D (2 responses)
- C,A,B,E
- C,A,D,E
- C,B,A,D
- C,D,A
- C,E (2 responses)
- C,E,B,A
- D
- D,B
- D,B,A,C
- D,C,D

Q3. *How do you normally travel to the Downtown? (*more than one choice per survey possible)*

- a) Car: 69 responses
- b) Pace Bus: 0 responses
- c) Metra train: 3 responses
- d) Walk: 8 responses
- e) Bike: 6 responses
- f) No answer: 8 responses

Q4. *When driving to Downtown Mundelein, do you feel there is adequate parking for retail and commercial businesses in the Downtown?*

- a) Yes: 52 responses
- b) No : 21 responses
- c) No answer: 9 responses

Q5. *If no, where do you feel additional parking is needed?*

- Closer to Downtown core
- Route 45 is too busy for parking
- Route 45/Park & Seymour
- Park and Seymour Streets
- At storefronts

- Off-street paved
- Repair first at corner of Seymour and Park
- Yes, public or by meter
- Improving alley parking
- Behind building
- Park street...and if we got a Downtown area going, think of it...there is very little parking anywhere
- **Route 45 and Route 120 (**outside of the Downtown project area)

Q6. *Do you generally prefer to park at:*

- a) Angled off-street parking: 42 responses
- b) Parallel on-street parking: 4 responses
- c) Off-street surface parking: 29 responses
- d) No answer: 13 responses

Town Center Questions

Q1. What types and mix of uses would you like to see in Downtown Mundelein? (*more than one choice possible per survey).

Total:

In terms of the selection frequency, the top three uses, by number of responses are retail (64 responses), residential (53 responses), and office (46 responses).

'A' (Residential)	- 53 responses
'B' (Retail)	- 64 responses
'C' (Service)	- 41 responses
'D' (Office)	- 46 responses
'E' (Other)	- 10 responses

The most frequently selected **mix of uses** was the combination of residential (A), retail (B), service (C), and office (D) (22 responses). Listed below is a comprehensive list of mixes of uses given. For mixes given by more than one respondent, the number of responses is included.

- A,B (9 responses)
- A,B,C (5 responses)
- A,B,C,D (22 responses)
 - Cigar shop, more family owned restaurants
- A,B,D (8 responses)
- A,B,C,E (other: cultural/entertainment)
- A,B,D,E (other: parks)
- A,B,E (other: Theater, parks)
- A,B,C,D,E (5 responses)
 - (other: small parks)
 - (other: medical arts)
- A,C,D
- B,C
- B,C,D (5 responses)
- B,C,E (other: areas around parks and walkways)
- B,D (4 responses)
- B,D,E (other: parks, public space - concrete, benches)
- E (other: movie theater)
- No Answer (4 responses)

Other responses:

- Industrial- need to increase tax base-need commercial and industrial -ok near the train where it is
- Restaurants (2 responses)
- Starbuck's
- Entertainment
- Government Offices
- Post Office
- Movie Theater (2 responses)
- Boutique
- Antique
- Gift
- High density residential
- Women's Clothing (Chico's)

Q2. What types and mix of uses would you **NOT** like to see in the Downtown? Please List.

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Industrial (29 responses)
 - Industrial unless office type
 - Industrial unless well-kept buildings like for tool
 - Factories, recycling plants (4)
 - Manufacturing/light manufacturing (5)
 - Industrial and warehouses
 - Industrial – light and heavy (2)
 - Distribution
- Residential (13 responses)
 - High-rise (residential only) (3)
 - High density residential (multi-story) (3)
 - Low income apartments
 - Low cost apartments
- Auto shops/auto-oriented (9 responses)
 - Service stations
 - Oil change shops (2)
 - Car wash type of business – should be in the area
 - Car lots
- Chain restaurants (6 responses)
 - Fast food chains
- Gas stations (4 responses)
- Service (4 responses)
 - We have too much service use now
 - No more service businesses in this town
- Office (4 responses)
 - Large high-rise office buildings
 - Street offices
 - Ok if 1- 3-story building
- High rises (4 responses)
- Large retail (3 responses)
 - Huge chain stores
 - Malls – we are close enough to Townline Road (Rt. 60) – keep Downtown suited for pedestrians

Responses given by two people include:

- Big Parks (2 responses)
- Bars/taverns (2 responses)

Responses given by one person include:

- Stores with high apartment density
- Very dense use buildings, large apartment complex
- High concentration of offices over residential
- Rundown buildings
- I would like to see offices Downtown, but removed from the street
- Limit offices that do not have many employees
- Parking

- Dancehall
- Pool hall
- High-rise parking (didn't work in Des Plaines)
- Laundromat
- Lumber yards
- Bad roads
- Liquor stores
- No more banks
- Strip malls
- Another ultra-modern structure (like the Pharmacy)
- Anything that will attract low income clientele
- Formal Town Square
- Fountain/ Sculpture
- High concentration of service over residential
- Storage facilities
- Roller Rink (not in Downtown)
- Our current mix is fine
- Below Ground or above ground parking
- Mundelein need to reinvent itself a multi use and all kinds of things to make a new Downtown be attractive and work

