



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

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Executive Summary

Executive Summary

The Transit-Oriented Development (TOD) Plan presented in this report is a unique opportunity for the Village of Mundelein to redevelop the area surrounding the Mundelein Train Station with a connecting node of activity that will serve as a focal point for the entire community. The TOD Plan weaves together retail, residential, and civic uses into a mixed-use development with a large Village Green as the focal point. The Plan reconnects the grid system, currently only present on the periphery of the Station Area, to create an efficient circulation system. Mundelein's TOD Plan builds on Mundelein's 1995 and 1997 Comprehensive Plans and outlines the technical considerations that will lead to implementation.

Introduction and Background

The Village of Mundelein is a growing community in the Chicago metropolitan area, located in central Lake County just 35 miles north of Chicago. Mundelein was first settled in 1835 and received freight train service in 1847. The extension of the Chicago North Shore and Milwaukee Railroad interurban electric line to the Village in 1926 provided commuter service from a station located at McKinley and Prospect Avenues. Commuter service was ended in 1963. From that point forward, Mundelein developed as an automobile dependent community. In 1996 commuter train service returned to Mundelein through Metra's North Central line, which operates over the Canadian National rail line. Due to its success, the North Central line is being double tracked to allow for increased service. The timing of the Mundelein TOD Study comes at a critical time; the double tracking is scheduled for completion by the end of 2005 and ridership is expected to grow. Mundelein is in an advantageous position to capitalize on both the new and existing commuters to help support the retail, residential, and recreational offerings within the Station Area.

Demographics

In 2003, the Village of Mundelein had an approximate population of 33,000. The Village 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 contains 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 consistently been slightly lower than neighboring municipalities in Lake County, although it has been higher than the Chicago Primary Metropolitan Statistical Area (PMSA) median¹. Mundelein's median household income has grown at faster average annual rates than the surrounding communities of Grayslake, Lake Zurich, Libertyville, and Vernon Hills. Mundelein maintains equal proportions of residents employed in manufacturing, professional, and service-oriented occupations.

Station Area

An approximate ¼-mile radius around the Mundelein Train Station delineates the Station Area, which generally corresponds to a five-minute walk. The Station is surrounded by large, primarily vacant properties previously occupied by light industrial or manufacturing uses. The commuter parking facility dominates the center of the Station Area, with a parking lot that currently has a capacity of 287 cars and is being expanded to a capacity of 528 by the end of 2005. Access to the Station is from Division Street, which dead-ends into the commuter parking lot. As the Village plans for the future of its Station Area, the existing transportation needs to be addressed comprehensively. With the exception of Division Street extending into the commuter parking lot, the existing roadway network does not extend into the Station Area. The lack of roads and sidewalks create a large void in Mundelein's town fabric. The absence of infrastructure coupled with the industrial nature of the area creates a bleak environment.

¹ The PMSA consists of Cook, DeKalb, DuPage, Grundy, Kane, Kendall, McHenry, and Will counties.

Community Involvement

Community Involvement was an integral component to the Mundelein TOD Plan. Throughout the process, residents of the community provided their input through the Project Advisory Board, several open houses, a Visual Preference Survey, and a website set up specifically for the Study at www.mundelein.org/tod. All of the community meetings were well attended and provided valuable input. A recurring theme through many of the meetings was the lack of a downtown in Mundelein and the desire for the Plan to be realized. A Strengths, Weakness, Opportunities, and Threats analysis was conducted at an initial Project Advisory Board meeting to determine the community's needs and concerns. The new Mundelein Train Station and adjacent available land for development were identified as primary strengths in the Station Area, while threats included more industrial uses, vacancies, and fragmented development. The Visual Preference Survey further established desirable land uses, facilities, and styles. The Community Involvement portion of the Study helped shape the overarching goals of the TOD Plan:

- Increase growth and density near the train station.
- Increase the utilization of the transit functions and the surrounding area.
- Draw activity into the heart of the Station Area.

The TOD Plan

Consistent with the principles of successful TOD projects, Mundelein's Station Area will combine a variety of uses within a small area. The downtown market and local economic factors support the Village's land use objectives for the redevelopment of the Station Area into a mixed-use residential development. The Plan is focused on creating a higher density neighborhood around the Station that is physically and programmatically connected to the rest of the community. The market analysis conducted for this study estimated demand for 110,000 to 160,000 square feet of convenience and national retail and 50,000 to 100,000 square feet of office space. The market analysis also indicated that 600 – 800 for-sale residential units and 400 – 600 for-rent residential units could be absorbed over a ten-year period. Reflecting the input of the Community, the TOD Plan proposes a variety of housing types and retail to meet the needs of a diverse population.

The Plan increases utilization and reliance on transit services through service improvements and access. It is recommended that Pace Bus Route 572 be rerouted into the heart of the Station Area to create a multimodal transit center. A positive outcome of the rerouted bus service would be enhanced connections between Pace and Metra which could lead to increased ridership. A comprehensive commuter parking strategy is recommended within the TOD. The Plan provides enough commuter parking spaces to accommodate long term increased commuter activity. The parking is also redistributed and positioned within the Station Area such that commuters are enticed to pass through retail business and urban spaces in order to arrive at the train. This relationship will spur commuter spending, thus supply additional revenue for local businesses. The TOD Plan also introduces a more navigable, pedestrian-friendly street grid pattern. Chicago Avenue will be extended south from Hawley Street to Courtland Street. This extension of Chicago Avenue will establish a vital link within the Station Area and create a vibrant, attractive downtown. A McKinley Street connection across the railroad tracks just north of the Mundelein Train Station has been designated as a placeholder for optional future consideration in the Plan, subject to further study. This optional connection will facilitate greater access to the Station Area from the neighborhoods on the east side of the railroad tracks, and provide a vibrant link between the new developments on both sides of the tracks. The political and logistical complexities of creating a new at-grade crossing necessitate further discussion with Metra, the Canadian National Railroad, and the Illinois Commerce Commission.

The Plan calls for the area around the Station to serve as an anchor for the Station Area. Understanding the importance of the stable tenants within the Station Area, the Village will create a civic campus by locating several civic uses in the Station Area. The civic campus will serve as a magnet for daily visitors and activity with a Village Green as the defining feature. The purpose of the green space is to create a viewshed from Route 45 to the Mundelein Train Station, as well as define a gateway into the heart of the TOD. The Village Green will function as a "boulevard" with development relating on either side, a recreational space, and a space for Village gatherings and celebrations.

In addition to fulfilling the overarching goals of the TOD, the Plan was developed with a sense of environment and ecology. The nature of TODs is more environmentally friendly due to decreased dependence on automobiles. However, Mundelein also has the opportunity to serve as an example of a dense urban town center development that follows sustainable development guidelines. The Plan includes an overall stormwater plan for the entire area (as opposed to requiring each development to manage stormwater individually). This unified system will allow for water quality enhancements, habitat creation, and increased development potential.

Implementation Strategy

The implementation strategy of the Mundelein Station Area Plan is proposed to adjust and grow with the community. Plans of the size and complexity of Mundelein's Station Area Plan are handled most successfully by organizing activities into phases according to community priorities, market support, and private interest. The strategy for accomplishing this TOD project includes development in two phases over approximately 15 years.

Phase 1

Phase 1 proposes development of several core parcels, around which the remainder of the TOD Plan would develop over time. Due to the lack of existing infrastructure within the Station Area, introducing the beginning of the street network is crucial for bringing commuters and retail customers into the neighborhood off the high-traffic collector and arterial streets around the Station Area. Three roadway improvements will establish the main axes of a new grid system: the extension of Chicago Avenue, Division Street, and Hammond Street. The Station Area establishes 2.9 acres of green space in the first phase of the Village Green, which fulfills two very important functions in the Station Area: an open space area for both passive recreation and active Village events and green space contributing to storm and surface water absorption. In order to maintain 24 x 7 vitality in the Station Area, it will be important to encourage residential and retail development. The private development proposed for Phase 1 includes several retail and mixed-use retail/parking projects that will form the core of new development in the Station Area. With the North Central Line double-tracking project nearing completion in 2005, it will be critical to maintain the number of commuter parking spaces needed to accommodate anticipated ridership increases. According to the Village of Mundelein, the current commuter parking lot will provide 528 surface parking spaces at the end of 2005. The net total of commuter parking spaces at the end of Phase 1 will be 550 spaces, an increase of 22 spaces over the planned supply of 528 spaces. It is anticipated that Phase 1 would span 1-5 years.

Phase 2

Phase 2 would be triggered by infrastructure improvements and the successful development of several central blocks during Phase 1. Phase 2 contains the remainder of the infrastructure improvements, additional mixed-use development, including civic and entertainment uses, and residential development. Redevelopment of the Station Area during Phase 2 is largely dependent on the ability of the Village and private developers to acquire and clear the remaining large parcels in the Station Area. Infrastructure improvements during Phase 2 expand the basic grid system established in Phase 1. Chicago Avenue is continued south to connect with Courtland Street, Archer Avenue is extended south to Crystal Street, and a new north-south and east-west connector are constructed. Phase 2 adds 3.0 acres of green space to the Village Green, constructed west of Archer Avenue to Lake Street. This extension makes the connection between the Village Green, Kracklauer Park, and the landscaped grounds of the police station. Leading redevelopment projects in Phase 2 will be the civic anchors along the south face of the Village Green: a new, modern Village Hall and a retail post office outlet. Parking demand during Phase 2 will come from commuters, customers of new Station Area establishments, and Station Area residents. The Station Area will provide commuters with a total of 750 parking spaces, which is an increase of 200 spaces over the Phase 1 supply of 550 spaces. The net number of new commuter parking spaces is 222. The timeframe for the completion of the TOD Plan would be approximately 5-15 years, following Phase 1.

In order to assure that this project maintains the momentum that it has gained through this initial planning stage, it is recommended that the Village of Mundelein establish a Redevelopment Board/Commission to oversee the activities necessary to move this project forward including:

- Establish a Tax Increment Financing (TIF) district to accommodate proposed development.
- Review and amend the zoning ordinance to enable the redevelopment of the Station Area.
- Create design guidelines for cohesive and aesthetically pleasing development.
- Conduct studies necessary to bring the entire plan to fruition, including an examination of a new at-grade crossing, a detailed stormwater management plan, and a program for the Village Green.

Introduction

Introduction

Transit-Oriented Development, or TOD; is the creation of compact, walkable communities centered on a transit system. In the Chicagoland area TODs tend to be focused around the community's train station and have traded the acres of commuter parking for a higher density, walkable development that weaves together parking, office, residential, retail, and civic uses.

The Transit-Oriented Development Plan for the Village of Mundelein, Illinois, sets forth the Village's long-range plan for improvement, development, and growth within the train station area. The Plan includes goals, objectives, and policies for the future of the TOD area, as well as steps on how to implement the Plan.

Mundelein's Transit-Oriented Development Plan has been developed with substantial community input and participation and represents the conclusion of a twelve-month community planning effort.

History

The Village of Mundelein boasts a long, rich history. The first known settler was Peter Shaddle, who followed a westward trail from the Des Plaines River before building a log cabin in 1835 on what are now the grounds of St. Mary's of the Lake Seminary. The trail used by Shaddle eventually became Route 176.

The following years saw English emigrants arriving in the area after escaping the industrial depression in England. These tradesmen became farmers and named their new community "Mechanics Grove" after the life they left behind. They built churches, schools, and enjoyed the rapid expansion of the settlement. Lake County was established in 1839, and Mechanics Grove was well represented on the first board of County Commissioners.

In 1847, John Holcomb and his wife arrived in Mechanics Grove looking for land to purchase for a homestead. Holcomb eventually acquired 356 acres and became active in the leadership of the rapidly developing area. In his honor, the unincorporated community changed its name to "Holcomb" which continued to grow and prosper. In 1855, the Wisconsin Central Railroad extended its line from Wisconsin to Chicago by way of Lake County. Holcomb donated 20 acres of land to the railway, bringing an important transportation artery to the community.



Area, Illinois

The addition of the railroad made the train station the center of town commerce. General stores clustered around the station, as well as grain elevators for the farmers who prospered by sending their produce to Chicago's markets. Not long after the first railroad station in Holcomb was built, the Holcomb area incorporated under the name of "Rockefeller" in honor of railroad magnate John D. Rockefeller. Rockefeller had all of the amenities of a small, active town, but it didn't keep the new name very long. In July 1909, the village changed its name to "Area", an acronym for "Ability, Reliability, Endurance, and Action." Area was educational entrepreneur Arthur Sheldon's philosophy for his sales school, a highly successful school that attracted 10,000

students at its peak. Sheldon constructed his school on approximately 600 acres on the original site of Mechanics Grove. Besides attracting thousands of students, the school provided employment for close to 200 residents of Area. The combination of the students and the employees of Sheldon's school helped continue the growth of the community.

With the onset of the First World War, the need for training salesmen declined and forced the closure of the school. In 1921, Cardinal George Mundelein of Chicago purchased the property from Sheldon and authorized the construction of St. Mary's of the Lake Seminary. The community changed its name for the last time in 1924 to Mundelein in recognition of Cardinal Mundelein's success with the new seminary. In 1926, Mundelein had the honor of hosting the concluding masses for the 28th International Eucharistic Congress; the first time the gathering had been held in the United States. The opening of the Congress was held in Chicago with 12 cardinals, 64 archbishops, 390 bishops, 500 monsignors, 8,000 priests, 10,000 nuns, and 200,000 worshippers

traveling to Mundelein for the closing mass. Many of the worshipers journeyed by train arriving at the newly renamed Mundelein train station. To this day, the St. Mary's of the Lake Seminary campus remains an active seminary, a religious retreat for the Catholic Church, and learning facility for up to 400 students. All but a handful of the diocesan priests in the Archdiocese of Chicago have received their graduate education at Mundelein Seminary.

Mundelein, like the rest of the country, enjoyed plentiful times during the 1920's. In large measure, this can be attributed to Samuel Insull, owner of the Chicago Milwaukee Electric Railroad. Insull's dream was to build a residential community for 35,000, many of who would commute to Chicago on the Chicago Milwaukee Electric Line. To help facilitate this dream, Insull developed a master plan for Mundelein containing streets, sidewalks, sewers, and subdivisions as well as a new commuter station at Prospect and McKinley Avenues. Insull was also responsible for Hawley Street extending across the railroad tracks, and for widening it between Lake Street/Route 45 and Route 176.



Mundelein Village Hall opening, 1929

In 1929, Mundelein's first Village Hall was built. The Village Administration still resides in this building today. Mundelein continued to grow through the rest of the century and as with many Chicagoland suburbs, Mundelein saw a boom in residential development with the onset of the GI Bill and the baby boom following World War II.

Coinciding with the residential boom, Mundelein saw its citizen's dependence on the railroad decrease and their reliance on automobiles increase. Residential development continued to grow, but instead of the traditional location near the train station and rail line, the development patterns followed the main roadway arteries away from the town center. The corner shops and restaurants that once surrounded the train station were razed to make room for industrial

uses. In 1963, commuter rail service to Mundelein was halted and the station was torn down. The rail right of way eventually became a bicycle path.

On August 19, 1996, after 30 years of no commuter train service, Metra's North Central Service trains started operating over the Wisconsin Central main line between Chicago and Antioch, Illinois, with a stop in Mundelein. A new station was built to accommodate the new train service, just south of Mundelein's original station, at 205 North Archer Avenue. Service began with three daily rush hour trains in each direction, plus a midday round trip. A fourth rush hour train was added in each direction in February 1997. Service is weekdays only. Mundelein was one of the top four stations for the number of boardings on the North Central Line the first year of service and has seen a five percent increase in the first five years of service (1997-2002). In 2001, Canadian National (CN) acquired Wisconsin Central and all of its holdings, including the tracks over which Metra's North Central service operates. Shortly thereafter, work began on "double tracking" the rail line to allow for increased and improved service. Construction is expected to be complete by late fall 2005. While Metra is building the second track and will own this track for its useful life, CN retains ownership of the right-of-way.



New Mundelein Train Station

The establishment of a new commuter rail line in an existing suburban area is significantly different from how Chicago's older communities evolved. Traditionally it was the rail lines that came first, and each suburb evolved and grew using the train station as the main focus. The "newer" suburbs have developed mainly around the automobile, with winding residential streets, cul-de-sacs, and limited pedestrian movement. Therefore, when new commuter service is introduced to an existing community, driving tends to be the most practical way to get to the train station. Ample parking is one of the main requirements for new commuter rail stations. Despite Mundelein's original development around a train station, over 30 years with no train service forced the residential neighborhoods to develop as automobile dependent.

Mundelein has a unique advantage as it looks to reconnect the community to the train station. The increased train service due to the double tracking of the North Central line will provide an increase in commuters who will help in support new retail, residential, and recreational offerings within the Station Area.

Purpose

The purpose of this project is to develop a TOD Plan for the Village of Mundelein. A TOD study brings together many different issues into one arena for analysis and discussion of opportunities. This plan of action will lead to the development of transit-oriented projects, allowing the Village to maximize the land use potential of the property in the vicinity of the Mundelein Train Station for office, commercial, and residential uses. A ½-mile walking radius around the Station delineates the “Study Area” for this planning effort, but more specifically, focus was given to the properties adjacent to the Station and the surrounding downtown area (the “Station Area”). The goal is to maximize the development potential of these properties for mixed-uses; establish better links to the Station; and more fully integrate the Station into Mundelein. In addition, a successful TOD needs to provide a pleasant pedestrian environment while providing access and parking for all modes of transportation. A major challenge is to develop a plan for the Study Area that meets the needs of the Village’s projected growth and takes into consideration the physical needs of various circulation, transportation, economic, environmental, and design forces.

The study was coordinated by the Project Team consisting of:

- Village of Mundelein
- Regional Transportation Authority (RTA)
- Metra
- Pace
- URS

Methodology

The TOD planning process involved the following steps:

Task 1: Data Collection and Review

Data was collected and analyzed to determine the current conditions in the Station Area, including land use and zoning, physical infrastructure and building features, transportation and transit issues, demographics, urban design, and other components.

Task 2: Community Involvement Meetings

Three public meetings were held throughout the course of the planning process to maximize community participation, develop momentum and support for the project, and to ensure that local needs were articulated and incorporated into the study.

Task 3: Multi-Modal Access and Circulation Plan

The circulation and access was examined within the Study Area including public transportation service, parking, as well as pedestrian and bicycle connections. The impact of the proposed plan on traffic and circulation was also analyzed.

Task 4: Market Analysis

The market analysis developed a profile of Mundelein, as well as the existing Station Area, identified trends, and evaluated opportunities for expansion and new development of business and housing.

Task 5: Concept Plan

A Concept Plan was prepared illustrating desired future conditions, including transit-oriented development opportunities, multi-modal access, circulation, and commuter parking.

Task 6: Tools and Incentives for Redevelopment

Based on the Concept Plan, a strategy for implementation was developed to maximize the Village's options for public and/or private resources to implement the various redevelopment projects.

Task 7: Final Report

The Final Report consolidates the recommendations of the Project Team. It is a summary of the process and the information collected, studied, and evaluated and serves as a guide to the Study Area's redevelopment for the Village.

Analysis

Analysis

Community Overview

The Village of Mundelein is located in central Lake County, approximately 35 miles north of Chicago, 30 miles south of Kenosha, Wisconsin, and five miles west of Interstate 94. Primary access to the community is from Illinois Routes 60, 45, 83, and 176, with Routes 45 and 176 intersecting northwest of the Station Area.