Q3. *Why do you come to Downtown Mundelein? (*more than one choice possible per survey)*

- a) Shopping: 46 responses
- b) Restaurants: 53 responses
- c) Services: 29 responses
- d) Events: 37 responses
- e) Work: 21 responses
- f) Other: 13 responses
 - i. I don't. I go to Libertyville because it has more amenities and feels safer
 - ii. Difficult to compete with Vernon Hills shopping
 - iii. Post office only
 - iv. Social interaction
 - v. Live in Downtown
 - vi. Governmental
 - vii. The park
 - viii. Train station
 - ix. Post Office, Village Hall
 - x. Would be nice to have gift type or antique-boutique type Business
 - xi. Only to the post office & summer music evenings in the park

Q4. *What do you feel is the best feature of the existing Downtown?*

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Streetscape (7 responses)
 - Streetscape – Park Street area
 - New streets, lighting, benches, etc.
- Accessibility (7 responses)
 - Access from major highways (2)
 - Ease of travel
 - Route 45 being 4-lane

- Traffic flow – basic is there; would be greatly enhanced
- Train station (4 responses)
- Village Hall (4 responses)
- Large area (3 responses)

Responses given by two people include:

- Kracklauer Park (2 responses)
- Police Station (2 responses)
- Park Street (2 responses)
- Hawley and Lake Street area (2 responses)
- Seymour and Park Street area (2 responses)
- Pedestrian scale (2 responses)
- Overall appearance (2 responses)
 - Building design
- No Tall buildings (2 responses)
 - 1- and 2-story buildings

Responses given by one person include:

- Fire station
- Churches
- Concert Park
- Not enough parks
- Nice walks
- Turn of century buildings
- Park area off of Seymour near Santa Maria
- Music evenings in the park
- Latest Main Street programs
- Downtown improvements
- All the improvements made in the last few years
- Main Street area (Park Street)
- It is still fairly low density
- Size and convenience
- Older buildings
- The Howland House
- Restaurants
- Giant shops Close to housing
- Depends on how much money we are going to put in to it
- The more Historical tone of the Village
- Small personal shops
- The newer businesses that have updated their exterior like Park Street, Flowerama & Walgreen's
- Remodeling currently going on
- The Parking is removed and hidden from view of the main street
- Shopping & Governmental Offices
- Sense of community
- Small town feeling
- Abernathy's
- Finally putting it all together and using Downtown for events
- Not much

Q5. Please list qualities you feel should be maintained/enhanced in the Downtown core.

Most frequent answers to this question are below in order of most responses. Comments related to the answers below that were provided by respondents are included. When more than one respondent made the same or similar comment, the number of responses is included.

- Streetscape (20 responses)
 - Consistent period streetscape
 - More streetscape improvements
 - Newer streetscape along Route 45
 - Benches and planting
 - Lighting
 - Signage
 - Trees/landscape (10)
 - Parks
 - Trees in parking lots
 - Trees, flowers
- More retail (5 responses)
 - Local retailers (Walgreen's and Jewel ok)
 - Small retail
 - Higher quality retail
- Services (5 responses)
 - Like library
 - Police station/Fire station/Village Hall/Library/Post Office
 - Improved governmental buildings
- Village Hall (5 responses)
 - Keep Village Hall (2)
 - Keep Village Hall Downtown
 - Redevelop Village Hall style
 - Period set Village Hall
- Keep Village atmosphere (5 responses)
 - Small town atmosphere
 - Smaller scale
- Rehab some buildings (4 responses)
 - Redo façades on aged-looking buildings (like the pharmacy on Prospect and Hawley)
 - Most buildings are old – change the exterior
 - Shops redone for nicer façade
- Sidewalks (4 responses)
 - Improved walk/bike trails and sidewalks
 - Pedestrian-friendly/pedestrian scale
 - Pedestrian-friendly areas far R/R Families
- Accessibility (4 responses)
 - Transportation
 - Mass transit access
 - Better bus service to all parts of Village
- Events (3 responses)
 - See more hometown events-seasonal
 - Fun
- Traditional/attractive designs (3 responses)
 - More traditional styles/traditional materials
- Restaurants (3 responses)

Responses given by two people include:

- Theme (2 responses)
 - Tie the areas together
- Fill in vacancies (2 responses)

- Take down and replace vacant factories
- Improved traffic flow (2 responses)
 - Create cross street access
- Pedestrian access to Metra Station (2 responses)
 - Walking paths from east to Metra
- History (2 responses)

Responses given by one person include:

- Mixing old/new structures that blend
- Scale
- Uniform building size
- Uniformity of exteriors
- Consistent period architecture
- Old look-new materials
- Texture of building materials
- More attractive materials, like those used in Walgreen's and Baskin Robbins
- Mixed façade
- Maintenance of existing Buildings
- Increased economic development
- Overall aesthetics
- Small town curb appeal, with easy access
- Building design
- Kracklauer Park
- Downtown area Park & Seymour
- Adequate parking
- Outside seating
- Formalize core Downtown
- Destination location
- Pride in Village
- Sense of community
- Locally owned business
- Mix of business types
- A population to support the Core Downtown
- Make the Downtown "wanted"
- Downtown currently has an anonymous feel with no real anchor since the library left.
- The rest of it
- Some of the older residential could be enhanced. Also a few of the shops along Lake St. heading north of Hawley.
- Very little...the Downtown of Mundelein is like a lot of other things in Mundelein...no foresight and becoming a urban blight

Q6. *What type of mix of building sizes and heights would you like to see in the Downtown?*

In terms of the selection frequency, the most-desired building height is two-story buildings (48 responses).