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" for housing among Chicago suburbs by the *Chicago Tribune* and the third best value in the nation by executive relocation firm Location, Inc.

The majority of Mundelein is developed, although it is bordered on the northwest by unincorporated agricultural and undeveloped land. The 1995 *West Side Update to the 1990 Comprehensive Plan* calls for the expansion of Mundelein to encompass the land bordered by Peterson Road on the north and Fairfield Road on the west. The development is planned for primarily residential property and open space/forest preserve land. This presents tremendous opportunity for Mundelein to grow and increase its residential base. To the east and south, Mundelein is landlocked by Libertyville, Vernon Hills, and Hawthorn Woods.



Figure 1: Location Map

The Village of Mundelein's existing land use can be characterized as primarily residential, with a majority of the developments being single-family communities. The eastern portion of town has denser residential development containing both single and multi-family residences, while the more recently developed western side of Mundelein is characterized by single-family homes on larger lots. The automobile dominates transportation in the community; however, the need for alternate modes of transportation has been recognized, and several multi-purpose pathways have been planned to link neighborhoods with parks, open space, and major activity centers in the Village.

Retail and commercial uses are primarily concentrated around the intersections of State Routes 60, 45, and 83, while industrial uses are mainly along the train tracks between Route 176 and Route 45.

Illinois Main Street

The Illinois Main Street Program is a comprehensive community revitalization program designed to promote the historic preservation and economic development of the State's traditional business districts. Based on a model developed by the National Main Street Center of the National Trust for Historic Preservation, Illinois Main Street provides training and technical assistance to participating communities through educational workshops and on-site consultation. Towns do not pay a participation fee, but are selected through an application process on a competitive basis. Approved towns are responsible for financially supporting their local program.

In January 1998, Mundelein was accepted into the Illinois Main Street program. Around the same time, the Village began the first phases of a multi-year Streetscape Renovation Program, where new features have been added to downtown neighborhoods to create an inviting, cohesive atmosphere. Decorative light posts, colorful banners, brick accents to sidewalks, landscaping features, and enhanced public parking were installed. Plans

call for these amenities to be used as a link between the various streets and neighborhoods to present a common visual identity and a sense of "arrival" in the downtown.

The Downtown District is generally described as the area bounded by Edgemont Street, Prairie Avenue, Courtland Street, and James Street. Historically, the majority of commercial and government buildings were clustered near Rt.176, Rt.45, Park Street, Seymour Avenue, and Hawley Street. Despite having successful retail offerings, the Downtown District is lacking in entertainment, dining, and cultural opportunities that create an attractive destination for Mundelein residents, and those from neighboring communities.



Shopping area in the Downtown District

Environmental Analysis

The majority of Mundelein lies within the Indian Creek Watershed. The Indian Creek Watershed covers a 38 square mile area in southern Lake County and drains over 24,000 acres before discharging into the Des Plaines River near Lincolnshire, Illinois (Figure 2). The Indian Creek Watershed is comprised of 4 major stream branches, 12 major lakes, and 10 municipalities. Historically, the Indian Creek Watershed supported a diverse fauna and flora including prairies, savannas, oak woodlands, and wetlands. These natural communities provided valuable functions including water quality benefits, wildlife habitat, soil stabilization, and retention and detention of stormwater. As Lake County began to develop, the natural communities became impaired.

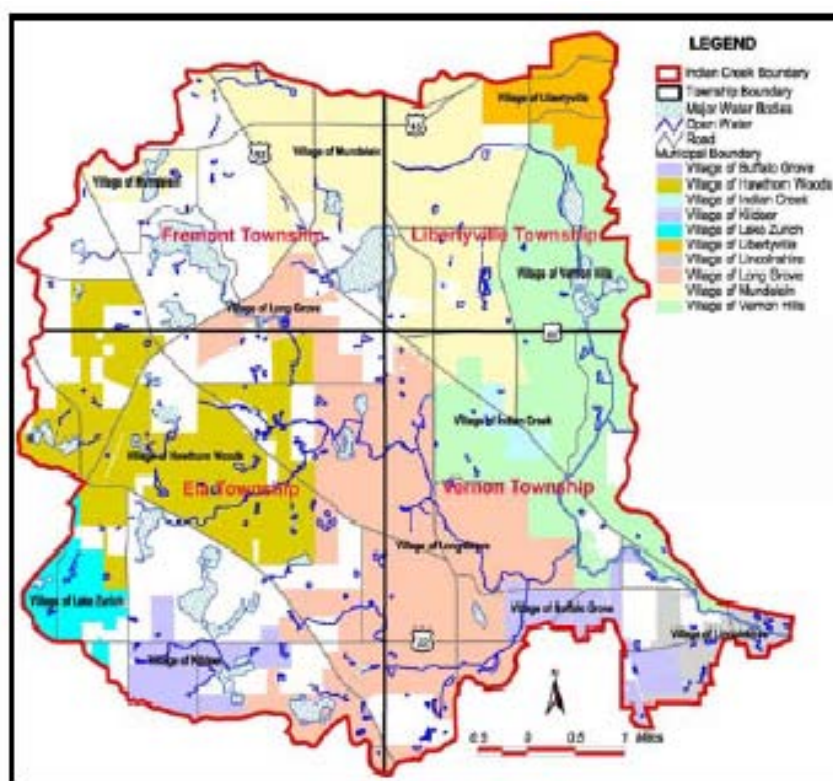


Figure 2: Indian Creek Watershed

In 1983, Indian Creek Watershed was rated in fair condition having "partial support/minor impairment." The sources of the pollution included land development, hydrological modifications, channelization, urban runoff, and municipal and agricultural practices. As this assessment was completed over 20 years ago, the condition of the watershed is likely to be even more degraded today. The Indian Creek Watershed Committee estimates that more than half (62%) of the watershed is developed as residential, commercial, industrial, institutional, and transportation land uses with only 38% remaining as open space. Predictably, flooding within the watershed has increased, and water quality has decreased. As a result of development pressures, the Illinois EPA formally listed Indian Creek and two of its major lakes, Big and Little Bear Lakes, on its 2002 Section 303(d) impaired waters list².

² <http://www.indiancreekwp.org/>

Mundelein Station Area

Mundelein is located along Metra's North Central Service Line, which runs from Antioch, Illinois to Union Station in Chicago, with a connection at O'Hare International Airport. The North Central Line is currently undergoing improvements that will greatly increase service to the communities along the line. The Mundelein Train Station is located in the Downtown, yet removed from the main corridors of IL Route 45 and Hawley Street. The Village has defined the Study Area as the area roughly bounded by 1/2-mile radius around the Station. The Village's "Downtown District" falls within the Study Area. The Downtown District is generally located along Route 45 (Lake Street) between Route 176 (Maple Avenue) and Division Street, and along Hawley Street between Route 45 and James Street. *Figure 4* provides an illustration of the Study Area. An approximate 1/4-mile radius around the Station delineates the Station Area. Due to the strong residential neighborhoods that lie outside of the 1/4-mile radius, this plan will focus mainly on the Station Area, an area generally corresponding to a five-minute walk.

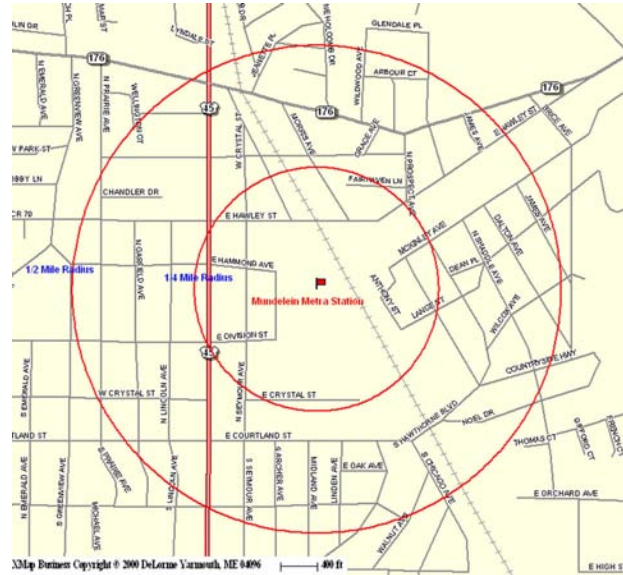


Figure 4: Study Area and Station Area

Presently, the Station 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. Commercial development within the Station Area is concentrated primarily in the Downtown District. The Mundelein Train Station is situated outside of the Downtown District, surrounded by large properties previously occupied by light industrial or manufacturing uses. The majority of the properties are currently vacant. The commuter parking facility dominates the center of the Station Area, with a lot planned to hold 528 cars. Access to the Station is from Division Street, which dead-ends into the parking lot located directly west of the Train Station. Adding to the industrial feel of the area is the Mundelein's Public Works Facility, which is located at the eastern terminus of Crystal Street. The lack of roads and sidewalks, coupled with the vacant, industrial character, makes the Station Area uninviting.



















The Existing Land Use in the Station Area is illustrated on the following page (*Figure 5*).

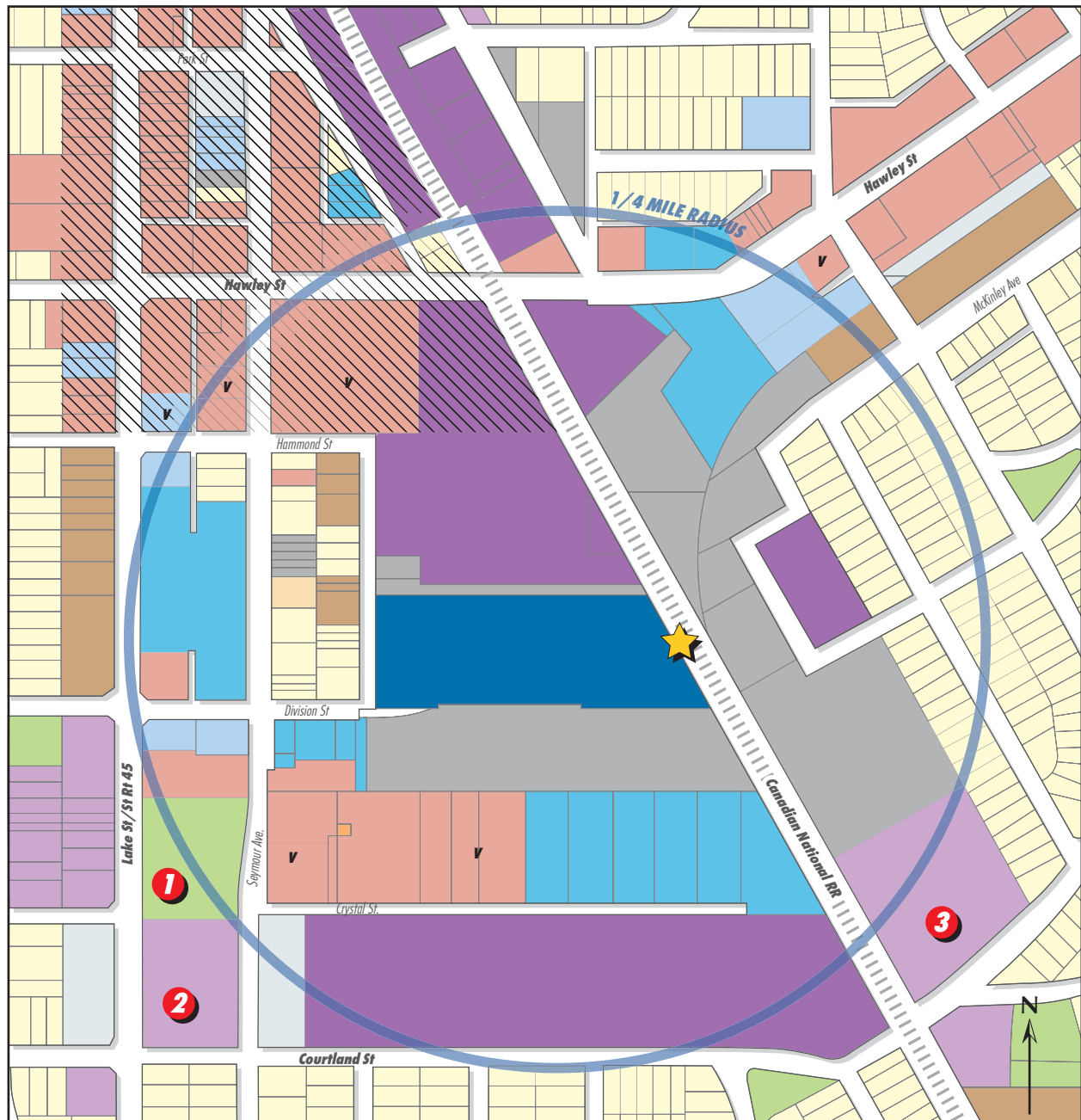
Figure 5

Existing Land Use

The Station 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. Numerous properties within the Station Area are vacant or underutilized.

Map Legend

- | | | | |
|---|------------------------------------|---|-------------------------------|
|  | Single Family Residential |  | Mundelein Train Station |
|  | Single Family Attached Residential |  | Commuter Parking |
|  | Multi-Family Residential |  | Downtown District |
|  | Mixed Use |  | Partial Vacancies |
|  | Commercial |  | Kracklauer Park |
|  | Office |  | Santa Maria del Popolo School |
|  | Institutional |  | Fairhaven School |
|  | Industrial | | |
|  | Public | | |
|  | Park | | |
|  | Vacant | | |



Opportunity Sites

Thirteen properties in the Study Area have been identified for potential redevelopment, based on input and investigation. Within the ¼-mile radius of the Station, there are over 20 acres of vacant property. In addition to the abundance of vacant property, several parcels can be classified as underutilized. The building conditions, styles, and ages vary throughout the Study Area. Out of the 13 possible redevelopment sites identified, 10 are classified as single ownership.

A general overview of each opportunity site is presented on the following page (*Figure 6*).

Figure 6

Opportunity Sites



A Northern Border (6.7 Acres)

Location: Northeast corner of Seymour Avenue and Hawley Street, extends east to the CN railroad tracks.
Status: Mixed use area that includes several single family homes, as well as industrial and commercial uses. Residential development has been proposed for the eastern portion of the site.

B Shopping Center (4.1 Acres)

Location: Southeast corner of Lake Street/Route 45 and Hawley Street.
Status: Mostly leased.

C The Rock-Tenn Property (10.7 acres)

Location: Adjacent to the Commuter Parking Lot on the north side, extends north to Hawley Street.
Status: Existing industrial use.

D The Hubbell Property (1.9 acres)

Location: Adjacent to the CN railroad tracks on the east side, directly east of the Rock-Tenn property.
Status: Existing industrial use.

E Post Office (2.2 Acres)

Location: Hawley Street, on the east side of the CN railroad tracks, adjacent to the Green Hill Property.
Status: Current site of the Mundelein Post Office.

F Residential Block (4.6 acres)

Location: Adjacent to the Commuter Parking Lot and the Rock-Tenn property, bounded by Seymour Avenue to the west, Hammond Street to the north, Archer Avenue to the east and Division Street to the south.
Status: Consists of a mix of multi-family residential, single-family residential, some commercial and vacancies.

G Commuter Parking Lot (7.5 acres)

Location: Adjacent to the Mundelein Train Station on the west side.
Status: Used for commuter parking. Plans to expand the parking lot have been developed.

H Lake Street/Route 45

Location: Area bounded by police station to the north, Seymour Avenue to the east, Kracklauer Park to the south, and Lake Street/Route 45 to the west.
Status: Existing commercial uses.

I The Anatol Property (6.4 acres)

Location: Located south of the Commuter Parking Lot.
Status: Vacant.

J Greenhill property (12.0 acres)

Location: Adjacent to the CN railroad tracks on the east side, just south of the Hubbell site.
Status: Vacant, residential development has been proposed for the property.

K Shopping Center (6.2 Acres)

Location: South of the Anatol site on the west side of the CN railroad tracks and directly west of public works.
Status: Mostly vacant.

L Public Works Facility (6.0 Acres)

Location: North of Crystal Street, just east of site K and adjacent to the CN railroad tracks. Crystal Street dead ends into this site.
Status: Current site of Mundelein Public Works.

M Washburn Property (15.4 Acres)

Location: Property bounded by Crystal Street to the north, CN railroad tracks to the east, Courtland Street to the south, and Seymour Avenue to the west.
Status: Current headquarters of the U.S. Music Corporation.

Socio-Economic Analysis

Socio-Economic Analysis

Mundelein is a growing community, situated near the center of fast-growing Lake County. Socio-economic conditions are ripe for development, displaying characteristics that suggest continued expansion of the residential market, increased demand for recreational and open space facilities, and a growing target market for a new retail base. Detailed tables illustrating these characteristics and trends are provided in Appendix A, Tables A.1 – A.18. Key indicators include:

The size and growth rate of Mundelein’s population, as well as that of surrounding communities (Grayslake to the northwest, Lake Zurich to the west, Libertyville to the north, and Vernon Hills to the southeast):

- The total population of the Village of Mundelein was 30,588 in 2000 (Average annual increase of 3.8% since 1990, higher than Lake County, Illinois, or United States growth rates.)
- Population estimates and projections by Claritas suggest that population has increased to 32,917 in 2003, and will grow to 36,218 persons in 2008 (Average annual increase of 2.1% between 2000 and 2008.)

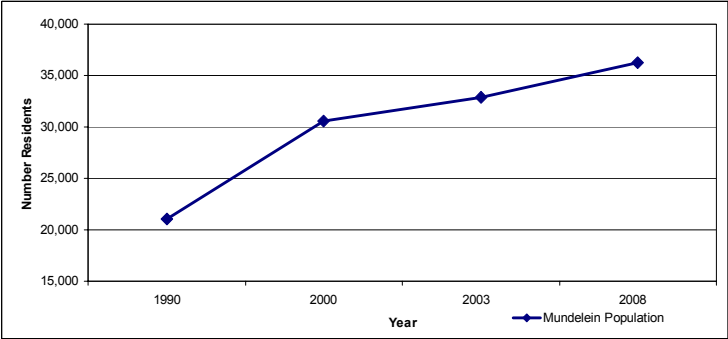


Figure 7: Population Growth

- Grayslake had an estimated 2003 population of 20,682 (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 2003 was negligible, staying at just over 20,000 persons.
- Vernon Hills grew at 2.4% per year since 1990, yielding a population of 20,895 in 2003.

The capacity and growth rate of buying power in Mundelein and surrounding communities:

- In 2000, median household income for Mundelein was approximately \$69,651. Inflation-adjusted real median household income in Mundelein demonstrated growth above county, state, and national averages, experiencing an average annual increase of 1.2% between 1990 and 2000.
- 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.

- Lake County median incomes (\$74,836 in 2003) have been significantly above state (\$52,104 in 2003) and national (\$46,868 in 2003) median figures. Grayslake, Lake Zurich, Libertyville, and Vernon Hills are all characterized by median incomes above Mundelein and county figures.

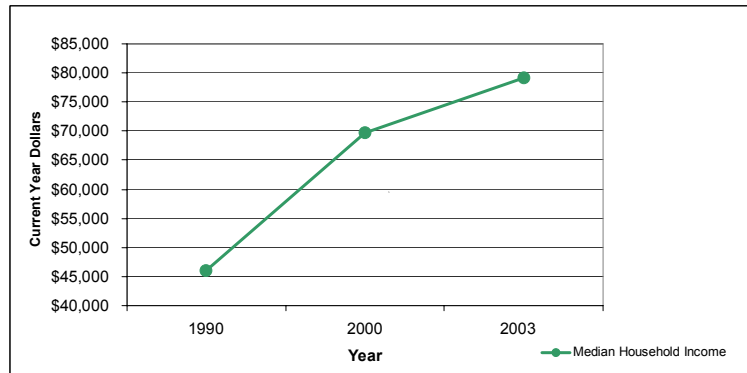


Figure 8: Median Income

Household composition and age profiles supportive of short and long-term residential and retail development:

- 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. 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.

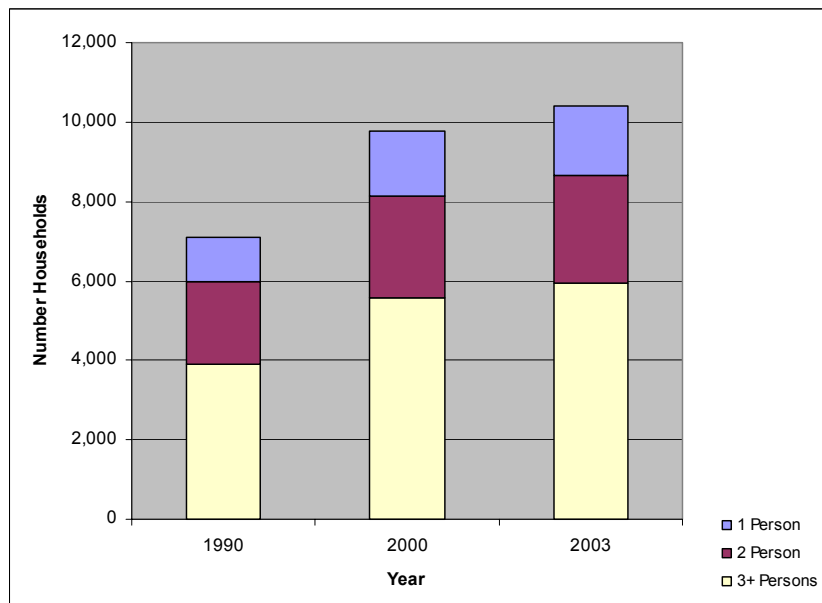


Figure 9: Distribution of individuals in households

- 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 from 1990 - 2003.
- “Generation Y”, born approximately between 1976 and 1995, is anticipated to have a significant impact nationally on development patterns due to its size and consumption preferences. This group comprised 30% of Mundelein’s population in 2000.

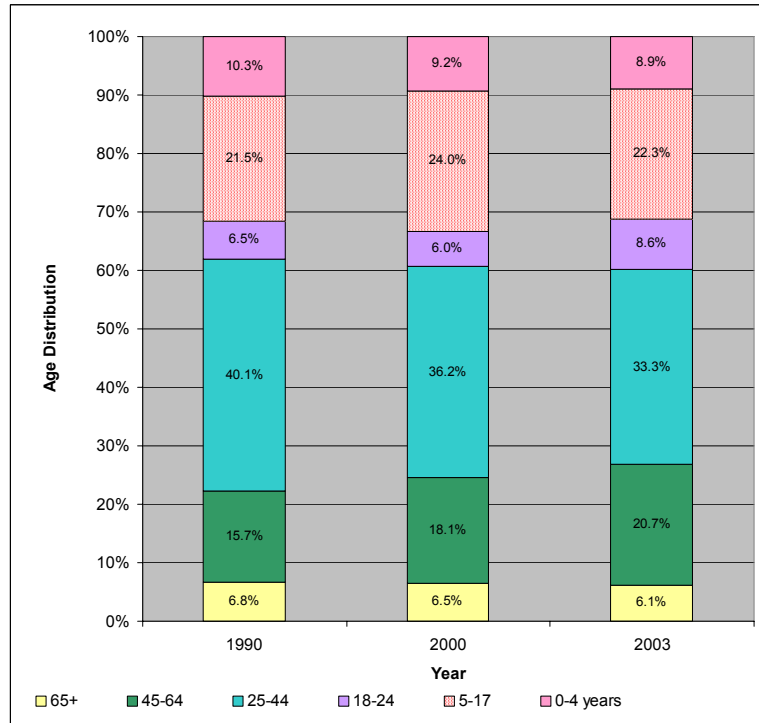


Figure 10: Age Distribution

A thriving local economy:

- 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.
- 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.
- Local and regional business and civic organizations enjoy active participation. Key groups include: Mundelein MainStreet, the Green Oaks, Libertyville, Mundelein, Vernon Hills Area Chamber of Commerce (GLMV), and Lake County Partners.

Composition of the local economic base informs the analysis of office space needs:

- 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% of employment in 2001 and 2002.
- The share of Mundelein residents employed in these industry sectors was 22.2% in 2000, up from 14.5% in 1990.

Market Analysis

Market Analysis

Planning studies that emphasize implementation should include a market analysis exercise to identify redevelopment opportunities that are economically feasible and reasonable given local business and real estate market conditions. This analysis tempers “blue-sky” creative visions with economic reality, and improves the chances of a plan’s actual implementation. The market analysis findings provide a framework for the overall redevelopment plan, as well as document the marketplace to interest potential developers.

Office, retail, and residential real estate markets operate across a wider geographic basis than the immediate Station Area (approximately ¼-mile radius around the Station) or this project’s Study Area (½-mile radius around the Station). Current supplies of each category of real estate were identified not only in the Station Area and the Study Area, but also across a wider geography. Residential and office real estate trends were also analyzed for the entire Village and the neighboring municipalities, since demand for housing has a close tie to municipal services provided (e.g., utilities, schools, parks, etc.) and taxes charged. Retail real estate trends were studied according to the market shed or trade area for certain types of retail products and stores. Typical trade areas are one, three, and five mile radii from a study point, depending on the type of good or service, and describe how far people are generally willing to travel to buy that retail item.

Based on the analysis of socio-economic trends and real estate market conditions as described above, Mundelein has a diverse and strong range of development opportunities for the Station Area. 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. The automobile dominates circulation within the area. 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.

Civic and Institutional Real Estate Market Analysis

Approach

To evaluate the business environment in the Study Area, the following tasks were completed:

- Interviewed key Village personnel regarding office supply and demand in the Study Area.
- 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 an architecture firm 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 three acre lot at 435 E. Hawley Street. The Mundelein post office employs 80 people, approxi-

mately 30 of who are Mundelein residents. The site has 22 customer parking spaces, which is insufficient for peak usage on Mondays, days after holidays, and Saturdays between 9AM and 1PM, according to the Postmaster. Employee parking is sufficient, but unsuitable for customer 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 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 Study Area.
 - 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 Study Area.
- 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 Study 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 Study Area.
- University of St. Mary's 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. One thousand, four hundred and fifty 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.

Office Real Estate Market Analysis

Approach

To evaluate the business environment in the Study Area, the following tasks were completed:

- 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

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.
- 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 quality³.

Figures D.1 and D.2 in Appendix A 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

³ 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."

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 the last three 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 three 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 Appendix A provides additional details on the office space market in Mundelein.

Office Real Estate Conclusions

Based on interviews with numerous commercial real estate brokers in the community, there appears to be limited demand for office space in Mundelein, and significant volume of vacant office or flexible commercial space currently available. Additionally, many large businesses prefer to locate adjacent to an interstate for easy accessibility.

As discussed in the *Socio-Economic Analysis* section, 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 1990⁴. 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 space 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 Study Area is not recommended for development of large-scale speculative office space.

⁴ 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.

Residential Real Estate Market Analysis

Approach

An assessment of the residential market was made using secondary data describing residential real estate trends at the trade area, municipal, county and state levels, from sources such as the United States Census, Village of Mundelein, and the Multiple Listing Service of Northern Illinois. Additional insight was gathered through interviews with key community stakeholders, such as Village personnel, developers, and representatives from the real estate industry. A survey of residential development projects that have recently been completed or are currently under construction or in planning, further assisted in determining the future residential market potential for the Study Area.

Residential Trends

Detailed residential data is provided in *Tables E.1 through E.12* in Appendix A. 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.⁵ Over 18% of vacant units were 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.
- The 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 homeowners. Seventy-five percent spent less than 30% of their income on housing expenses.

⁵ 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.

Construction

Building permit trends for residential housing units were analyzed 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

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

- Sales of single-family homes increased between 1995 and 2003. The 1995 totals were 333 home sales; sales during 2000 to 2003 ranged from 408 to 430 homes per year.
- Sale 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

Recently completed, in-progress, or planned residential developments were surveyed to establish an understanding of comparable developments. The surveys focused on townhome and condominium developments; details are available in Appendix A. Highlights of projects in Mundelein include:

- *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-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.

Rental Developments

As indicated by the Census data presented in Appendix A, existing rental housing in Mundelein has a median age of 30 years. Several recently completed, in-progress, or planned residential developments were surveyed to establish an understanding of rental supply. Details are available in Appendix A; highlights of newer projects in Mundelein include:

- *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. Renovations on the first six buildings have been completed. 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.

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.⁶

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 Station Area. Recommendations include:

- Projects aimed at smaller households such as single professionals, young couples, empty nesters, and retirees.
- Townhome products with 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.
- Condominium projects may include mixed-use designs close in the Station Area 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 for a ten-year period.

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 apartment developments should offer parking, a recreation facility (clubhouse/pool), modern appliances, and air conditioning.

⁶ Calculations using 2003 dollars.

- 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 for a ten-year period.
- Projects may include mixed-use designs in the Station Area with retail or commercial uses on the ground floor, or be completely residential.

Retail Market Analysis

Approach

To evaluate retail potential in the Study Area, 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 Appendix A for further details.

Existing Space

- Mundelein is located in a region that already offers a significant supply of retail opportunity. *Figure 11* illustrates shopping center coverage in Mundelein and surrounding communities.⁷
- The Village of Mundelein has approximately 1,061,000 square feet of retail space located in shopping centers.
 - 189,934 square feet of retail space is located in the Study Area. These centers are illustrated on *Figure 12*.
- Over the years there has been some turnover among retail businesses in the Downtown District and 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 Avenue) 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.
- 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 Mundelein Train Station. The redevelopment of the Station Area could build a critical mass of daytime population, residents, and transit users to develop a sustainable base of new retail in the Station Area. By increasing the number of residents, workers, and transit users in this concentrated area, the Station 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 commuters, is recommended for the Station Area. Example uses include: coffee shops, food marts, flower shops, shoe repair, barber shops, etc. Taking into consideration the potential increase in future commuters at the Mundelein Train Station and new neighborhood residents, it is estimated that there would be market demand to support a limited number of

⁷ 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.”

convenience oriented retail businesses, totaling an estimated 9,000 to 13,000 square area feet of shopping space in the Station Area. This estimate is based on:

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

Please refer to *Tables F.13 to 15* in Appendix A 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.

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

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

A number of pharmacies, grocery stores, dry cleaners and restaurants (both fast-food and sit-down) already exist in the Station 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.

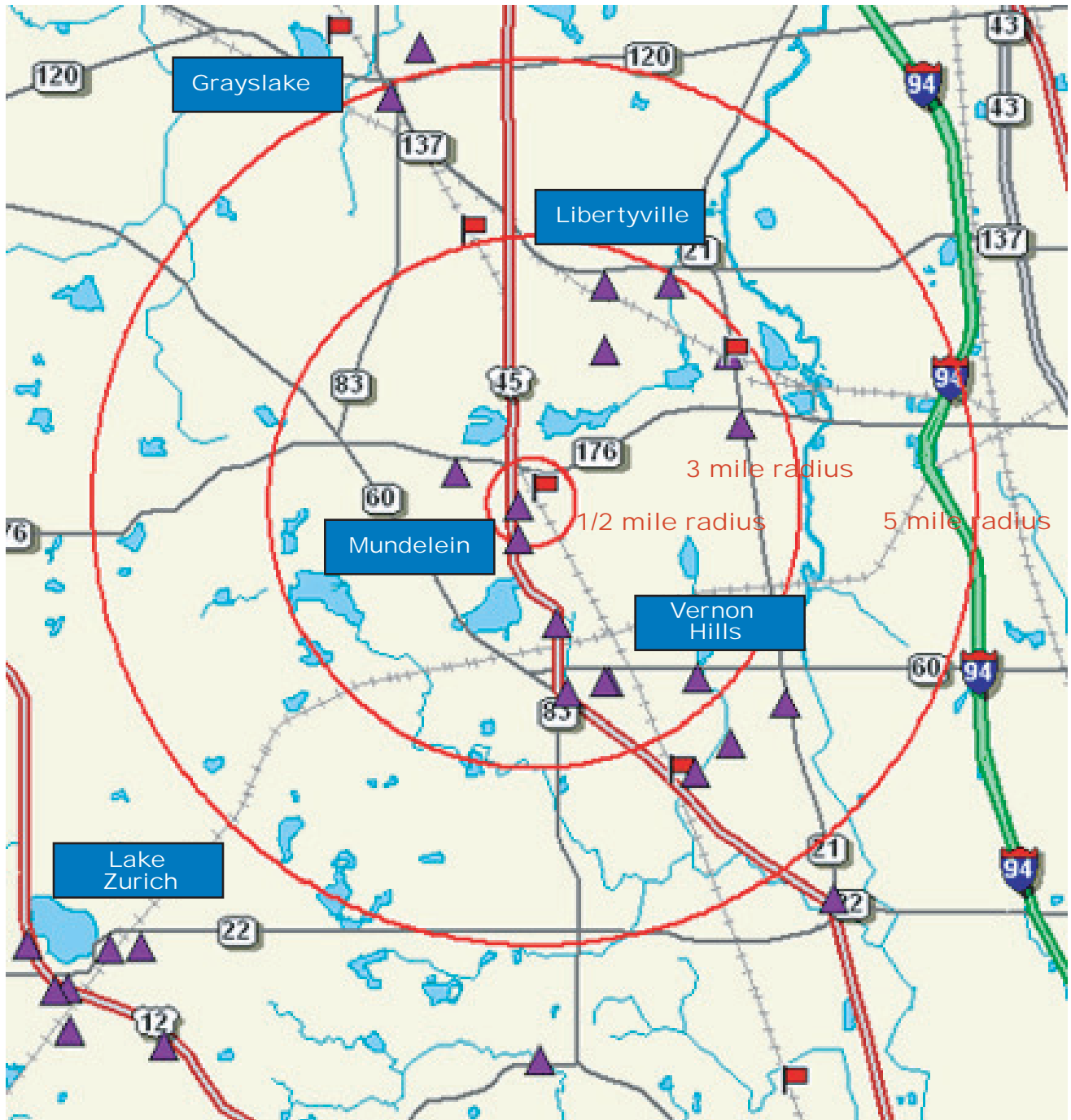
National Retail

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 Station Area. 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 expect 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 Station 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 Station 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.

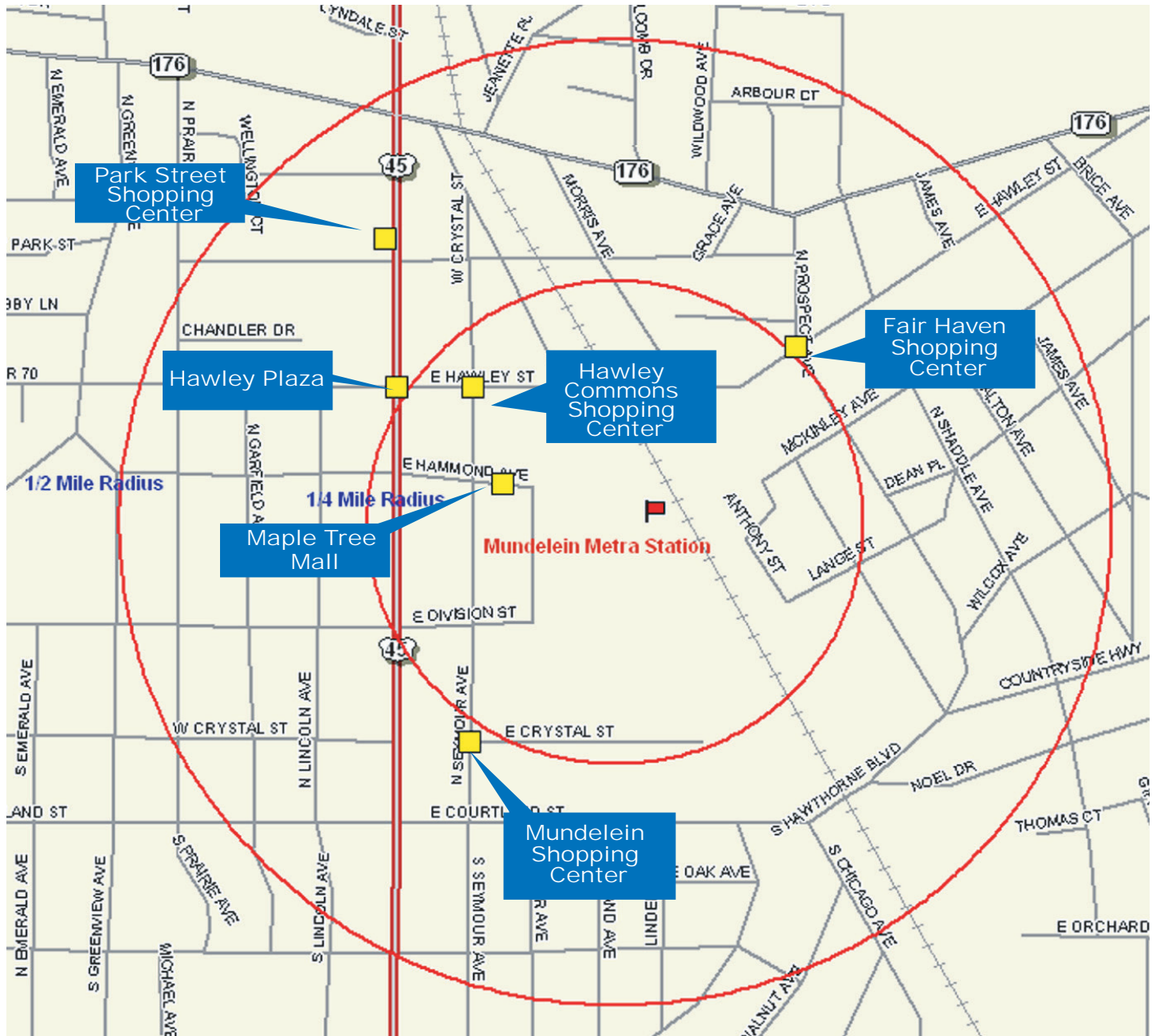
Figure 11
Shopping Centers: 35,000+ SQ FT
Village of Mundelein and Surrounding Communities
2004





- Metra Station
- Shopping Center

Data Source: DeLorme, InfoSpace.com

Figure 12
 Shopping Centers within Study Area
 Village of Mundelein
 2004



-  Metra Station
-  Shopping Center

Data Source: DeLorme, InfoSpace.com

Entertainment and Tourism Market Analysis

Approach

To evaluate the entertainment and tourism environment in the Study Area, the following tasks were completed:

- 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.
- Invented 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.

Mundelein Main Street manages programs intended to increase public awareness and participation within Mundelein's Downtown District. The goals of Mundelein Main Street include stimulating economic growth and revitalization, creating a vital and attractive downtown, enhancing the image of downtown Mundelein and preserving its historic heritage, and obtaining involvement and commitments from Mundelein area residents, downtown business and property owners, and the Village of Mundelein.