'A' (one-story)	- 24 responses
'B' (two-story)	- 48 responses
'C' (three-story)	- 29 responses
'D' (more)	- 6 responses

The most frequently selected **mix of building heights** was only two-story (B) (21 responses). Other popular mixes of building heights were the combinations of one-story (A), and two-story (B) (9 responses), and the combination of one-story (A), two-story (B), and three-story (C) (9 responses). Listed below is a comprehensive list of mixes of uses given. For mixes given by more than one respondent, the number of responses is included.

- A (3 responses)
- A,B (9 responses)
- A,B,C (9 responses)
 - No higher (than 3-story)
- A,B,C,D (2 responses)
- A,C
- B (21 responses)
- B,C (7 responses)
- C (7 responses)
- C,D (3 responses)
 - 3-4 on commercial streets, 5-6 max. (away from single family residential)
- D

Open House

The Consultant conducted an Open House with interested residents of Mundelein on July 20, 2004. The Open House was held at the Police Station and was attended by 56 people. The Open House was designed to update the residents on the progress of the Transit Oriented Development study and to gather feedback on the Project Team's preferred concept plan.

Below is a summary of the results of the Open House. The summary reflects the input submitted to the Consultant via the questionnaire. The responses are listed in order of frequency. The number in parenthesis indicates the number of times a response was heard during the workshop. If no number is included, the response was only recorded once.

1. *How important is commuter parking on the east side of the railroad?*
 - Not important (10)
 - Good idea (6)
 - Important, but Village residents should have first dibs
 - Not until train traffic is a reality
 - Only if the Greenhill site is developed
 - The local residents will use the train line more if parking is available

2. *Are there features from Scenarios 1-3 that were not carried over into the hybrid plan that you would like to see on the hybrid plan?*
 - No (4)
 - Prefer Scenario #1 due to less changes (2)
 - Extending Division across the train tracks
 - Extending McKinley across the railroad tracks to connect east west traffic
 - Get rid of existing industrial in the downtown
 - Hawley Street could use a pedestrian crossing at the railroad tracks
 - More East-West connections to center of town
 - Street scene from 176 south to Courtland
 - Would like to see Archer stay

3. *Assuming the Village Hall is relocated within the study area, where would you prefer it to be located?*
 - As shown on Hybrid Plan (6)
 - By the police department (3)
 - No opinion (2)
 - North of Police Station (2)
 - Anatol site
 - At the old Fire Station
 - Downtown
 - East of Archer
 - East of Seymour near the Water Tower or north of Division
 - North of Kracklauer Park (Scenario 1)
 - Should not be a focal point
 - South of Police Station
 - The Village should purchase the property to the west of existing Village Hall for expansion

4. *Assuming the retail/customer service portion of the Post Office is relocated within the study area, where would you prefer it to be located?*
 - As shown on Hybrid Plan (6)
 - No opinion (2)

- Between the Train Station and Village Hall
 - Downtown
 - First level of a retail shop with ample parking
 - Near the Village Hall
 - North of the Metra Station (Scenario 1)
 - North of the Village Green, separate from Village Hall
 - North side or outside the new proposed downtown
 - Should not be a focal point
 - South end of green space
5. *Please record any thoughts, comments, or concerns in regards to the street layout, as shown on the hybrid plan.*
- Like Chicago Avenue extension (4)
 - Like the main loop around the Green (3)
 - Too Costly – too many changes (2)
 - Facilitates access to the Metra Station
 - More East-West connections to center of town
 - Not sure about closing Hawley at the RR crossing
 - Interesting and ambitious
 - If fully accomplished, will be great
 - Road around Village Green will be too congested
 - New road north of Village Green is too close to Chicago Avenue extension
 - Consider moving Chicago Avenue to the east, closer and parallel to the tracks
 - Would like angled street parking
 - The traffic pattern is a concern
 - What about Carmel High School traffic?
 - Traffic control
 - More beautification north of Hawley
 - It is too bad additional railroad crossings can not be included
 - Is there a need to rezone if McKinley changes the nature of residential?
 - Looks good
 - Access to the train station is key
 - Hope people will park their cars once downtown and walk
 - Make some of the existing railroad crossings into bridges
6. *Please record any thoughts, comments, or concerns in regards to the Village Green and the expansion of Kracklauer Park, as shown on the hybrid plan.*
- Like the concept of a Village Green (8)
 - Hope it will be usable for community events such as Fourth of July, Farmer's Markets (3)
 - Do not like (2)
 - Concern about taking property from homeowners
 - Don't think Kracklauer Park should be extended
 - Has the potential to be a big community draw
 - Hope it will attract unique stores and specialty restaurants, etc
 - Hope it will include gardens
 - Need to balance the size so it is large enough for special events, but not too large that retail is unapproachable
 - Should be used to connect the existing Fairhaven Park and Seymour areas to newer area
 - Uncomfortable about losing existing business, i.e., Citgo and McDonalds
 - Village Green might be better at the location of the cinema and commuter parking or along Seymour and Hammond
 - Would like street level retail to line the green