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 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 two days.
 - Travel parties generally included two 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 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:

- Crowne Plaza Chicago-North Shore
- 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 1-4PM 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, a dance studio, a recently renovated greenhouse, and parking.

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 two theaters within a five-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 Station 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 Station Area will increase vitality and traffic (both pedestrian and automobile), which may provide a more conducive environment for a theater than in the past.

Existing Transportation

Existing Transportation

As part of the TOD Plan, an existing conditions traffic study was prepared that included vehicle, pedestrian, parking and public transportation analysis of the Station Area. Traffic, parking, pedestrian, and public transportation information was collected in order to assess the transportation-related impacts associated with the redevelopment of the Station Area. The study also examined the existing rail crossings within or near the Station Area that might require improvements as the area develops.

Existing Access and Circulation

In addition to US Route 45, four state routes are located within Mundelein, Routes 176, 60, and 83. Routes 45 & 176 intersect northwest of the Station Area. Route 176 (Maple Avenue) is an arterial street located on the north side of the Station Area and serves as the major east-west route within the area. Route 45 (Lake Street) is an arterial roadway located on the west side of the Station Area. Lake Street crosses under the CN track at a grade separated crossing north of Route 176.

Besides the State and US Routes, there are several collector and local roads in the Station Area. Hawley Street, which serves as a collector street, is an east-west street located on the north end of the Station Area. Park Street, located between Route 176 and Hawley Street is primarily a local street. The combination of Courtland Street, located on the south end of the Station Area, and Prospect Avenue, located on the east side of the Station Area, serve as local bypasses around the south and east sides of the Station Area. Route 176, Park Street, and Hawley Street all cross the CN track at at-grade while Courtland Street is a grade-separated crossing. The combination of the north-south and east-west routes creates an efficient grid within Mundelein outside of the Station Area.

Within the Station Area, circulation and access is very difficult. On the west side of the railroad tracks, Seymour and Archer Avenues are the only north-south routes, but are located on the western edge of the Station Area. East-west access is provided by Hammond Street, Division Street, and Crystal Street; however, Hammond Street dead ends at Archer Avenue, Division Street ends at the commuter parking lot, and Crystal Street does not connect with any streets east of Seymour Avenue. Access to properties on the east side of the railroad tracks is limited to Anthony Street, McKinley Street, and Hawley Street. The lack of roads within the Station Area creates a void in Mundelein's existing street grid.

Average Daily Traffic Volumes

As part of the data collection effort, 24-hour road-tube counts and peak period intersection traffic counts were conducted along main roads that provide access to the Station Area. The current Average Daily Traffic (ADT) Volumes are as follows:

Table 1: Average Daily Traffic Counts

Location	ADT
Route 176 (West of Route 45)	13,800
Route 176 (East of Route 45)	11,400
Hawley Street (West of Route 45)	5,500
Hawley Street (Between Route 45 and Route 176)	6,700
Courtland Street (West of Route 45)	3,100
Courtland Street (East of Route 45)	7,000
Route 45 (North of Route 176)	27,200
Route 45 (Between Courtland Street and Route 176)	28,900
Route 45 (South of Courtland Street)	33,800

The significance of the traffic volumes can be described from several vantage points. From a traffic standpoint, the high ADTs on Route 45 and Route 176 indicate that these roadways carry the majority of traffic near the Station Area. As the ADT on Routes 45 and 176 continues to increase, the roadways will reach their capacity and need to be improved, and possibility widened, in order to handle the traffic demand. Widening Route 45 will have a negative effect on the pedestrian environment Downtown District and should be avoided if possible. From a retailer's perspective, high ADTs signal desirable locations. Without any intervention, new retailers coming in to this area would locate primarily along Route 45 and Route 176. A well-designed roadway network will be able to redirect traffic from the heavily traveled arterials into the Station Area.

Existing traffic turning movement counts were also collected at intersections, which would be most likely to be impacted by the Station Area development. The turning movement counts were collected during the week of March 12, 2004 for the PM peak hour between 4PM and 6PM at the following key intersections:

- Route 45 at Courtland Street
- Route 45 at Division Street
- Route 45 at Hawley Street
- Route 45 at Park Street
- Route 45 at IL Route 176
- Seymour Avenue at Courtland Street
- Seymour Avenue at Division Street
- Seymour Avenue at Hawley Street
- Prospect Avenue at McKinley Avenue
- Prospect Avenue at Hawley Street

The existing data was reduced and compiled to obtain the peak hour turning movement volumes. The compiled volumes were then utilized to perform an intersection capacity analysis to evaluate the operation and performance of the intersections. The intersection analysis was performed using the recommended procedures and methodology of the latest edition of the Highway Capacity Manual (HCM). For evaluating the signalized and un-signalized intersections, the HCM categorizes the performance of the intersections or Level of Service (LOS) for each movement and for the overall intersection. Levels of Service range from "A" to "F", with each level describing a different set of operational characteristics for the intersection. LOS A describes intersection performance with minimal delay, while LOS F describes intersection failure with extensive delays and long vehicular queues. For the purpose of this study LOS D or better was considered acceptable, as is standard practice throughout the Chicago Metropolitan Area. A summary of the intersection LOS is listed in Table 2.

Table 2: Existing Level of Service at select intersections

Intersection	LOS	Control
Route 45 at Courtland St.	C	S
Route 45 at Division St.	C	S
Route 45 at Hawley St.	D	S
Route 45 at Park St.	E	U
Route 45 at Route 176	E	S
Seymore Ave at Courtland St.	D	U
Seymore Ave at Division St.	B	S
Seymore Ave at Hawley St.	B	S
Prospect Ave at Mc Kinley Ave	A	U
Prospect Ave at Hawley St.	B	U

Legend:
A through F = Level of Service;
S = Signalized; U = Un-signalized

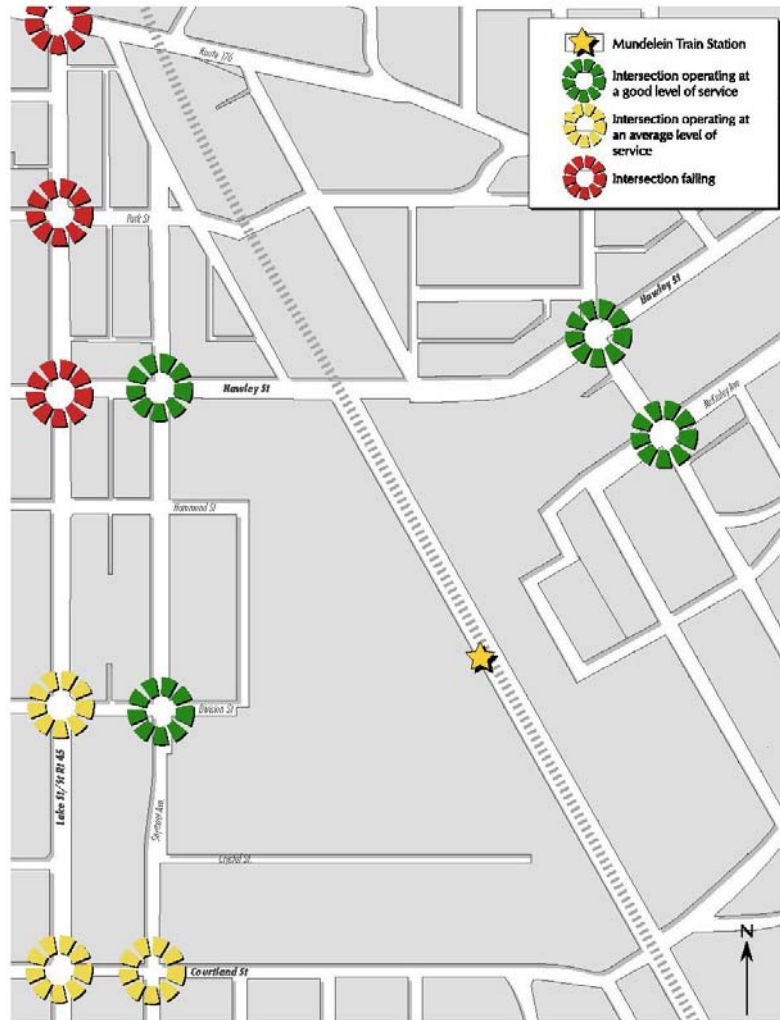


Figure 13: Existing Level of Service at select intersections

In evaluating the existing intersection performance, it is observed that the intersections of Route 45 at Park Street and Route 45 at IL Route 176 are operating at critical levels of service. The intersection of Route 45 at IL Route 176 is a signalized intersection; it is observed that the westbound through traffic is severely impacted with a LOS of F (LOS for eastbound traffic is a C for a combined intersection rating of E). Several analyses were performed at the intersection with varied cycle lengths and timing plans, as well as keeping the existing configuration. However, due to the predominant northbound left and through traffic, and also the significant through volume on the westbound approach, signal modifications will not substantially improve the flow of traffic and geometric modifications to the intersection may be necessary to improve the LOS.

The intersection of Route 45 at Park Street is a two way stop controlled intersection. The worst LOS is observed on Park Street, turning on to Route 45, since Route 45 is free flow. Due to the low traffic volumes on Park Street, no geometric modifications are recommended.

Commuter Rail

Metra provides commuter rail service on weekdays between Antioch and Union Station in downtown Chicago. The Metra North Central Line serves 12 stations between downtown Chicago and Antioch; it also provides an important connection to O’Hare International Airport. Service consists of four morning and one afternoon inbound trains from 5:49 AM to 3:51 PM, and one afternoon and four evening outbound trains, from

2:29 PM to 7:20PM. There is no North Central train service on weekends or holidays. According to Metra's Fall 2002 Boarding/Alighting Counts, approximately 235 people board the trains at the Mundelein Station on a daily basis. The percentage of morning riders was split fairly evenly between the 6:21 AM, 6:55 AM, and the 7:24 AM train. Approximately 85% of the commuters took one of the three trains. On the return trip, more commuters (34%) took the 4:30 PM train from Union Station, then any of the later trains. The 4:31PM train arrives in Mundelein at 5:31 PM. The 4:30 PM train also has a fair amount of riders who board at stations other than Union Station, including 31 at the O'Hare Transfer, 28 at Prospect Heights, and 20 at Buffalo Grove. All three of the stations are near major employment centers.

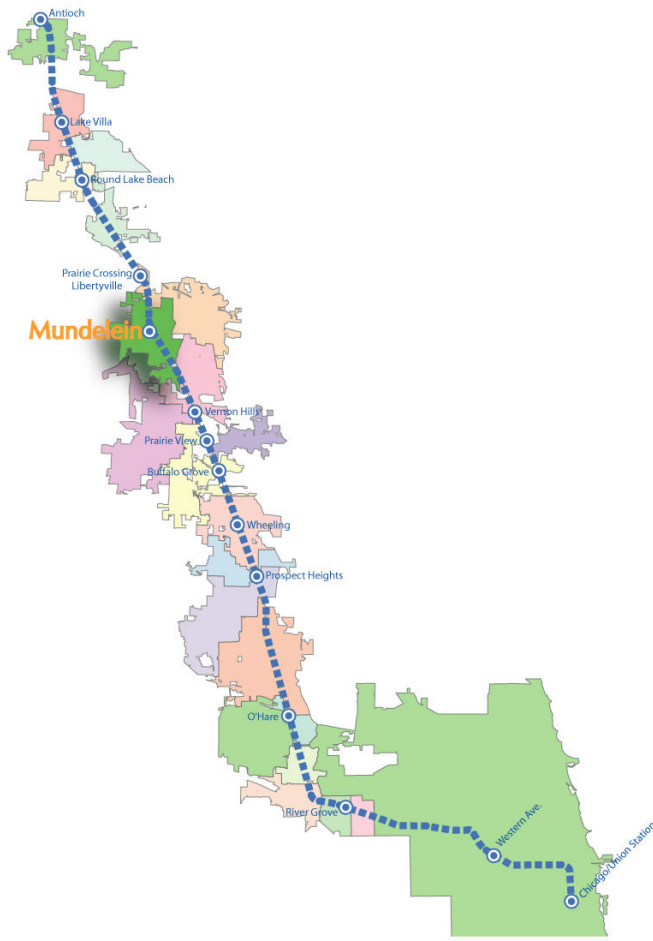


Figure 14: North Central Line

The Mundelein Station is located at 205 N. Archer Street. The Station was built in 1996 to coincide with the opening of the North Central Line. The train station is located on the west side of the tracks with platforms located on each side and is currently not staffed with a station agent. The Station is open to the public from 5 AM to 7:30 AM and from 2:15 PM to 7:30 PM. Metra's 2002 Origin-Destination Survey reported that 79% of commuters were from the Village of Mundelein. Fourteen percent of riders came from unincorporated areas with the remainder of riders traveling from the surrounding communities.

The 2002 Origin-Destination Survey also noted that the following are the primary modes of access to the Mundelein Station: 70% drove alone; 22% were dropped off; 4% carpooled; 2% walked; and 1% biked. Mundelein had the highest percentage of drivers who arrived alone and one of the lowest percentages of walkers when compared with the remainder of the North Central Line. This is due in part to the lack of access to the Station by any other mode than car as well as the lack of housing within walking distance of the station. The

popular modes of access differ from station to station. Outside of the Chicago train stations, Vernon Hills Train Station had the highest percentage of commuters on the North Central Line who arrived at the station via walking (14%). The relatively high percentage of pedestrians at the Vernon Hills Station is due to the station's proximity to a large residential development, which allows for relatively easy pedestrian access. Additional Metra ridership data is available in Appendix B.



Figure 15: Vernon Hills Train Station Location

Existing At-Grade Crossings

There are currently four streets that cross the Canadian National rail line within or near the downtown area of the Village of Mundelein. From the north, Route 176, Park Street, and Hawley Street cross the railroad at grade. All three at-grade crossings are approximately one block apart from each other. Further south (approximately 0.5 miles south of Hawley Street), Courtland Street has a grade separated crossing with the railroad. The street configuration at all four crossings consists of a single lane of traffic in each direction.

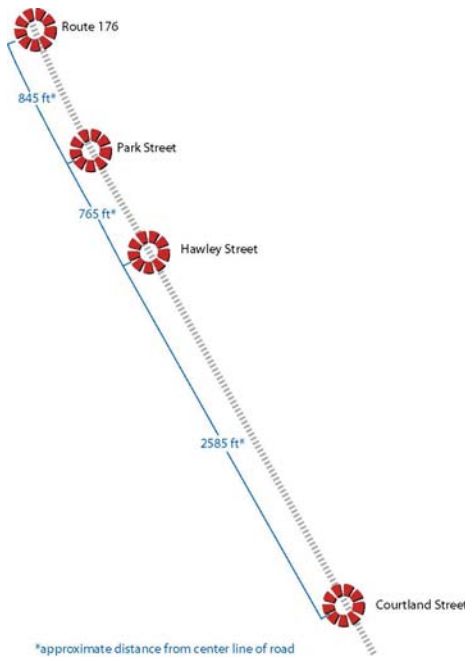


Figure 16: Existing Rail Crossings

The ADTs of the crossings were examined to determine the amount of traffic at each crossing. The following Table compares the ADT of each of the four crossings.

Table 3: ADTs at existing rail crossings

Location	ADT
Route 176	11,400
Park Street	1,060
Hawley Street	5,500
Courtland Street	7,000

The number of vehicles using the Park Street crossing is minor compared to the other three locations. There are several reasons for its limited use. Through vehicles use Maple Avenue or Hawley Street since those two streets provide continuity through the central area of Mundelein. The use of Park Street for anything other than local traffic is limited due to its lack of accessibility. The use of the crossing requires a number of turning maneuvers by any through vehicle. In addition, the lack of traffic signals at Lake Street presents a significant deterrent to its use by westbound traffic. On the east side of the crossing, eastbound vehicles must either turn onto Prospect Avenue or Morris Avenue in order to reach Route 176 or Hawley Street. Therefore, the use of Park Street is not conducive to through vehicles. If the Park Street railroad crossing were to be closed, it would not significantly impact the transportation network within the Station Area.

Route 176 is reaching its capacity without geometric improvements to the roadway. However, Hawley Street has adequate capacity to accommodate the Park Street traffic should the Park Street crossing be closed.

Rail Improvements

Under an FTA New Start Full-Funding Agreement, a significant portion of the North Central Service (NCS) Line will be double-tracked to allow for increased commuter rail service. These improvements are anticipated to increase boarding at this station to 590 by 2008. As part of the upgrade in commuter rail service, the following improvements will be implemented:



North Central Line Improvements

- 19-22 weekday trains with midday service, operating approximately every two hours.
- Extension of both platforms 172 feet to the north and 64.5 feet to the south.
- Additional seating inside the depot and on the platforms.
- Warming shelter on the inbound platform.
- Enhanced signage.
- Increased parking (528 spaces).
- Installation of a windbreak on the west side of the platform north of the existing station.
- Installation of a five-foot wide pedestrian/bike path north of the station on the west side connecting the Station with Hawley Street.

This project is expected to be complete by late 2005.

Bus

Existing Pace bus service consists of one route, Route 572, which runs south along Route 45/Lake Street and turns east along Hawley Street. The bus does not provide immediate access to the Mundelein Train Station, although a pedestrian connection between Hawley Street and the Station is planned. Metra's 2002 Origin-Destination Survey indicated that no commuters take Pace to or from the Mundelein Train Station. With the increase in rail service and the redevelopment of the Sta-



Figure 17: Pace Bus Route 572

tion Area, there is an opportunity to improve service and enhance bus-train connections in Mundelein.

Designated stops within Mundelein include Route 45 at Peterson Road, north of the downtown, and Carmel High School. The bus also makes stops at requested intersections, provided it is safe to do so. On weekdays, there are a total of 20 westbound runs, 14 of which stop at the designated Mundelein stops. There are 22 eastbound runs, 15 of which stop at Carmel High School, and 16 that stop at Route 45 and Peterson. Saturday service includes 11 westbound runs and 12 eastbound runs, nine of which stop at the designated Mundelein stops. There is no bus service on Sundays or holidays.

Parking

One lot, located immediately west of the station, handles Mundelein's commuter parking. Access to the lot is from Division Street at Archer Avenue. Division Street dead-ends into the commuter parking lot. The commuter lot currently has a capacity of 288 spaces. Concurrently to the double tracking of the train line, the existing commuter parking lot is being expanded to hold 528 cars. All spaces are classified as daily fee (\$1.50), and quarterly permits are also available (\$95). A certain number of spaces are restricted to Mundelein residents only. The location of both the existing and proposed parking lots is in a prominent location relative to the station. If the Station Area experiences redevelopment this location may have a higher and better use. Currently, commuters have a direct path from the parking lot to the platform. If the Station Area experiences redevelopment, it will be worthwhile to redirect a majority of the commuters to pass convenience retail. Due to ADA restrictions, some parking spaces will always need to be adjacent to the station.

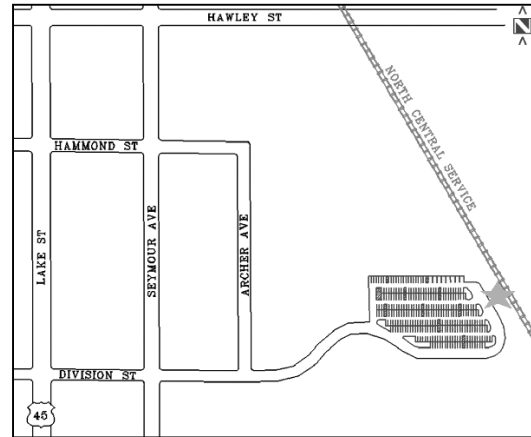


Figure 18: Existing Commuter Parking Lot

Off street and non-commuter parking is not currently an issue within the Station Area due to the number of vacant properties. Parking for residential, retail, and commercial properties is provided on the individual sites. However, if the Station Area experiences redevelopment, a parking strategy will need to be developed.

Pedestrian and Bicycle

Pedestrian and bicycle access to the Station Area will be served by the North Shore Bike Path that runs along Route 176 extending from Lake Bluff on the east to Brice Avenue in Mundelein on the west. A shared-use on-street trail along Hawley Street is planned to connect the North Shore Bike Path to the West Loop Trail at Midlothian Road. The North Shore Bike Path also connects to the Des Plaines River Trail near Route 176 and Route

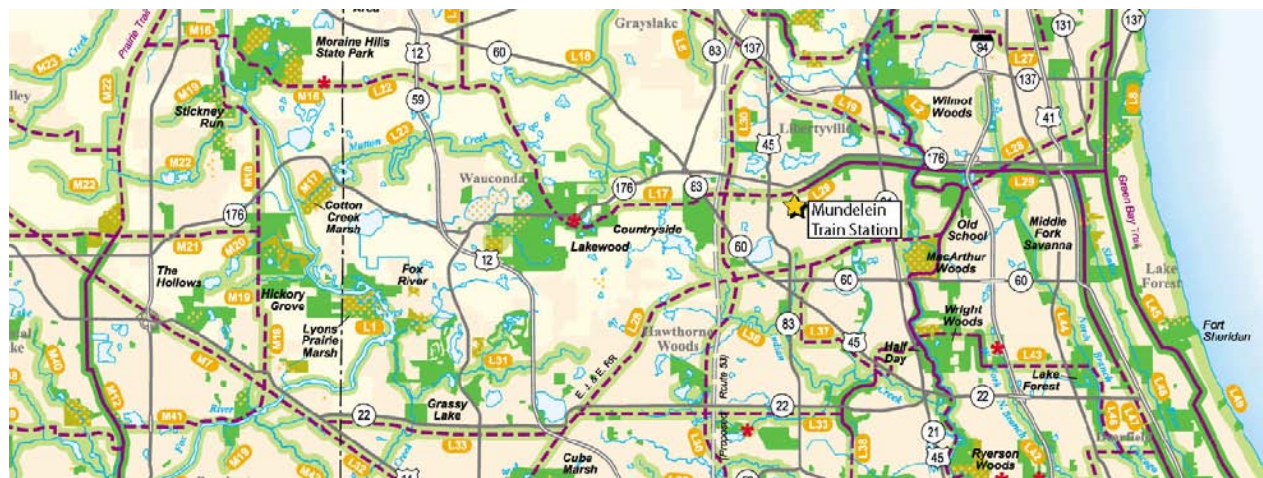


Figure 19: NIPC's Greenway Plan

41 in Libertyville and to the Green Bay Trail in Lake Bluff. The Village is planning to add bike trails along Courtland Street to connect with the planned north south shared use path running along Midlothian Road on the west and to the existing bicycle paths within Hanrahan and Concord Parks on the east. Northeastern Illinois Planning Commission's (NIPC) Regional Greenways and Trails Plan Map shows the West Loop Trail extending west, eventually connecting with the Prairie Path that extends from Crystal Lake to Aurora.

Within the Station Area, a shared-use bicycle path is planned to connect Hawley Street to Courtland Street along the west side of the railroad tracks. Mundelein's existing and planned bicycle facilities provide an excellent framework for future bicycle connections within the Station Area.

Community Outreach

Community Outreach

The Mundelein TOD Study provided an ideal opportunity for local residents to get involved in the planning process at the outset. Citizen participation was integral in identifying issues, needs, priorities, and opportunities that are important to the community. This section summarizes the results of the main work activities undertaken and the key issues, assets, and concerns that arose. The Community Outreach Program included three forums:

- The “Project Team” as described previously, was the core team that met regularly and guided the Study process.
- The “Project Advisory Board” (See Appendix C), which was an invited team of stakeholders including elected officials, merchants, and citizens.
- “Town Hall Meetings”, which were public meetings for public comment.

A total of three open houses and two Project Advisory Board meetings were held throughout the process to inform, update, and gather input for the Plan. Appendix C contains detailed responses of each meeting. Additionally, the Project website was established at www.mundelein.org/tod, which provided current news and community updates on the Internet.

A *Strengths, Weaknesses, Opportunities, and Threats (SWOT)* exercise was conducted with the Project Advisory Board on February 12, 2004 (See Appendix C). The workshop was a valuable tool in introducing the Project Team to some of the community's needs and concerns.

Listed below are some recurring themes that arose during the SWOT exercise.

- The primary strengths and assets of the Station Area include:
 - Train station, access to commuter line, and land available for development
- New private sector projects, developments, or uses desired in the Station Area included:
 - Multi-family housing, mixed-use retail/residential, an entertainment area, and restaurants
- New public sector projects, developments, or uses desired in the Station Area included:
 - Bike paths, parking, and library branch
- Undesirable uses in the Station Area include:
 - Industrial uses, vacancies, and fragmented development
- The most important projects, improvements, or developments include:
 - High-density mixed-use, a new Village Hall, and high-density residential

A *Visual Preference Survey* was conducted at the March 3rd Open House (See Appendix C) to help the Project Team gain an understanding of desirable land uses, facilities, and styles for the Station Area. Those who were unable to attend the meeting were encouraged to fill out the survey online. Approximately 80 people participated in the survey. The Visual Preference Survey was organized into three categories: Urban Design, Transit and Transportation Facilities, and Town Center. Key points from the Visual Preference Survey follow:

Figure 20

Visual Preference Survey

Urban Design

For the urban design of the Mundelein TOD, most respondents would like to see multi-story, pedestrian friendly developments with the street wall abutting the sidewalk, a variety of retail offerings, and the addition of benches and abundant landscaping.



Transportation

Most respondents liked the pedestrian amenities including lighting, signage, and crosswalks, several noting the desire to have brick or decorative paver accents. The desire for convenient, pedestrian accessible public transportation was also expressed. Many residents noted the need for adequate parking and appreciated the parking lot screening; however some felt that a parking lot should be located on an interior lot rather than a prominent corner.



Town Center

For development in the Town Center, most respondents preferred mixed use developments with ground floor retail/office and residential above. In addition, many felt that open space within the Town Center was also important.



TOD Plan

TOD Plan

Plan Description

The TOD Plan, developed by the Project Team with input from the Project Advisory Board and from the public, reflects the vision of a vibrant, livable downtown in the area of the Mundelein Train Station, which covers approximately 99 acres. The TOD Land Use, Transportation, and Concept Plan are illustrated in the following Figures. The designs of the Plans are intended to fulfill the following goals:

- Increase growth and density near the train station.
- Increase the utilization of the transit functions and the surrounding area.
- Draw activity into the heart of the Station Area.

As previously discussed, the Station Area market and local economic factors support the Village's land use objectives for the redevelopment of the Station Area into a mixed-use residential development. This development improves the downtown land use by creating a civic campus, an entertainment district, an active green space, and mixed-use and high-density residential neighborhoods. All of these components will work together to create a vibrant, diverse downtown district that will fill in the existing void in Mundelein's town fabric.

The Plan calls for the area around the station to serve as an anchor for the Station Area. Consistent with the principles of successful TOD projects, Mundelein's Station Area will combine a variety of uses within a small area. The Plan is focused on creating a tight-knit neighborhood around the station that is physically and programmatically connected to the rest of the community.

Increase Growth and Density near the Train Station

As previously described, the area around the train station is currently vacant or underutilized and contains numerous large sites that represent redevelopment opportunities. Besides driving to the Mundelein Train Station, there is currently no reason for most residents to travel to the area. The Plan is a bold vision to transform the area into a downtown district through the addition of residential dwellings, retail offerings, and civic uses.

The market analysis conducted for this study estimated demand for 110,000 to 160,000 square feet of convenience and national retail, and 50,000 to 100,000 square feet of office space. The market analysis also indicated that 600 – 800 for-sale residential units and 400 – 600 for-rent residential units could be absorbed over a ten-year period.

Reflecting the input of the Community, the TOD Plan proposes a variety of housing types to meet the needs of a diverse population. Rowhouse-style townhomes and flat-style condominiums and apartments are the most likely product types for transit-oriented developments. Young adults and couples will find “downtown condos” appealing as first-time home options. Singles just starting out, and seniors wishing to downsize, will be attracted to the convenient location, manageable size, and limited maintenance of rental apartments. Move-up buyers and empty nesters will appreciate the amenities of a more spacious townhouse model, while retaining the scale and convenient location of the Station Area.

Retail goods and service establishments will be located in a manner that will be convenient for commuters to accomplish errands quickly on their way to or from work. New residents of the Station Area will find it easy to meet their day-to-day needs. Encouraging mixed-use developments that place residential condominiums or apartments above stores and offices will contribute to the growth and density of the Station Area.

Increase the Utilization of the Transit Functions and the Surrounding Area

Transit functions are defined in this Study as the array of commuter amenities associated with railroad, bus, bicycles and pedestrian movement. The Plan increases utilization and reliance on each through service improvements and access. Residents and visitors will enjoy increased dependence on the TOD transit amenities

because of the urban mixed-use orientation of the new downtown district and the emphasis for linkages and access.

Service on Metra's NCS Line will be increased by the end of 2005, providing the Village with an unique opportunity to capitalize on the anticipated ridership associated with the service increases. This Plan seeks to elevate the awareness of the Mundelein Train Station by creating a destination and a true downtown that is accessible and easy to navigate. Additionally, the Plan calls for expanded Pace Bus service in the Station Area. Routing the existing Pace service into the heart of the Station Area will create a multimodal transit center with the end result of a more efficient transportation system. The new urban grid will encourage residents and visitors alike to rely on walking and bicycling to the Station and Pace stops.

A comprehensive commuter parking strategy is recommended within the TOD. The Plan provides for more commuter parking spaces to accommodate long term increased commuter activity. The parking is also redistributed and positioned within the Station Area such that commuters are encouraged to pass through retail business and urban spaces in order to arrive at the train or bus. This relationship encourages commuter spending, thus supplying additional revenue for the local businesses.

The commuter parking lot currently has a capacity for 287 cars and is being expanded to a capacity of 528 cars by the end of 2005 in conjunction with the NCS Line service increase. However, the prominent location of this parking lot is a deterrent to the development of the neighborhood desired by the community. Breaking up the parking lot into three separate facilities interwoven into the TOD fabric will allow the parking to blend with the new development, while providing additional spaces for projected increases in long-term Metra ridership. The Plan includes a 2-phase parking strategy that ultimately yields 750 commuter parking spaces. The result is the development of 2 structured facilities and one surface lot located within the Station Area, whereby the commuter's route from the lot to the station passes through shops and businesses within the Station Area. The design of the parking structures should include commercial and retail uses on the first floor street frontage. Ideally the parking facilities will be shared between commuters and retail/commercial uses since the peak hours for both uses differ. The phasing of the Plan, and specifically the parking strategy, is discussed in the *Phasing Strategy*.

A significant problem with the existing Mundelein Train Station is the lack of access. In its present state, the Station Area contains several very large parcels or mega-blocks that makes navigation into the immediate Station Area difficult. The TOD Plan introduces a more navigable, pedestrian-friendly street grid pattern. For north-south access, Chicago Avenue will be extended south from Hawley Street to Courtland Street. This extension of Chicago Avenue will reconnect Mundelein with its train station, establish a link between Mundelein's existing "Main Street" and the new development in the Station Area, and create a charming, intimate downtown. Archer Avenue will continue to provide north-south navigation within the Station Area, supplemented by a new north-south connector between Division Street and Crystal Street.

For east-west circulation through the Station Area, a boulevard-like route will surround the Village Green, providing access into the Station Area from Route 45 and Seymour Avenue. The south leg of the Village Green Boulevard is an extension of Division Street. The north part of the Village Green boulevard will be called McKinley Street, in reference to the existing McKinley Street on the east side of the train tracks. All new roads support two-way traffic and on-street parallel parking.

A McKinley Street connection across the railroad tracks just north of the Mundelein Train Station has been designated as a placeholder for optional future consideration in the Plan, subject to further study. This optional connection, either as an enhanced pedestrian crossing or as an automobile crossing, will facilitate greater access to the Station Area from the neighborhoods on the east side of the railroad tracks, and provide a dynamic, synergistic link between the new developments on both sides of the tracks. The political and logistical complexities of creating a new at-grade crossing necessitate further discussion with Metra, the Canadian National Railroad, and the Illinois Commerce Commission.

In addition to incorporating a circulation system around the proposed station location, the Plan incorporates a proposed Kiss-n-Ride facility located directly west of the station and accessible from the extended Chicago

Avenue and Division Street/McKinley Avenue. A similar kiss-n-ride is proposed for the east side of the railroad in the Greenhill opportunity site. It is important that the kiss-n-ride and the green space visually continue on both the east side of the railroad to facilitate the objective of weaving development on both sides of the railroad together. Ideally, the proposed at-grade crossing would be in-place to achieve this objective.

Draw activity into the heart of the TOD

The Plan seeks to create a vibrant neighborhood through the addition of mixed-use developments. Mundelein's existing Downtown District will initially be used as a catalyst for the new retail development to grow and later bolster the district with a variety of retail and commercial uses. By locating the retail and commercial uses in the northern portion of the Station Area, the Plan creates an intimate, pedestrian friendly retail district. Without the addition of retail along Hawley Street and Chicago Avenue, the retail will concentrate along Routes 45 and 176 due to the high ADTs. Locating additional retail along Routes 45 and 176 would draw desired activity out of the Station Area.

Understanding the importance of the stable tenants within the Station Area, the Village will create a civic campus by locating several civic uses in the Station Area. In addition to serving as an anchor within the Station Area, the civic campus will function as a magnet for daily visitors and activity. A modern Village Hall is proposed for the Village Green as part of the mixed-use development with structured parking for Village employees and visitors, as well as commuters. This proposed Village Hall will not only meet the space and program requirements of government staff for a growing municipality, but should also serve as a center for community participation. Therefore, the Hall should include community rooms for public gatherings, and/or fitness rooms for health and wellness, and/or stages for public performances. The municipal complex will also contain a retail branch of the local post office for convenient customer-oriented transactions.

The Village Green is a defining feature in the Plan. The purpose of the 5.9 acre green space is to create a viewshed from Route 45 to the Mundelein Train Station, as well as define a gateway into the heart of the TOD. The Village Green will also function as a "boulevard" with development relating on either side.

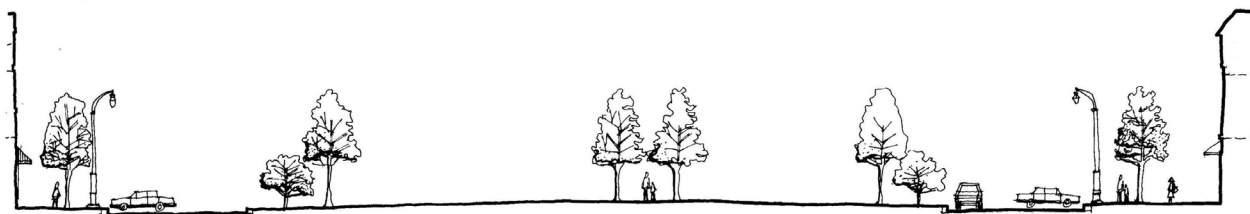


Figure 21: Village Green Typical Section

The Village Green is approximately 120' wide and will provide a functional gathering space for Village activities, such as youth sports, special events, Mundelein Days and Fourth of July festivities, as well as recreational space for TOD residents and visitors. It will serve as a refreshing "green" contrast to the sophisticated "suburban downtown" development to the north and south. The western point of the Village Green connects with the Kracklauer Park, creating continuity with Mundelein's open spaces. This Village Green should be developed such that pedestrian gathering areas, bicycle facilities, and bus shelters can be incorporated. In addition to the Village Green, urban plazas and spaces throughout the Station Area will add to the environment by creating urban gardens for quiet contemplation or public gatherings.



Figure 22: Rendering of Village Green

Sustainable Development

In addition to fulfilling the overarching goals of the TOD, the Plan was developed with a sense of environment and ecology. Smart growth standards have been successfully demonstrated in suburban development. Mundelein has the opportunity to serve as a cutting edge example of a dense urban town center development that follows sustainable development guidelines. The new metropolitan downtown could provide habitat in linear greenways as well as rooftop gardens. Water shall be managed as a valuable resource and treated as a treasured commodity. Architects and contractors shall be incentivized to use locally produced or recycled construction materials. Construction sites shall be managed for erosion control and reuse of demolition and waste materials will be encouraged. Leadership in Energy and Environmental Design (LEED) principles will be valued and the Village should participate as a member of the U.S. Green Building Council, a nationwide coalition working to promote environmentally responsible, profitable buildings that are healthy places to live and work. The result of this philosophy will differentiate Mundelein in the marketplace and ultimately improve its economy and quality of life.

The TOD Plan has considered the topography and ecology of the area, and includes an overall stormwater plan for the entire area (as opposed to requiring each development to manage stormwater individually). This unified system will allow for water quality enhancements, habitat creation, and increased development potential. By employing thoughtfully designed landscape and hardscape elements, the Village Green is intended to accommodate some of the stormwater absorption required by the density of building and surface paving within the Station Area. Innovative design of other infrastructure elements, such as the use of porous pavement materials for surface parking and roadways, can assist in the overall management of stormwater and downstream detention. The Plan also takes advantage of the wetland characteristics at the eastern end of the current U.S. Music property. This area serves to absorb water run-off, and maintains a connection to the existing drainage ditch.

The mixed-use style of transit-oriented development also allows people to get to work or to run errands without a car or with fewer trips, because of the convenient proximity to basic needs. Not only can this style of development lessen road congestion through reduced trips, it also can improve air quality through fewer start-ups and idle-time emissions.

Figure 23

Land Use Plan

The Land Use Plan provides an overall framework for improvement and development within the Station Area for the next 10 - 15 years. The Plan strives to maintain and enhance the existing Downtown District and residential area while promoting compatible development in the Station Area.