- Would like the green to run north south
 - Would like to see a children's fountain
7. *Do you have any additional comments or thoughts in regards to the hybrid plan? (Please use the back if extra space is needed)*
- Like Scenario #1 (2)
 - Pedestrian and bicycle tunnel/s should go under Route 45 connecting to the Village Green, Train Station, and retail areas (2)
 - A long term plan is essential
 - Already a big investment in Downtown - need to make sure this investment pays off
 - Calm the coordination plans
 - Can we add a teen center?
 - Concerned about the amount of multifamily housing
 - Consider on going community involvement through block meetings, etc.
 - Consider the feelings and concerns of all the residents
 - Consider the phasing of the project
 - Great opportunity for Mundelein residents
 - Hope the new development fits in with the existing housing
 - Hope the style and the new area is eclectic and we maintain some of the heritage buildings
 - Hope we can attract more places that are open later in the evening, ie, restaurants, coffee shops, music venues
 - Less industrial space in the downtown area
 - Let's move forward
 - Metra Station should be further north with parking on the east side of the tracks
 - Must try to plan for the impact of redevelopment on the east side of the railroad tracks
 - Route 45, just south of 176, should be visually pleasing, i.e., a greenway or meeting area
 - Tang proposal needs some work
 - The Village must actively seek out issues and answers from residents and listen to its citizens
 - Too many changes
 - What effect will the Hawley/176 split have on the grid?
 - Would like an underpass under the railroad tracks at Park or Hawley
 - Would like incentives for people to walk or bike to the downtown
 - Would like the development to reclaim Mundelein's small town feel - similar to Libertyville
 - Would like to see the market demand from developers
 - Would like unique stores, possibly locally owned, that will entice people to hang out downtown

Open House

The Consultant conducted an Open House Meeting with interested residents of Mundelein on October 12, 2004. The Open House was held at the Police Station and was attended by 40 people. The Open House was designed to present the final Transit Oriented Development plan and the implementation strategy.

Below is a summary of the results of the Open House. The summary reflects the input submitted to the Consultant via the questionnaire. The responses are listed in order of frequency. The number in parenthesis indicates the number of times a response was recorded. If no number is included, the response was only recorded once.

The Project Advisory Team developed the following three objectives for the Mundelein TOD Study:

- Objective #1 – Increase density and growth near the train station
- Objective #2 – Increase utilization of the transit functions and surrounding area
- Objective #3 – Overcome potential obstacles to redevelopment

After viewing the presentation and the plans, please answer the following questions:

1. How well does the plan meet objective 1?

- Very Well (8)
- There needs to be more consideration about the development on the east side of the tracks (2)
- If the plan is developed as described, very well
- Questions remain regarding east/west traffic on 176 & Hawley St in light of the existing heavy freight traffic
- Meets the objective by providing residential homes and retail sales
- Very progressive

2. How well does the plan meet objective 2?

- Very Well (6)
- 50% - it excludes the east side of Mundelein
- Depends on the on-road accommodations for bicycles
- Great suggested use of currently underused streets
- If the plan is developed as described, very well
- Makes a whole new town – much needed
- May need more than 750 parking spaces – can the parking lot at the station be turned into a garage?
- Nice way to capitalize on the time and development of Lake County
- Seems right on target
- Traffic flow and access will help meet this objective
- Yes – surprising how many people don't know where the train is now

3. How well does the plan meet objective 3?

- To be determined (3)
- Very Well (3)
- Conceptually have addressed issues, seeing will be believing
- Good vision for the Village
- Inadequate provision for improving east/west traffic flow
- Look to communities that have developed TODs for their experience and also to communities that have not developed (ex. Lake Bluff)

- Other than finance issues, didn't hear much about
- So-so
- There needs to be some initial stimulation and incentives to create interest and investment
- What about current land owners cooperation?