Map Legend

- Retail/Office
- Mixed Use
- Residential
- P Commuter Parking Lot
- P Commuter Parking Structure
- Parks/Open Space
- Municipal/Public Use
- Institutional
- Possible Kiss 'n' Ride/Open Space
- Station Area
- Potential At-Grade Crossing
- ★ Mundelein Train Station
- D Development Sites (See Table 5 for more details)
















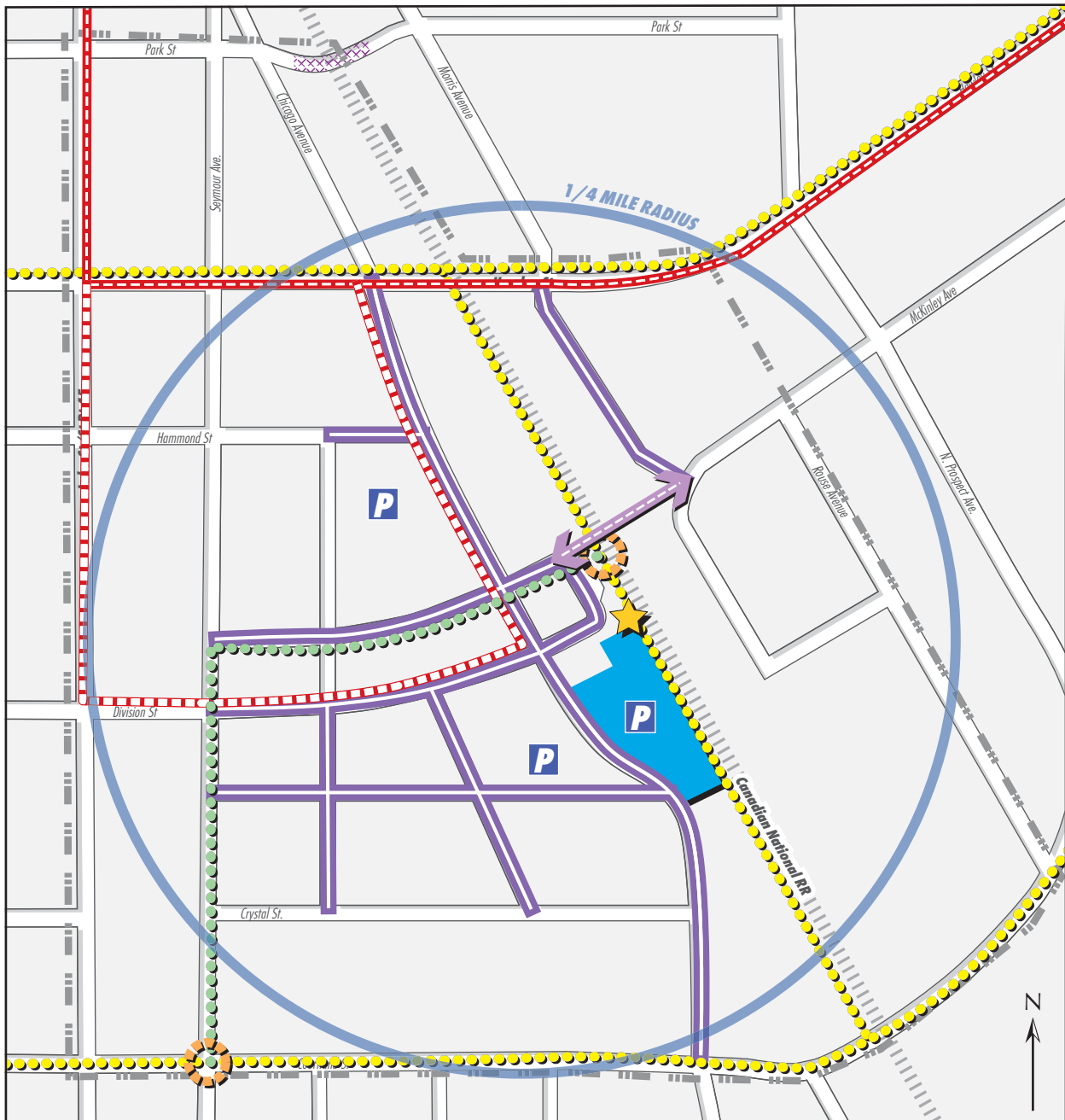
Figure 24

Transportation Plan

The Transportation Plan highlights the infrastructure improvements necessary to create a more navigable, pedestrian-friendly street grid pattern. The figure also identifies the proposed parking locations and public transportation routes within the Station Area.

Map Legend

-  Mundelein Train Station
-  Station Area
-  Existing Road
-  Proposed Road
-  Pace Bus Route 572
-  Potential At-Grade Crossing
-  Existing/Planned Bike Path
-  Proposed Bike Path
-  Proposed Pace Bus Route 572
-  Connection to Existing/Planned Bike Path
-  Proposed Commuter Parking Lot
-  Proposed Commuter Parking Structure
-  Potential At-Grade Crossing Closure



Phasing Strategy

A phasing strategy is necessary to break the TOD Plan into components that can be developed as individual manageable pieces. The order in which the elements of the TOD Plan are built will be driven by private development market conditions. However, this report provides an illustrative strategy based on availability of parcels, readiness for development, and existing private interest, presented in two phases. A graphic representation of the Implementation Phasing is presented below.



Figure 26: Phase 1 and 2 development areas

The initial phase describes the development that begins to build the TOD adjacent to the train station and the Village Green, which will be the core of the new downtown. The objective of the first phase is to provide a solid core around which other subsequent development will occur and thrive. Total development by use is anticipated as follows:

Table 4: 10-Year Development Summary by Use and Phase

Use	Phase 1	Phase 2	Total
Retail and Office Space in Mixed Use	110,000 to 160,000 square feet of convenience and national retail 50,000 to 100,000 square feet of office space		
Residential	600 – 800 for-sale residential units 400 – 600 for-rent residential apartments		
Open Space	2.9 acres	3.0 acres	5.9 acres
Stormwater Management	2.6 acres	n/a	2.6 acres
Commuter Parking	550 spaces	200 spaces	750 spaces
Ancillary Public Parking	30 spaces	160 spaces	190 spaces
Total Off-Street Public Parking	580 spaces	360 spaces	940 spaces

Table 5 on the following page summarizes the development of the Station Area by block.

Table 5: Land Use Summary by Block

Block	Phase	Use	Size	Parking
A	1	Mixed-use retail/office and residential	4.9 Acres	Private off-street
B	1	Mixed-use retail/office and residential Potential temporary surface parking; to be redeveloped as mixed-use retail/office and residential after Block F parking structure opens	4.5 Acres	Private off-street 190 temporary spaces dedicated for commuter parking (potential)
C	TBD	Proposed PUD: Retail/office and residential	3.4 Acres	Private off-street
D	TBD	Proposed PUD: Retail and residential	5.4 Acres	Private off-street
E	2	Redevelopment as residential or mixed-use retail/office and residential in long-term	4.7 Acres	Private off-street
F	1	Mixed-use retail and structured parking; parking will replace potential temporary surface lot on Block B upon completion of Block F construction	5.7 Acres	350 spaces dedicated for commuter parking, 380 total parking spaces, 2 floors
G	TBD	Proposed PUD: Residential	2.7 Acres	Private off-street
H	2	Redevelopment as residential or mixed-use retail/office and residential	1.5 Acres	Private off-street
I	2	Redevelopment as residential or mixed-use retail/office and residential in long-term	2.2 Acres	Private off-street
J	2	Civic Complex with new Village Hall, post office outlet, and parking structure for use by commuters, Village staff, and general public	2.5 Acres	200 spaces dedicated for commuter parking, 360 total spaces, 3 floors
K	1	Surface parking lot for commuters Convenience retail shop	2.4 Acres	200 spaces dedicated for commuter parking Private off-street
L	2	Residential	2.7 Acres	Private off-street
M	2	Residential	3.8 Acres	Private off-street
N	2	Residential	4.4 Acres	Private off-street
O	1 2	Stormwater detention feature at south end of block Residential	6.6 Acres	Private off-street
P	TBD	Proposed PUD: Residential	7.7 Acres	Private off-street
Q	2	Residential	12.9 Acres	Private off-street
R	2	Redevelopment as mixed-use retail/office and residential	4.4 Acres	Private off-street
S	1	Residential	2.3 Acres	Private off-street

Table 6: Estimated Parking and Infrastructure Costs

Development Site Description	Size Units (Gross New #)	Per Unit Multiplier	Estimated Development Costs Total	Phase 1		Phase 2	
				Development Costs	Ph 1 % of Total	Development Costs	Ph 2 % of Total
TOTAL			\$26,217,411	\$13,381,911	51%	\$12,834,600	49%
PARKING	940		\$16,907,411	\$9,707,411	57%	\$7,200,000	43%
B Temporary Surface Parking (Potential)	0 Stalls	\$5,000	\$1,107,411	\$1,107,411	100%	\$0	0%
Commuter	190 Stalls	\$5,000	\$950,000		100%	\$0	0%
New	0						
Replacement	190						
Other	0 Stalls	\$5,000	\$0	\$0	100%	\$0	0%
Post-temporary demolition	(190)	\$828	\$157,411	\$157,411	100%	\$0	0%
F Parking Structure - Mixed Use Development	380 Stalls	\$20,000	\$7,600,000	\$7,600,000	100%	\$0	0%
Commuter	350 Stalls	\$20,000	\$7,000,000	\$7,000,000	100%	\$0	0%
New	22						
Replacement	328						
Other	30 Stalls	\$20,000	\$600,000	\$600,000	100%	\$0	0%
J Parking Structure - Civic Campus	360 Stalls	\$20,000	\$7,200,000	\$7,200,000	100%	\$0	100%
Commuter	200 Stalls	\$20,000	\$4,000,000	\$0	0%	\$4,000,000	100%
New	200						
Replacement	0						
Other	160 Stalls	\$20,000	\$3,200,000	\$0	0%	\$3,200,000	100%
K Surface Parking	200 Stalls	\$5,000	\$1,000,000	\$1,000,000	100%	\$0	0%
Commuter	200 Stalls	\$5,000	\$1,000,000	\$1,000,000	100%	\$0	0%
New	0						
Replacement	200						
Other	0 Stalls	\$5,000	\$0	\$0	100%	\$0	0%
ROADWAY IMPROVEMENTS			\$5,715,000	\$2,208,000	39%	\$3,506,400	61%
Chicago Avenue	2,625 L FT	\$600	\$1,575,000	\$738,000	47%	\$836,400	53%
Division Street (Village Green Boulevard)	1,380 L FT	\$600	\$828,000	\$828,000	100%	\$0	0%
McKinley Street (Village Green Boulevard)	1,140 L FT	\$600	\$684,000	\$462,000	68%	\$222,000	32%
Hammond Street	300 L FT	\$600	\$180,000	\$180,000	100%	\$0	0%
Archer Avenue	630 L FT	\$600	\$378,000	\$0	0%	\$378,000	100%
Crystal Street	1,450 L FT	\$600	\$870,000	\$0	0%	\$870,000	100%
New East-West Connector	1,275 L FT	\$600	\$765,000	\$0	0%	\$765,000	100%
New North-South Connector	725 L FT	\$600	\$435,000	\$0	0%	\$435,000	100%
STREETSCAPING			\$2,857,500	\$1,104,000	39%	\$1,753,200	61%
Chicago Avenue	2,625 L FT	\$300	\$787,500	\$369,000	47%	\$418,200	53%
Division Street (Village Green Boulevard)	1,380 L FT	\$300	\$414,000	\$414,000	100%	\$0	0%
McKinley Street (Village Green Boulevard)	1,140 L FT	\$300	\$342,000	\$231,000	68%	\$111,000	32%
Hammond Street	300 L FT	\$300	\$90,000	\$90,000	100%	\$0	0%
Archer Avenue	630 L FT	\$300	\$189,000	\$0	0%	\$189,000	100%
Crystal Street	1,450 L FT	\$300	\$435,000	\$0	0%	\$435,000	100%
New East-West Connector	1,275 L FT	\$300	\$382,500	\$0	0%	\$382,500	100%
New North-South Connector	725 L FT	\$300	\$217,500	\$0	0%	\$217,500	100%
GREEN SPACE	5.9 ACRE	\$125,000	\$737,500	\$362,500	49%	\$375,000	51%
Village Green			\$737,500	\$362,500	49%	\$375,000	51%

Estimates are in year 2004 dollars
 The table is intended to be used as a planning tool to be updated periodically showing order-of-magnitude costs based on only high level development concepts.
 The costs are not intended to represent actual development scenarios.
 Costs exclude land acquisition
 Source: URS Corporation, RS Means, Metra

Phase 1

Phase 1 proposes development of several core parcels, around which the remainder of the TOD Plan would develop over time. It is anticipated that Phase 1 would span 1-5 years. Illustrations of the elements developed during this Phase are included at the end of this section.

Elements of Phase 1

Phase 1 is anticipated to include:

Infrastructure – Phase 1 infrastructure investments are critical for bringing commuters and retail customers into the neighborhood off the high-traffic collector and arterial streets around the Station Area. Three roadway improvements will establish the main axes of a new grid system. Logistically, these street improvements could be staged within the Phase in smaller, block sections, but are described in summary below:

A segment of the Village Green will be constructed during Phase 1, improving access from the west into the site via Division Street. The first phase of this element will involve the extension of Division Street all the way to the Station. The road will be characterized by a slight curve to the northeast, to align the new terminus with the Station. The beginnings of the looping boulevard are put in place with the creation of a kiss-n-ride drop off in front of the Station. The roadway will continue to loop around the Village Green as McKinley Street extending back to Archer Avenue. It is anticipated that Division Street and McKinley Street will maintain two directions of traffic between Route 45 and Archer Avenue.

The first extension of Chicago Avenue will be constructed to provide a northern entry-point into the Station Area from Hawley Street. Chicago Avenue will contain the primary concentration of commercial development in the Station Area, and will serve as its “Main Street.” Developing Chicago Avenue as the primary north-south roadway within the Station Area will provide a connection to the Village’s existing “Mundelein Main Street” retail and commercial district along Hawley Street. During the first phase of development, extensions will be made south to Division Street, the southern part of the Village Green loop.

Hammond Street currently terminates at Archer Avenue at the boundary of the current Rock-Tenn property. After completion of the Chicago Avenue extension, a short connection between Archer Avenue and Chicago Avenue will be built. This will provide an additional east-west link into the Station Area and Phase 1 commercial development, from Lake Street and Seymour Street.

Streetscaping on all of these roadway expansions is encouraged to achieve the vibrant and intimate urban design favored by the community. This project should include new trees, street furniture such as benches and trash receptacles, planters, and curb and pavement treatments. These streetscaping elements should be consistent with a palette of design guidelines approved by the Village prior to TOD development (discussed later in the Implementation Plan).

Open Space/Stormwater Management – The Station Area establishes 2.9 acres of green space in the first phase of the Village Green, constructed east of Archer Avenue to the kiss-n-ride drop off location. The Village Green fulfills two very important functions in the Station Area: an open space area for both passive recreation and active Village events, and green space contributing to storm and surface water absorption. The amenities to be included in the Village Green could contain elements such as benches, a bicycle path, sculpture, and gardens.

Private Redevelopment – The private development proposed for Phase 1 includes several retail and mixed-use retail/parking projects that



Figure 27: Phase 1 Open Space and Stormwater Management Area

will form the core of new development in the Station Area. This activity is targeted to occur on Blocks A, F, and B north of the Station along the new Chicago Avenue and the Village Green. The market analysis conducted for this study estimated demand for 110,000 to 160,000 square feet of convenience and national retail, 50,000 to 100,000 square feet of office space. Retail and office space are proposed for Phase 1 as ground-floor anchors of the mixed-use developments.

Block K will contain convenience retail-oriented shops, geared toward commuters as well as workers and residents of the Station Area.

In order to maintain 24 x 7 vitality in the Station Area, it will be important to encourage residential development. The market analysis conducted for the TOD Study indicated that 600 – 800 for-sale residential units and 400 – 600 for-rent residential units could be absorbed over a ten-year period. Rowhouse-style townhomes and flat-style condominiums and apartments are the most likely product types for transit-oriented developments. The Village is encouraged to use multiple developers to undertake the residential projects throughout the Station Area, providing some variation in product types and amenities to appeal to the spectrum of buyers identified in the market study: young adults, young families or move-up buyers, empty-nesters or down-sizers, and seniors. During Phase 1, the Plan suggests Blocks A, C, D, and F as mixed-use developments, featuring apartments or condominiums above ground floor retail space and small business offices.

Parking – With the North Central Line double-tracking project nearing completion in 2005, it will be critical to maintain the number of commuter parking spaces needed to accommodate anticipated ridership increases. According to the Village of Mundelein, the current commuter parking lot will provide 528 surface parking spaces at the end of 2005. A portion of this lot will be lost to the Division Street extension and construction of the Village Green.

Some of the replacement parking spaces will be provided in a reconfiguration of the current commuter surface lot and a portion of the Anatol property between the building structure and the train tracks (Blocks J and K). The surface lot will contain 200 commuter spaces. The Village and Metra may wish to explore opening this lot for general public use during off-peak hours, such as weekday evenings and weekends.



Figure 28: Phase 1 Commuter Parking

During Phase 1, Block F will be developed, and will contain the Station Area’s first shared parking structure. In addition to serving customers of the retail shops and offices in Blocks F and B, 350 parking spaces will be dedicated to commuters during weekday daytime hours. A shared parking approach allows for more efficient use of a parking footprint by accounting for, in a realistic way, the various peak-hour parking patterns of different users. Ideally, the Block F and Village Green construction schedules will be coordinated such that replacement parking spaces will be available in the Block F parking structure, prior to removal of current commuter spaces to make way for the Village Green. A three-level structure on Block F could provide a total of 380 spaces; if the Village or the developer wishes to provide more general-use spaces, an additional level could be added to the structure without creating an overly imposing building.

An alternate Phase 1 scenario is to create a temporary surface lot to the north of the Station on Block B, between Chicago Avenue and the train tracks, which could provide 190 spaces during Phase 1 while Block F is under construction. This alternative recognizes the value of beginning work on the Village Green as an attractive amenity in the Station Area – attractive meaning both aesthetically pleasing and creating a pleasant environment, as well as drawing people and additional development into the Station Area.

While designating and building temporary surface parking lots will increase the overall cost of parking within the station area, these costs may need to be borne as a “cost of doing business” if it permits the development of Plan elements to proceed sooner rather than later. Careful coordination of construction projects by a rede-

velopment commission and/or Preferred Concept Planner (see the Implementation Plan) will help minimize expenditures on temporary or interim parking facilities to maintain the number of required commuter spaces.

The net total of commuter parking spaces at the end of Phase 1 will be 550 spaces, an increase of 22 spaces over the planned supply of 528 spaces. The replacement of commuter parking spaces lost due to redevelopment will need to be funded by the Village, or through a public-private partnership between the Village and the developer of Block F. Most state and federal grant programs that help to finance commuter parking may be limited for replacement of existing space, because these sources cannot generally be used until the obsolescence of the current parking facilities occurs. In addition, federal and state funding sources for parking structures have historically been limited.

Cost Estimate of Phase 1

Summarized below are order of magnitude costs for public infrastructure improvements associated with Phase 1 development of the Station Area. The following cost figures are provided to communicate the order of magnitude of public Phase 1 investment in the Station Area:

Phase 1 Estimate: \$ 12.2 million - \$ 13.4 million

Subtotals by Element:

Parking Estimates: \$ 8.4 million - \$9.7 million

Road Improvement Estimates: \$ 2.2 million

Streetscaping Estimates: \$ 1.1 million

Green Space Estimates: \$ 363 thousand

The range in costs is due to the additional cost for the potential construction of temporary surface parking on Block B for use by commuters while the Block F parking structure is being built.

These figures represent estimated costs for development of identified infrastructure and public amenities, and have not factored in financing tools such as grants, or cost-sharing approaches such as public-private partnerships. All figures are provided in 2004 dollars and exclude land acquisition and site cleanup/remediation/preparation.

Phase 2

Phase 2 would be triggered by infrastructure improvements and the successful development of several central blocks during Phase 1. Phase 2 contains the remainder of the infrastructure improvements, additional mixed-use development, including civic and entertainment uses, and residential development. The timeframe for the completion of the TOD Plan would be approximately 5-15 years, following Phase 1.