4. Please record any thoughts, comments, or concerns in regards to the final plan. (Please use the back if extra space is needed)

- Creates a real hometown look
- Development on the east side of the tracks will fail due to the lack of access for pedestrians and cars.
- Do the demographics of Mundelein present any particular difficulties for the plan?
- Great job
- Hope the city adopts an aggressive approach towards implementation
- How does the number of freight trains impact the attractiveness and viability of the plan?
- Need adequate bicycle parking
- Need an additional rail underpass so traffic is not blocked by the freight traffic
- Not enough public awareness of public meetings
- Public meetings should be at facilities with adequate bicycle parking – the police station does not qualify
- Really outstanding concept, hope it happens
- Something the Village has needed for years
- Special attention needs to be paid to non-motorized transportation, particularly on-road accommodation
- The community should be able to leave their dollars within the town instead of going else where
- The plan is very complete
- The safety issue of the rail line was not addressed
- The small town look is refreshing and needed
- The Village needs to let people know how it plans to pay for this
- Very exciting, long overdue
- Will be interesting to watch progress
- Would like more information about the development on the east side of the tracks – the density of the development is concerning

Appendix C

**Origin of All Riders Using the Mundelein Station
(Drive, Walk, Bus, Carpool, Dropoff, Etc.)**

Origin	Frequency	Percent
Mundelein	176	79%
Hawthorn Woods	5	2%
Libertyville	5	2%
Island Lake	2	1%
Vernon Hills	2	1%
Unincorporated	32	14%
Total	222	100%

Source: Fall 2002 Origin-Destination Survey

Geocoded addresses are weighted by AM boardings from the 2002 Boarding/Alighting Counts

**Origin of All Riders Using the Libertyville MD-N Station
(Drive, Walk, Bus, Carpool, Dropoff, Etc.)**

Municipality	Frequency	Percent
Libertyville	479	53.0%
Mundelein	125	13.9%
Gurnee	79	8.8%
Vernon Hills	40	4.4%
Green Oaks	31	3.4%
Waukegan	27	3.0%
Grayslake	12	1.4%
Lindenhurst	6	0.7%
Round Lake Beach	6	0.7%
Third Lake	6	0.7%
Hawthorn Woods	3	0.3%
Lake Villa	3	0.3%
Wauconda	3	0.3%
Zion	3	0.3%
Unincorporated / Unknown	79	8.8%
Total	904	100.0%

Source: Fall 2002 Origin-Destination Survey

Geocoded addresses are weighted by AM boardings from the 2002 Boarding/Alighting Counts

Mode-of-Access by Boarding Station; AM both directions
 12/12/2003
 Fall 2002 Origin-Destination Survey

Sta Code	Station Name	Line	Mile Post	IB-OB/Period	AM Boardings		Survey Responses		Station Percent of Survey Responses														
					Boardings	%	Valid Within	Total	Walk	Bike	Drive Alone	Car-pool	Drop-off	Taxi	Rapid Transit	Public Bus	Private Bus	Boat	Metra	Other			
12029	Western Avenue	MIRA-WMIR	2.9	A All AM	360	45.6%	164	Yes	100%	16%	3%	48%	4%	2%	11%	0%	1%	12%	0%	0%	3%	0%	
12114	River Grove	MIRA-WMIR	11.4	C All AM	258	41.8%	113	Yes	100%	27%	0%	54%	3%	3%	11%	0%	1%	2%	0%	0%	0%	0%	
16171	Offshore Transfer	NCS	3.1	D All AM	3	100%	3	No	100%	33%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	33%	0%	
16240	Prospect Heights	NCS	24.0	E All AM	208	38.9%	81	Yes	100%	12%	2%	54%	0%	1%	30%	0%	0%	0%	0%	0%	0%	0%	
16272	Wichfield	NCS	27.2	F All AM	207	52.7%	109	Yes	100%	8%	0%	66%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	
16295	Buffalo Grove	NCS	28.5	F All AM	507	46.2%	234	Yes	100%	9%	0%	68%	2%	2%	19%	0%	0%	0%	0%	0%	0%	0%	
16316	Prairie View	NCS	31.6	G All AM	333	54.9%	128	Yes	100%	8%	0%	68%	5%	5%	14%	0%	0%	0%	0%	0%	0%	0%	
16330	Vernon Hills	NCS	33.0	G All AM	276	64.1%	177	Yes	100%	14%	2%	64%	2%	1%	18%	0%	0%	0%	0%	1%	0%	0%	
16469	Minnetonka	NCS	36.9	H All AM	222	72.5%	161	Yes	100%	2%	1%	70%	2%	2%	22%	0%	0%	0%	0%	0%	0%	0%	
16407	Prairie Crossing/Libertyville	NCS	40.7	H All AM	75	69.3%	52	Yes	100%	8%	4%	62%	4%	2%	21%	0%	0%	0%	0%	0%	0%	0%	
16459	Round Lake Beach	NCS	43.9	J All AM	155	73.5%	114	Yes	100%	4%	2%	55%	1%	3%	35%	1%	0%	0%	0%	0%	0%	0%	
16482	Lake Villa	NCS	48.2	J All AM	140	71.4%	100	Yes	100%	2%	0%	60%	4%	4%	28%	0%	0%	0%	0%	1%	0%	1%	
16528	Ambeth	NCS	57.8	K All AM	161	78.3%	126	Yes	100%	8%	4%	57%	2%	2%	27%	0%	0%	0%	0%	0%	0%	0%	
Totals				All AM	132,172	48.8%	64,508		100%	21%	1%	53%	2%	2%	14%	1%	3%	0%	0%	1%	0%	0%	
Totals/Averages Weighted by Ridership				All AM	132,172	100.0%	132,168																

Oct-Nov 2002 Origin-Destination Survey
 w/IB & IB, AM peak & AM off-peak, on-board, geocoded, performed by Synovate/Market Facts

Note on Shading and "Valid Within ±7%" column:
 SHADDED ROWS CONTAIN DATA THAT IS NOT CONSIDERED RELIABLE BECAUSE THE SAMPLE SIZE IS TOO SMALL BASED ON THE RESPONSE PATTERN. USE CAUTION IN USING DATA.
 All rows that have a "No" in the "Valid Within ±7%" column have been shaded via conditional formatting, while all rows with a "Yes" left unshaded.

If the "Valid Within ±7%" column indicates "Yes", the results for Walk, Drove Alone, and Drop Off are valid within ±7%. This means that we are certain to a 95% confidence level that the %s in these categories are Seven percent was chosen as a reasonable amount of variation that we were willing to accept. The columns to the right end indicate the subinterval width or how much above and below the given value that 7% of the p-value for the 95% confidence level is hidden in cell BL2. In order to change the size of the acceptable subinterval, simply alter the cell at the bottom of column N.

North Central Line: Metra Station Parking Stats

07-Dec-04

Station	Fare Zone	MP	2001 permit			2001 daily		2001 mixed		2001 total												
			Cap	Use	EUse	Cap	Use	Cap	Use	Cap	Use	EUse	%EUse									
O'Hare Transfer	D	17.1																				
Prospect Heights	E	24.0	9	0	9			236	124					245	124	133					54.3%	
Wheeling	F	27.2						488	258					488	258	258						52.9%
Buffalo Grove	F	29.5						626	365					626	365	365						58.3%
Prairie View	G	31.6	86	78	86	116	75							202	153	161						79.7%
Vernon Hills	G	33.0						221	201					221	201	201						91.0%
Mundelein	H	36.9						288	149					288	149	149						51.7%
Prairie Crossing/Libertyville	H	40.7				145	49							145	49	49						33.8%
Round Lake Beach	J	45.9						185	93					185	93	93						50.3%
Lake Villa	J	48.2				115	67							115	67	67						58.3%
Antioch	K	52.8						76	76					76	76	76						100.0%
Total			95	78	95	376	191	2,120	1,266					2,591	1,535	1,552						59.9%

North Central Line: Weekday Station Passenger Boardings Over Time

Station	MP	1983	1985	1987	1989	1991	1993	1995	1997	1999	2002
Antioch	52.8	--	--	--	--	--	--	--	124	141	169
Lake Villa	48.2	--	--	--	--	--	--	--	87	108	143
Round Lake Beach	45.9	--	--	--	--	--	--	--	111	130	157
Prairie Crossing/Libertyville	40.7	--	--	--	--	--	--	--	38	54	76
Mundelein	36.9	--	--	--	--	--	--	--	223	227	235
Vernon Hills	33.0	--	--	--	--	--	--	--	231	272	284
Prairie View	31.6	--	--	--	--	--	--	--	217	232	255
Buffalo Grove	29.5	--	--	--	--	--	--	--	534	599	547
Wheeling	27.2	--	--	--	--	--	--	--	245	282	235
Prospect Heights	24.0	--	--	--	--	--	--	--	192	228	240
O'Hare Transfer	17.1	--	--	--	--	--	--	--	68	83	55
River Grove	11.4	--	--	--	--	--	--	--	138	176	172
Western Avenue	2.9	--	--	--	--	--	--	--	25	43	42
Union Station	0.0	--	--	--	--	--	--	--	1,708	1,905	1,893
Total North Central Service		--	--	--	--	--	--	--	3,941	4,480	4,503

Weekday Station Passenger Boardings & Alightings -- Fall 2002

Station	Mile Post	Fare Zone	Station Location	Total Passengers Entering & Leaving Stations						Total AM* Boardings	Transfer Passengers**		Outlying Boarding Rank***
				Inbound Trains		Outbound Trains		All Trains			Ons	Offs	
				Ons	Offs	Ons	Offs	Ons	Offs				
Antioch	52.8	K	Lake	169	0	0	160	169	160	161		179	
Lake Villa	48.2	J	Lake	141	1	2	119	143	120	140		186	
Round Lake Beach	45.9	J	Lake	155	1	2	140	157	141	155		183	
Pra. Crssng/Libertyville	40.7	H	Lake	75	7	1	74	76	81	75		212	
Mundelein	36.9	H	Lake	224	45	11	182	235	227	222		166	
Vernon Hills	33.0	G	Lake	276	6	8	250	284	256	276		151	
Prairie View	31.6	G	Lake	236	22	19	217	255	239	233		158	
Buffalo Grove	29.5	F	Lake	515	41	32	479	547	520	507		100	
Wheeling	27.2	F	Sub Cook	212	29	23	199	235	228	207		166	
Prospect Heights	24.0	E	Sub Cook	208	15	32	178	240	193	208		163	
O'Hare Transfer	17.1	D	Chicago	3	63	52	11	55	74	3		218	
River Grove	11.4	C	Sub Cook	142	34	30	90	172	124	142		141	
Western Avenue	2.9	A	Chicago	19	70	23	29	42	99	17		86	
Union Station	0.0	A	Chicago	0	2,041	1,893	0	1,893	2,041	0			
Total North Central Service				2,375	2,375	2,128	2,128	4,503	4,503	2,346	0	0	