Redevelopment of the Station Area during Phase 2 is largely dependent on the ability of the Village and private developers to acquire and clear the remaining large parcels in the Station Area. These properties, listed in order of the intensity of current use, include:

- Mundelein Shopping Center, at the northeast corner of Crystal and Seymour (partially vacant; site in fair-to-poor condition)
- Mixed-Use Block E across from the Police Station bounded by Seymour, Hammond, Archer and Division (active; buildings in varying condition)
- Anatol property (tbd)
- Village of Mundelein Public Works (active)
- U.S. Music (active)

With the exception of Block E, which currently contains a diversity of uses, these parcels are characterized by single ownership, which should facilitate land assembly and acquisition. Phase 2 development elements will be implemented according to the ability to obtain property and right-of-way.

Elements of Phase 2

Illustrations of the elements proposed for development during this Phase are included at the end of this section. These would include:

Infrastructure – Infrastructure improvements during Phase 2 expand the basic grid system established in Phase 1. The Chicago Avenue extension is continued south from Division Street (the south side of the Village Green loop) to Courtland Street. The terminus of Chicago Avenue will be located approximately 600 feet west of the train tracks, across from Linden Avenue, to avoid safety concerns around the Courtland Avenue underpass. This street will cut through the current commuter parking lot, the Anatol property, the U.S. Music property and the Mundelein Public Works property. It avoids all current structures except for the Anatol building, which is currently for sale, and one public works building, which could be relocated elsewhere within the Public Works site or the Village.

To create blocks of a size conducive to pedestrian navigation and to residential construction, a new East-West connector street will be built between Division Street and Crystal Street, connecting Seymour Avenue to Chicago Avenue. Two new north-south streets will also subdivide these large blocks. Archer Avenue will be extended from its current terminus at Division Street south to Crystal Street. A second new street, a North-South connector, will be located between the extended Archer Avenue and Chicago Avenue, and will run from Division Street to Crystal Street.

Streetscaping on all of these roadway expansions is encouraged to achieve the vibrant and intimate urban design favored by the community. This project will include new trees, street furniture such as benches and trash receptacles, planters, and curb and pavement treatments. These streetscaping elements should be consistent with a palette of design guidelines approved by the Village prior to TOD development (discussed below).

Open Space/Stormwater Management – Phase 2 adds 3.0 acres of green space to the Village Green, constructed west of Archer Avenue to Lake Street. This extension makes the connection between the Village Green, Kracklauer Park, and the landscaped grounds of the police station. This extension will be coordinated with the long-term redevelopment vision of Block E bounded by Seymour Avenue, Hammond Street, Archer Street, and Division

Street, which currently contains a number of single-family homes and apartment buildings. This extension would also require the relocation of the McDonald's and the Marathon gas station.

The residential development on Block Q at the south end of the Station Area is planned in a manner that maintains the existing drainage ditch, an important drainage mechanism in the Station Area's stormwater system.

Civic Redevelopment – Leading redevelopment projects in Phase 2 will be the civic anchors along the south face of the Village Green: a new Village Hall, and a retail post office outlet. The Village Hall will offer improved workspace and amenities for its staff and more functional public space for Village residents. The satellite post office outlet will offer an easier-to-access alternative for customer transactions, with convenient location across from the Mundelein Train Station on Division Street. This development is targeted for the site of the current Anatol property.

Private Redevelopment – Residential and commercial redevelopment during Phase 2 is largely dependent on the ability of private developers to acquire and clear the remaining large parcels in the Station Area. Development during Phase 2 will be triggered by the successful implementation of the core Phase 1 projects. Particularly for additional retail projects above the projections estimated by the market study included in this report, market forces will also “wait and see” if ridership volumes rise as anticipated, and if the demand for downtown residential remains steady, before building the Area's retail space out to capacity.

Over the course of Phase 2, numerous dwelling units will be added to the Station Area. During Phase 2, the TOD Plan proposes Blocks L, M, N, O, P, and Q as exclusively residential developments. The Plan suggests Block I for more mixed-use development, featuring retail and small business office space on the ground floor, and apartments or condominiums above. Blocks E and H will most likely develop as a primarily residential block, with the potential for a mixed-use façade along Hammond Street and facing the Village Green.

The current tenants of the Mundelein Shopping Center, if viable, could potentially relocate to any of the new retail space in the several mixed-use developments.

Parking – Parking demand during Phase 2 will come from commuters, customers of new Station Area establishments, and Station Area residents.

The Civic Complex described above will be backed by a parking structure serving customers, Village employees, and commuters. The Civic Complex will contain 200 stalls designated for commuters during weekday daytime hours.

Together with the dedicated parking spaces in Blocks J and F, the Station Area will provide commuters with a total of 750 parking spaces. This figure represents an increase of 200 spaces over the Phase 1 supply of 550 spaces. The net number of new commuter parking spaces is 222.

The private residential developments described above are responsible for providing sufficient parking spaces for owners or tenants of these units. These spaces are not anticipated to be available for use by the general public or by commuters.



Figure 29: Phase 2 Open Space and Stormwater Management Area



Figure 30: Phase 2 Commuter Parking

Cost Estimate of Phase 2

Summarized below are order of magnitude costs for public infrastructure improvements associated with Phase 2 development of the Station Area:

Phase 2 Estimate: \$ 12.8 million

Subtotals by Element:

Parking Estimates:	\$ 7.2 million
Road Improvement Estimates:	\$ 3.5 million
Streetscaping Estimates:	\$ 1.8 million
Green Space Estimates:	\$ 375 thousand

These figures represent order of magnitude estimated costs for development of identified infrastructure and public amenities, and have not factored in financing tools such as grants, or cost-sharing approaches such as public-private partnerships. All figures are provided in 2004 dollars, and exclude land acquisition and site cleanup/remediation/preparation.

Residential Density

Objectives for the Mundelein TOD include increasing growth, and drawing activity into the heart of the area. These objectives are met, in part, by applying planning and design strategies of establishing a higher concentration of residential and commercial activity at the center of the TOD. The residential market analysis for this study estimated demand of 600 to 800 for-sale units and 400 to 600 rental units over a ten-year period; this demand projection translates into an average gross density in the 99-acre TOD Area of 14 units per acre. Individual blocks may have higher or lower densities, according to development sites. Potential maximum gross density for any given block in the TOD Area could be set conservatively at 30 units per acre, to aggressively at 50 units per acre.

In Mundelein, Phase 1 will establish the core of the Station Area on a few key blocks closest to the Train Station and the proposed Village Green. These blocks are anticipated to exhibit the greatest intensity of development, in terms of concentration of residential units and commercial space. Developments on these blocks would likely approach the maximum gross density designation.

Phase 2 will complete the build-out of the TOD plan. Parcels nearest the Train Station and Village Green will exhibit a similar density to the Phase 1 development. Blocks within the TOD, but farther away from the Train Station and the Village Green, are appropriate for development at lower per-acre densities, such as 8 to 20 units per acre.

Projects of high density – e.g., above 30 units per acre – are new for Mundelein and for central Lake County; none of the recent developments surveyed as part of the TOD market study were characterized by similar density or numbers of units. The Village can support the objective of establishing a greater residential base in the TOD by permitting projects with greater density plans. However, it will be in the community's interest that such proposals are supported with a detailed market feasibility and project financial analysis based on the proposed products' pricing, amenities, expected absorption rates, and build-out schedule.

Implementation Plan

The Implementation Plan

The implementation-planning phase of a planning study includes the steps and actions needed to turn “the possible” into “reality.” The objectives of this section are to:

- Identify issues and constraints to development, with an approach for overcoming these potential challenges.
- Approach implementation by describing discrete, action-oriented steps.
- Summarize potential funding opportunities for public development and gap financing for private development.

This chapter of the report is organized into three sections, each of which provides guidance on how the Village can move through major stages of Plan implementation. These stages include:

- Institutionalizing the Plan – laying the administrative and financial foundations to proceed with development.
- Controlling development – establishing mechanisms and processes for managing and guiding actual real development projects.
- Provide or coordinate gap financing – organizing the financial tools and incentives that enable private development to occur in a complex environment.

The Village may elect to follow the steps involved upon completion of the TOD Planning Study.

Institutionalizing the Plan

To initiate the implementation of the TOD Plan, the Village can undertake a number of preparatory activities. These steps are general in nature, and will not benefit any one desired use over another. They are; however, a critical foundation for subsequent development. The steps involved should be undertaken by the Village and Village representatives upon adoption of the TOD Plan.

Establish Funding

Identifying funding sources for the Station Area Plan development activities outlined above will be critical to realizing the vision, particularly during Phase 1. Organized and proactive identification of public-private partnership options and levels of financial commitment signal to the development community that the Village of Mundelein is serious about development of the Station Area.

Tax Increment Financing

Implementing a Tax Increment Financing (TIF) district is recommended because it serves a number of critical purposes related to implementation of the Station Area Plan:

- Signals to the development community that the Village of Mundelein is dedicated to developing the Station Area.
- Provides a source of money to conduct basic preparation activities, such as writing and adopting zoning ordinances, development of design guidelines for the TIF district, and marketing of redevelopment sites.
- Provides a source of money for general public infrastructure activities, such as the construction of parking spaces, the new Station Area street grid system, and a stormwater management system.
- Provides a source of money for project-specific development activities, such as property assembly and site preparation.

TIFs work by capturing all new property tax revenues within a specific area and reinvesting them in that area for a period of 23 years. When a TIF is established, the value of all the property in the TIF is examined to determine the Base Equalized Assessed Value, or Base EAV. The property taxes generated annually by the frozen Base EAV are distributed to all taxing districts on a prorated basis. The property taxes generated by growth in EAV above the Base EAV are distributed to the municipality's TIF fund. The growth in EAV occurs as a result of private investment in new development, rehabilitation of existing development, as well as growth in property values through reassessment.

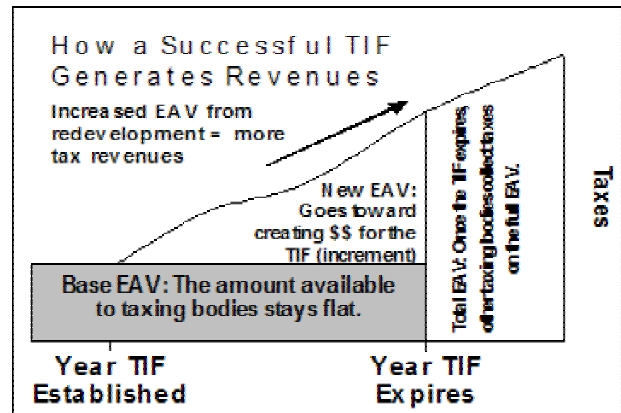


Figure 31: TIF Revenue Generation

The Village has undertaken a preliminary TIF eligibility analysis, which recommends a TIF boundary that roughly corresponds to the Station Area (Figure 32). The Village should ensure that the TIF study coordinates with the Station Area analysis in this report, and that actions pertaining to the establishment of the TIF district proceed to enable timely implementation.

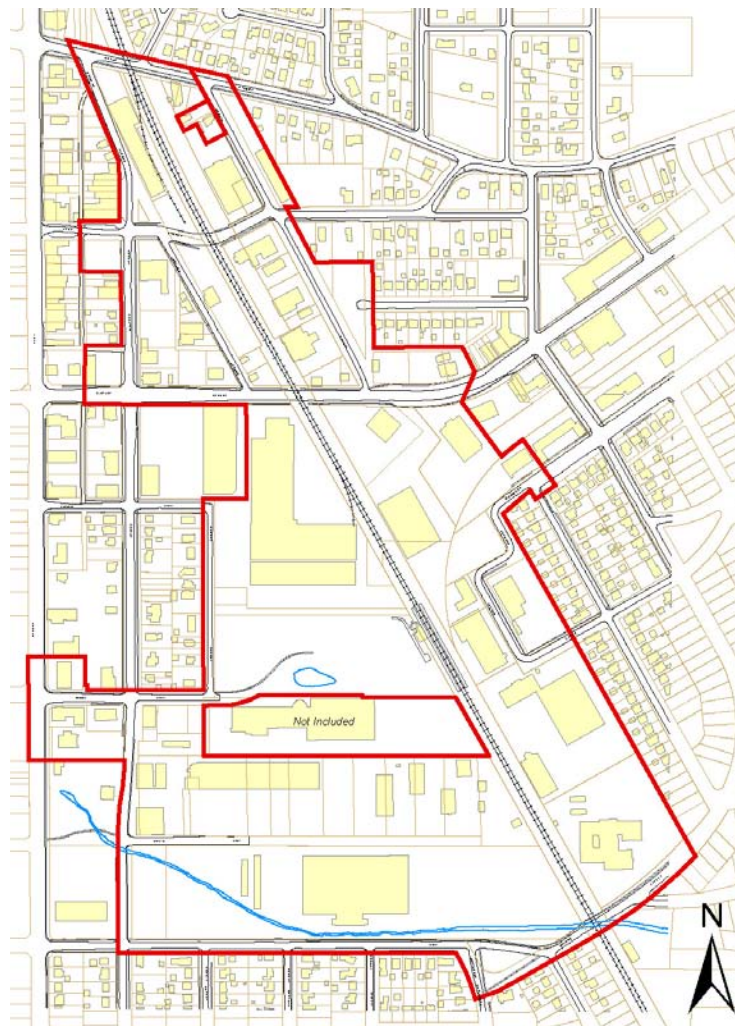


Figure 32: Mundelein Proposed TIF Boundaries, October 2004, created by Kane-McKenna

Further discussion of additional financing tools is located in the Development Section. That section of the report correlates potential funding options with specific development projects discussed earlier in the report. Local, state, and federal tools that will assist the Village of Mundelein in implementing the plan over the multiple phases of development are identified in the tables at the end of this section.

Adopt the Station Area Plan

In order for the Station Area Plan to be meaningful and truly serve as a guide for future development, the Plan presented here should be adopted by the Village Board and incorporated into the Village's Comprehensive Plan as a sub-area plan. This action establishes a common understanding of the vision for the area and an administrative foundation for development decisions with "teeth."

Update Zoning Ordinance

A key element in the success of Mundelein's Station Area will be the look and feel of the neighborhood. Zoning districts outline the permitted uses within a given area and influence the type of development that will occur in the Station Area. Current zoning around the Mundelein Train Station is mostly designated for *Medium Industrial* uses, with other commercial and residential zoning categories present as well. Some of the present uses are not the desired end-state, so revisions to zoning in the Station Area may be necessary to encourage those desired uses.

Mundelein's current zoning ordinances do not address the type of new development proposed in the Preferred Concept Plan: a downtown area with a greater diversity and mix of land uses built at higher density than in other areas of the Village. The Village might approach an amendment to the zoning ordinances in several ways:

- Establish the entire Station Area as a Planned Unit Development (PUD). The elements defined in the PUD will guide development within these boundaries.
- Define new use categories, and rezone individual areas according to land uses on the Preferred Concept Plan. Required new categories include:
 - Mixed-use (e.g., retail or office on ground floor, residential above; other uses with structured parking)
 - Higher density residential
 - Pedestrian-oriented commercial
 - Parking requirements and guidelines for shared use structures
- Define and apply a Transit Neighborhood Overlay District addressing desired uses and specific standards of bulk, mass, height, setback, etc. Undesired underlying current uses, such as industrial, would need to be rezoned.

Defining a PUD will be viewed as the most favorable option by the development community, as it provides the greatest degree of flexibility (within the parameters of the TOD Plan) while reducing the risk that certain proposals would be unexpectedly viewed as undesirable uses by the community or by changes in political administration.

Create Design Guidelines

In addition to the zoning ordinances, the Village should consider creation and implementation of Design Guidelines, to develop a cohesive and pleasing appearance in the Station Area. Aesthetic appeal contributes to the use and success of the neighborhood, so it is beneficial that the neighborhood does not develop in a haphazard or piece-meal fashion as it relates to façade treatments, signage, landscaping, lighting, entrances and pedestrian amenities. The Visual Preference Survey conducted as part of the TOD Study's Community In-

volvement process will be a valuable input to the Design Guidelines. However, development guidelines should not be so prescriptive that they contribute to unreasonable construction costs or unprofitable projects.

Commence Additional Studies

A number of additional feasibility and design studies should be undertaken to determine requirements and constraints related to the following TOD Plan elements:

Downtown Mundelein At-Grade Crossings

The maintenance of at-grade crossings in downtown Mundelein was discussed at length by the Project Team and by the Project Advisory Board while studying circulation within the Station Area and planning the future infrastructure and enhanced street grid network. There are currently at-grade railroad crossings in downtown Mundelein at Park Street, Route 176/Maple, and at Hawley Street. The creation of an additional at-grade crossing at McKinley Street just north of the Station was suggested during development of the TOD Plan to provide greater direct access to the west side of the Station Area and the Station from the east. To maintain the number of rail crossings in the Downtown, the Park Street crossing, where there are current problems with freight train blockage, should be closed.

With the proposed redevelopment of the area between Hawley Street and Courtland Street, additional traffic will be generated. A significant portion of the traffic generated by the redevelopment can be expected to cross the Canadian National Rail line to and from the east. With the current crossings, virtually all of this newly generated traffic can be expected to utilize either Hawley Street or Courtland Street. Park Street would be too difficult to access, and Maple Avenue is too far to the north. While Hawley Street can accommodate additional traffic, Courtland Street is perceived as a residential street, particularly east of the tracks. Additional traffic placed onto this street network would not be desirable from a resident's point of view for a number of reasons. Therefore, it would be desirable to divert as much traffic from the redeveloped areas away from Courtland Street as possible.

The desired solution to the goal of creating a true street grid within the Station Area would be the introduction of a new railroad crossing at McKinley Avenue. By extending McKinley Avenue across the tracks it will likely take additional pressure off of Hawley Street. By adding a new crossing closer to Courtland Street it is possible some traffic may be diverted off of Courtland Street onto McKinley Avenue. However, since Courtland Street is a grade separated crossing, the diversion of through traffic off of Courtland Street onto McKinley Avenue would likely not be significant. Therefore, it is recommended that the Park Street railroad crossing be closed and replaced with a new at-grade crossing at McKinley Avenue. The traffic generated by the newly redeveloped areas plus the additional traffic diverting from Hawley Street and possibly Courtland Street would be greater than the traffic that currently uses the existing Park Street crossing. This new crossing would open up the undeveloped area on the west side of the railroad tracks as well as provide easier ingress and egress from the commuter parking lots to the east side of the Village.

The Village will need to discuss a potential at-grade crossing with the CN Railroad. While Metra is building the second track and will own this track for its useful life, CN retains ownership of the right-of-way. Therefore, any discussions related to approving/granting access to the right-of-way (i.e. at-grade crossings - pedestrian and/or vehicle, underpass, etc.) would require permission from the CN. In the past, the freight railroads (as well as Metra) have been reluctant in granting new at-grade crossings (pedestrian and/or vehicle) and generally require the closure of (an) existing crossing(s) in order to grant a new one.

Additionally, there would need to be a logistics study performed to analyze rail signaling and gate timing, traffic signal coordination, location of platforms, and engineering and design of the crossing relative to the Station, Village Green, kiss-n-ride, topography, and adjoining legs of McKinley Street. This complexity and necessity for further study is the reason that the McKinley Street crossing has been designated as a placeholder for optional future consideration in the Plan.