Station Summary: North Central Service

Count Conducted Tuesday, October 15, 2002

STATION	MP	Inbound Trains		Outbound Trains		All Trains	
		Ons	Offs	Ons	Offs	Ons	Offs
Antioch	52.8	169	0	0	160	169	160
Lake Villa	48.2	141	1	2	119	143	120
Round Lake Beach	45.9	155	1	2	140	157	141
Prairie Crossing/Libertyville	40.7	75	7	1	74	76	81
Mundelein	36.9	224	45	11	182	235	227
Vernon Hills	33.0	276	6	8	250	284	256
Prairie View	31.6	236	22	19	217	255	239
Buffalo Grove	29.5	515	41	32	479	547	520
Wheeling	27.2	212	29	23	199	235	228
Prospect Heights	24.0	208	15	32	178	240	193
O'Hare Transfer	17.1	3	63	52	11	55	74
River Grove	11.4	142	34	30	90	172	124
Western Avenue	2.9	19	70	23	29	42	99
Union Station	0.0	0	2,041	1,893	0	1,893	2,041
Total		2,375	2,375	2,128	2,128	4,503	4,503
Passenger Miles			71,435		65,423		136,858
Average Trip Length			30.1		30.7		30.4

Station/Train Passenger Count: North Central Service Inbound

Tuesday, October 15, 2002

Station	Train: Depart: Arrive:	Mile Post	100 5:27 AM 6:52 AM		102 5:59 AM 7:25 AM		104 6:33 AM 8:00 AM		106 7:02 AM 8:28 AM		112 3:29 PM 4:54 PM		Total	
			Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Antioch		52.8	32		38		40		51		8		169	
Lake Villa		48.2	15	0	33	0	38	0	54	0	1	1	141	1
Round Lake Beach		45.9	26	0	29	0	35	0	65	1	0	0	155	1
Prairie Crossing/Libertyville		40.7	12	0	23	0	23	7	17	0	0	0	75	7
Mundelein		36.9	32	1	62	1	68	2	60	40	2	1	224	45
Vernon Hills		33.0	55	0	67	1	86	2	68	2	0	1	276	6
Prairie View		31.6	39	1	59	3	77	3	58	15	3	0	236	22
Buffalo Grove		29.5	77	4	126	5	181	9	123	23	8	0	515	41
Wheeling		27.2	24	1	53	4	76	3	54	20	5	1	212	29
Prospect Heights		24.0	33	0	63	5	68	5	44	4	0	1	208	15
O'Hare Transfer		17.1	0	9	0	10	1	13	2	26	0	5	3	63
River Grove		11.4	31	10	35	9	42	10	34	4	0	1	142	34
Western Avenue		2.9	0	16	3	12	7	17	7	20	2	5	19	70
Union Station		0.0		334		541		671		482		13		2,041
Total Passengers			376	376	591	591	742	742	637	637	29	29	2,375	2,375
Maximum Load			Western Ave.		Western Ave.		Western Ave.		Western Ave.		Prospect Heights			
Maximum Load Point			42		50		71		155		16		334	
Intermediate Passengers			11,864		18,456		22,449		17,929		736		71,435	
Passenger Miles			31.6		31.2		30.3		28.1		25.4		30.1	
Average Trip Length			31.6		31.2		30.3		28.1		25.4		30.1	

Blank cells are non-stops.

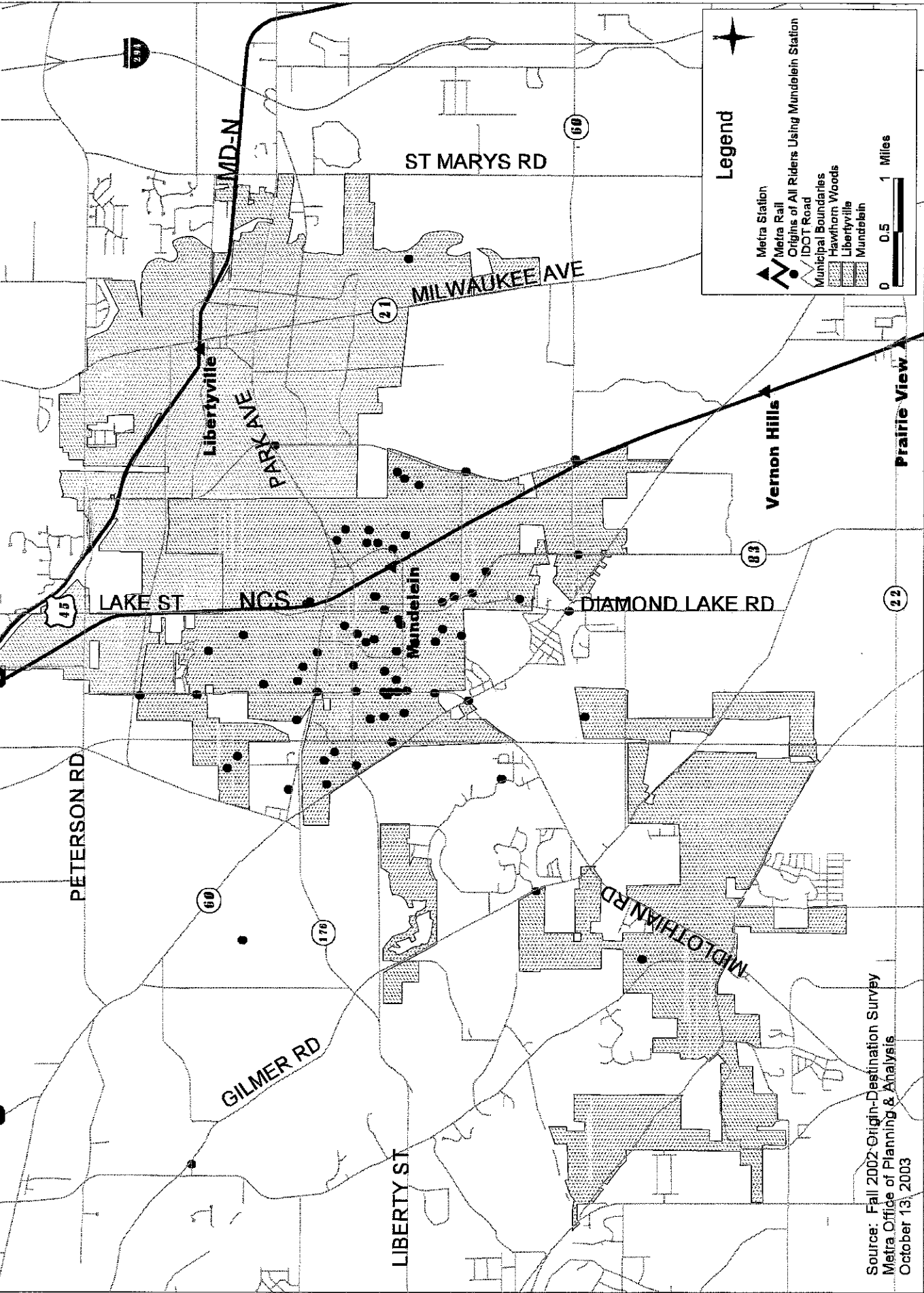
Station/Train Passenger Count: North Central Service Outbound

Tuesday, October 15, 2002

Station	Train: Depart: Arrive: Mile Post	105 1:25 PM 2:52 PM		107 4:30 PM 5:55 PM		109 5:00 PM 6:25 PM		111 5:45 PM 7:12 PM		113 6:17 PM 7:42 PM		Total	
		Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Union Station	0.0	83		529		601		475		205		1,893	
Western Avenue	2.9	0	0	17	13	5	5	0	3	1	8	23	29
River Grove	11.4	2	4	18	16	6	39	3	24	1	7	30	90
O'Hare Transfer	17.1	2	2	31	3	13	3	5	1	1	2	52	11
Prospect Heights	24.0	0	4	28	40	3	68	1	50	0	16	32	178
Wheeling	27.2	1	7	17	60	2	66	2	47	1	19	23	199
Buffalo Grove	29.5	3	21	20	116	5	150	2	132	2	60	32	479
Prairie View	31.6	0	14	17	43	0	82	2	54	0	24	19	217
Vernon Hills	33.0	0	5	8	79	0	77	0	55	0	34	8	250
Mundelein	36.9	7	14	3	62	0	47	0	42	1	17	11	182
Prairie Crossing/Libertyville	40.7	0	4	1	33	0	15	0	14	0	8	1	74
Round Lake Beach	45.9	0	4	1	81	0	31	1	16	0	8	2	140
Lake Villa	48.2	1	9	1	56	0	26	0	22	0	6	2	119
Antioch	52.8		11		89		26		31		3		160
Total Passengers		99	99	691	691	635	635	491	491	212	212	2,128	2,128
Maximum Load			83		563		601		475		205		
Maximum Load Point			Union Station		O'Hare Transfer		Union Station		Union Station		Union Station		
Intermediate Passengers			16		162		34		16		7		235
Passenger Miles			2,992		21,443		19,309		15,378		6,302		65,423
Average Trip Length			30.2		31.0		30.4		31.3		29.7		30.7

Blank cells are non-stops.

Origins of All Riders Using the Mundelein NCS Station



Source: Fall 2002 Origin-Destination Survey
 Metra Office of Planning & Analysis
 October 13, 2003

Origins of All Riders Using the Mundelein & Libertyville Stations