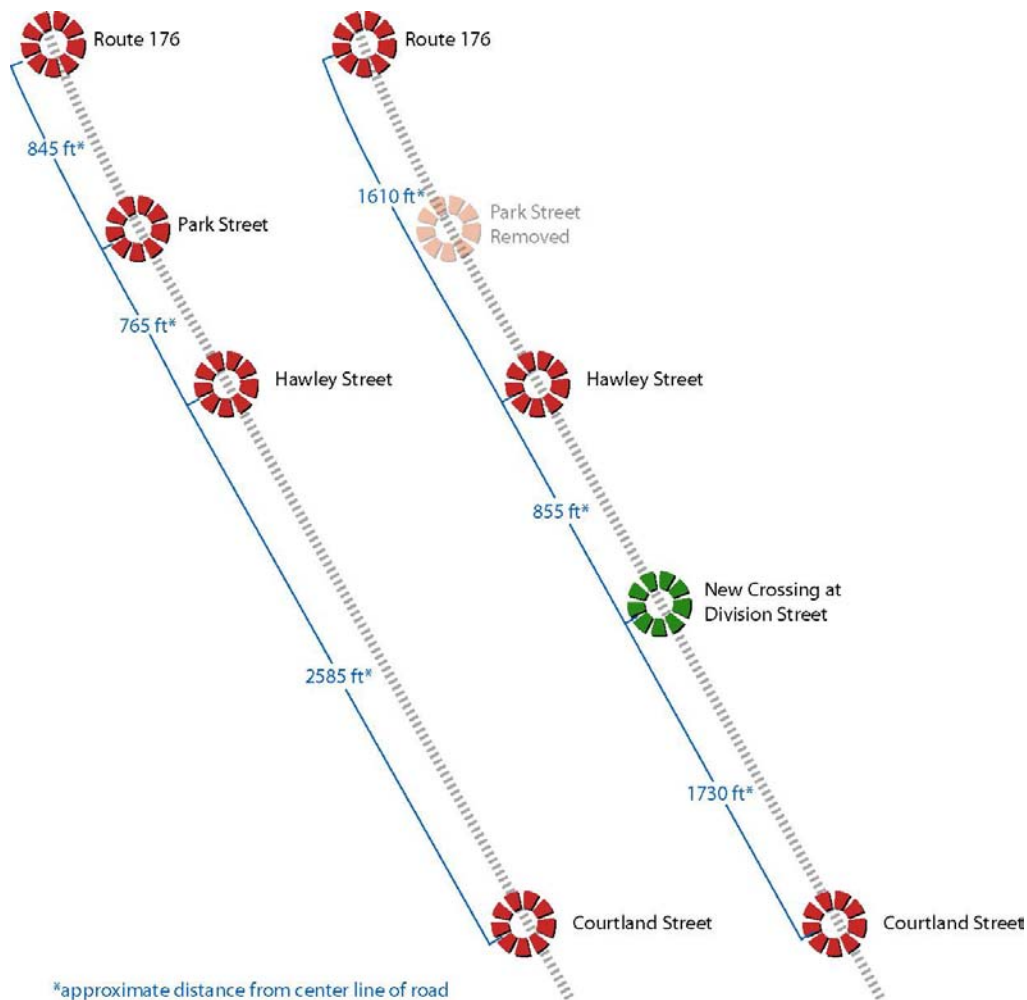


Figure 33: Proposed At Grade Crossing Location

Detailed Stormwater Management Plan

The Plan presented by this study has identified areas of the Station Area where stormwater can be stored and controlled, and innovative techniques for handling water at the surface. An additional engineering study will be required to measure the amount of stormwater storage required by the build-out proposed in this Plan, and related costs. Factors to be included in this analysis would be:

- Current amount of runoff (or the present quantity of impervious surface)
- Future amount of runoff (future building mass and impervious surface)
- Current capacity (present storage ability and utilization)

- Future capacity (increase or decrease over current supply)

Specific design and engineering techniques for moving and storing stormwater and runoff would be explored, evaluated, and selected in that point in time; specification or pricing in the current TOD Study would be inappropriate at the current level of uncertainty. Based on the outcomes of a subsequent study, the Village and its designated Redevelopment Board and/or master planner could determine the allocation of construction and expense among Station Area developers and the public sector.

Programming for the Village Green

The Village Green is the defining feature for the Mundelein TOD. The physical size of the Green presents the Village with the opportunity to create a variety of environs. A detailed Programming Study should be completed in collaboration with the Mundelein Park District to determine the needs and desires of the community for various activities. A cursory review determined the following activities or features could be accommodated:

- Youth sports programs
- Art Programs
- Music programs
- Interactive hydraulic feature
- Outdoor theater
- Walking paths
- Dog exercise facility

In addition to determining the programming for the Village Green, a design competition could be held to attract world-class designs in landscape and public art.

Controlling development

Following the adoption of the TOD Plan, there are various strategies the Village can take to bring the development to reality, which include varying levels of Village involvement and action, and different means of oversight and master planning.

Establish Level of Village Participation

After the foundation for implementation of the TOD Plan has been laid, the Village needs to determine the degree of its participation in individual development projects.

High Level of Participation

Under the most proactive approach, the Village or its designated development agency, would acquire development sites, through negotiated purchases, condemnation or a combination of methods. The Village or its designated development agency would issue a Request for Qualifications/Proposals (RFQ/RFP) that would state the Village's development objectives and vision, and seek a development partner. A high level of Village involvement gives the Village the greatest control over the outcome of the development, but also costs the most in terms of local funds, Village staff time, and risk on the part of the Village.

Medium Level of Participation

Under the medium scenario, the Village assists a developer/land-owner to undertake a project. Under this scenario the Village does not take title to the land, and thus has less control to select the developer. A developer or landowner may decide to pursue a project; the Village can offer to work with this developer to achieve the Village's development objectives.

The Village can offer TIF or other incentives as leverage to convince the developer to provide parking or other improvements that satisfy larger objectives of the Village's plan.

Under the medium scenario, the Village has some control to shape the development program, but not as much control as under an RFP/RFQ process.

Low Level of Participation

The Village can take a reactive position and use its regulatory and zoning authority to attempt to guide development. The TOD Plan can be used as a guide to approve or reject development proposals that the private market brings forth. The Village still has some control over potential development in the form of veto power, but has very limited ability to have positive or pro-active influence over the implementation process.

Under this scenario, the Village essentially waits until private developers propose development. The benefit of this scenario is that it is market-driven, low-cost, and low-risk for the Village.

If the Village decides to participate at a high level, it should consider the following tasks to assist it with development oversight.

Establish Oversight

Redevelopment Board

In order to assure that this project maintains the momentum that it has gained through this initial planning stage, the Village of Mundelein should establish a Redevelopment Board/Commission to oversee the activities necessary to move this project forward. Through this Board/Commission, the Village can maintain oversight controls over development and long-term management to ensure that the long-term use of the property meets the community's goals for redevelopment and is economically, environmentally, and socially sustainable.

This committee, empowered by the State of Illinois' legislation enabling local governments to create Redevelopment Areas and authorities, would administer all phases of the project, and maintain a focused, consistent and ongoing vision for the Station Area, even through multiple political administrations. Its purpose includes: investigating, studying, and surveying blighted areas, selecting and acquiring the blighted areas to be redeveloped, and re-planning and disposing of the blighted areas in the manner that best serves the social and economic interests of the community.

The Board/Commission will be the authority with power to issue bonds, develop financing tools, and acquire and dispose of property for redevelopment purposes. It is anticipated that the Mundelein TOD Redevelopment Board will provide valuable leadership in the area of funding. The Village will also rely on it for approval and authorization of many of the implementation aspects of the Mundelein TOD. Ideal board members would have experience in real estate development, especially with projects involving public-private partnerships and multi-layered financing.

Third-Party Master Developer or Master Planner

The Village of Mundelein has been building a solid planning and Community Development Department. However, in a dynamic environment such as Mundelein's, the existing staff levels will be insufficient to take on detailed oversight of Station Area development, in addition to the other events happening within the Village. A third-party master planner or master developer can coordinate development on behalf of the Village, and can leverage particular expertise in finance, development negotiation, site design and engineering, and infrastructure design and engineering. The master-planner or master-developer will also coordinate construction schedules to reduce redundant or temporary work on infrastructure and parking facilities to ensure that public funds are used in the most cost-efficient manner feasible.

Establish Site Control

The Village or its designated development agency has several options for obtaining control of parcels within the Station Area as a pre-cursor to development. These options must be discussed with the Village attorney to determine local and state policies, procedures, and statutes.

- Purchase of site
 - Direct purchase
 - Agreement between owner and Village to give Village first right of refusal on property acquisition
 - Options to purchase – agreement between owner and prospective purchaser to take property off market for specified length of time for a fee for prospective buyer to perform due diligence activities (e.g., environmental and geotechnical assessment); purchase price negotiated at the time of option, or at a later time/date
- Lease of site
 - Direct
 - Options to lease – same as above, except prospective user is a renter
- Acquisition by condemnation of site, based on various types of liens
 - Environmental
 - Building code violation
 - Tax non-payment
- Acquisition by eminent domain
 - For use as a public good, not for redevelopment by another private party

Solicit Developers

The Village or its designated development agency has several options for promoting development of parcels within the TOD Plan.

- Under a Request for Qualifications (RFQ), the Village would not ask for a specific development plan or financial pro forma, but would rather select a developer based on past relevant experience and qualifications.
- Under a Request for Proposal (RPF), the Village would seek a development proposal that lays out proposed uses and financial details.

Once a developer is selected, the next step is to negotiate a development agreement and begin to determine the appropriate incentives package or gap financing based on the Village's objectives and the economics of the individual development project.

Providing or Coordinating Gap Financing

Identifying funding sources for the Phase 1 and Phase 2 development activities outlined above will be critical to realizing the vision, particularly during Phase 1. Organized and proactive identification of public-private partnership options and levels of financial commitment signal to the development community that the Village of Mundelein is serious about development of the Station Area. Large-scale redevelopment projects, such as Mundelein's TOD, often require a combination of funding tools from various levels of government to help with "gap financing" (public funding that closes a "gap") between private developer debt and equity, and the costs related to constructing a project.

Construction of the two mixed-use buildings that contain shared parking spaces will likely involve multi-party financing, potentially including the Village, Metra, and private developers. In past history, Metra has often provided funding for additional new surface spaces, but Metra does not assist in financing the replacement of historical and/or functional parking spaces.

Due to the complexity and diversity of issues typically involved in redevelopment projects, such as environmental, transportation, infrastructure, land acquisition/assembly, building demolition/ rehabilitation, and business recruitment issues, a municipality needs a number of resources to tap to help address the varying aspects of a redevelopment project. However, locally controlled economic development tools cannot be stressed enough. Working with other municipalities across the country, it has been found that the local funding tools have proved critical in the redevelopment process. This is because local funding tools, such as TIFs, SSAs, property tax abatements, and land acquisition/write-downs empower municipalities to guide redevelopment and provide timely assistance, which is critical to today's development projects.

Recognizing that many of the infrastructure, parking, and transit improvements will not be realized without the support of Mundelein's residential and business community, it will be extremely important for the Village to continue the public out-reach and education programs established during the conceptual phases of the Station Area Plan project. These programs will help communicate how the proposed improvements will be critical in maintaining and enhancing the character and vitality of Mundelein's downtown, and are a critical opportunity for gaining the support of residents and businesses. Only through a combination of both public and private sector funding can the multi-phased development approach proposed for Mundelein's Transit Oriented Development be achieved.

Economic Development Tools

Economic development incentives will play a critical role in helping the Village of Mundelein create a healthy and vibrant downtown. Financing tools are necessary to encourage private investment within the downtown and to make the redevelopment plan set forth in this report a reality.

In the tables at the end of this section, we have identified local, State and Federal tools that will assist the Village of Mundelein in implementing the plan over the multiple phases of development. The Village may elect to obtain commitment from these funding sources upon adoption of the TOD Plan.

- Technical Assistance Tools – Grant programs to cover costs of planning, economic analysis, and development advisory services.
- Economic Development Tools – Incentive and loan programs to provide direct support for development projects or specific businesses.
- Transportation Tools – Funding for road, bridge, rail, mass transportation, and other infrastructure programs.
- Parks and Trails Tools – Programs designed for open space and recreational improvements.
- Brownfield Tools – Programs designed for environmental remediation and brownfield redevelopment.

Matching Tools to Specific Projects

An attempt is made to match potential funding sources with the various types of projects proposed for the Mundelein Station Area.

Mixed-Use Redevelopment Sites

There are five major mixed-use projects proposed for the Mundelein Station Area, including:

- Block A (Phase 1)
- Block B (Phase 1)
- Block F (Phase 1)
- Block I (Phase 2)
- Block J (Phase 2)

Each of these redevelopments is likely to include a mix of uses, including commercial/retail space, residential units and parking. The Village is likely to partner with private developers to implement these developments. The most likely funding tools that the Village should consider to provide incentives for the desired development program for these parcels include the following, all listed under the Economic Development tools.

- Building and Land Acquisition and Write-down
- Tax Increment Financing (TIF)
- Reduction in Real Estate Taxes

In many transit-oriented developments, the public sector helps to subsidize structured parking or other public improvements to make the project economically feasible. Metra has participated in funding structured parking garages, but historically not at a level above the cost of surface parking.

Surface Parking

Several surface parking lots are proposed to provide parking for the Station and other Station Area activities. The two redevelopment sites proposed for parking are:

- Block B – Potential temporary surface lot (Phase 1)
- Block K – Permanent surface lot (Phase 1)

In other communities, Metra has participated in construction of new parking to serve expanded train service. However, Metra typically does not pay for constructing replacement parking, nor for replacement of parking that has not exceeded its useful life. As of Summer 2004, the Village had begun the process of building 234 additional commuter parking adjacent to its current lot, in anticipation of completion of the North Central line double tracking in late 2005. This additional parking, required by the 1996 New Starts agreement that funded the double-tracking project, has been in planning by the Village and Metra since 1998, well before the Village commissioned this TOD Study. The new spaces were planned as a 20-40 year investment and it will be up to the Village to determine a strategy for replacement. Careful planning can minimize the investment in temporary spaces. Potential funding sources for this parking could include:

- Tax Increment Financing (TIF)
- Special Service Areas / Business Improvement Districts
- Village capital improvements / infrastructure allocations

Street Extensions

State transportation programs, in particular those that target economic development-related infrastructure improvements could be used to fund street extensions. Detailed rail funding programs are presented under transportation tools and include the following:

- Transportation Improvement Program (TIP) *
- Affordable Financing of Public Infrastructure Program (AFPI)
- Business Development Public Infrastructure (BDPI)
- Tax Increment Financing

Grade Crossing Improvements

We have detailed rail-funding programs under the Transportation Tools. Funding programs include:

- Transportation Improvement Program (TIP) *
- Surface Transportation Program (STP) *
- Illinois Commerce Commission Rail Safety Improvement Program
- Illinois Department of Transportation Highways/Grade Crossing Protection *

Streetscaping

Funding sources for streetscape improvements include the Economic Development Tools and potentially the Parks and Trails Tools, if streetscape improvements are tied to trail systems. The key tools include:

- Tax increment financing
- Special Service Areas / Business Improvement Districts
- Greenways Program

** Subject to reauthorization of state and federal transportation funding acts.*

Funding Toolkit: Technical Assistance Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
American Institute of Architects (AIA)'s Regional/Urban Design Assistance Team (R/UDAT) Program	(pronounced ROO dat) Program uses a grassroots approach to help create livable communities by combining local resources with the expertise of a multidisciplinary team of nationally recognized volunteer professionals. The team conducts an intensive four-day workshop onsite, engaging all members of the community in creating a vision for the future, and follows up with recommendations that the community can use in formulating an action/implementation plan.	1 - Local	AIA	ph (202) 626-7442 rudat@aia.org http://www.aia.org/rudat/about1.asp	Only AIA travel and living expenses are reimbursed by the community.
Competitive Communities Initiative	Technical assistance program. DCEO appoints a CCI specialist to work with communities on their business and community development efforts through a rigorous local self-assessment and identification of goals, priorities and the actions needed to attain these goals. In addition, the CCI specialist serves as a link to the community in identifying private and government agencies that can provide technical assistance and resources.	1 - Local	4 - State	Ms. Diann Reed Illinois Department of Commerce & Community Affairs, Office of Local Initiatives 620 East Adams, CIPS 3 Springfield, Illinois 62701 (217) 782-7514. diann_reed@commerce.state.il.us http://www.illinoisbiz.biz/com/cci/	CCI guidance is provided free to participating communities. Incidental expenses that arise are paid for by the local sponsors. The most significant cost is time committed by local leaders. Communities are selected on a competitive basis. Communities must attend an application workshop and submit an application in order to be eligible for the program.
Economic Development Administration (EDA)-Local Technical Assistance Program	Solving specific economic development problems, responding to developmental opportunities, and building and expanding local organizational capacity in distressed areas. Examples include feasibility studies for specific projects or revitalization or business development strategies. Applicants provide 25% of total project costs.	Mix	5 - Federal	EDA Regional Office 111 N. Canal St, Ste. 855, Chicago 60606 (312) 353-7706	Continual basis, until depletion of funds.
Greenways Program	This program provides incentives and technical assistance for local communities to protect greenways corridors and to provide bike trails; coordination occurs with IDOT on bike trail projects with federal funding. The program encourages the formation of coalitions within counties and communities for the application of grants, up to \$20,000 per grant, to prepare plans for the improvement of greenway systems.	4 - State	4 - State	IDNR Division of Grant Administration, 524 S. Second Street, Room 315, Springfield, IL 62701-1787 or call (217) 782-7481	n/a
Illinois Main Street Program	Illinois Main Street, a preservation-based economic development program, assists Illinois communities with the development and implementation of downtown revitalization strategies. Technical assistance and services are available on a competitive basis to help communities in economic restructuring, promotion, organization, and design. The program helps communities strengthen their traditional downtown centers and preserve historic commercial buildings.	4 - State	4 - State	Ms. Wendy Bell Main Street Program Coordinator Office of Lt. Gov Pat Quinn (217) 782-5990 E-Mail: wendy_bell@ltgov.state.il.us	n/a
Urban Land Institute Advisory Services	Expert advice on complex land use planning and development projects, programs, and policies. Panelists spend an intensive three to five days on site touring the study area, meeting and interviewing key people within the community, and preparing findings and recommendations. Each panel team is composed of highly qualified, senior real estate development professionals, who, as members of ULI, volunteer their time. Panel members are chosen from outside the project area and screened to avoid conflicts of interest.	Mix	ULI	National Program: Advisory Services Program The Urban Land Institute 1025 Thomas Jefferson Street NW Suite 500 West Washington DC 20007 ph (202) 624-7000 fax (202) 624-7140 Local Program (partnership with Metropolitan Planning Council's <i>Campaign for Sensible Growth</i>): Cynthia A. McSherry, District Council Coordinator - ULI Chicago 1700 W. Irving Park Road Chicago, IL 60613 ph (773) 549-4972 http://chicago.uli.org/programs.html	Applications can be made at any time. Decisions regarding approval are made within a month of receipt of a completed application. Twelve weeks from receipt of the sponsor's application are needed for ULI to assemble the panel team and organize logistics. Chicago Council selects 3-4 projects to conduct in a year during an Autumn selection meeting.

Funding Toolkit: Brownfield Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Environmental Bonds	Environmental Bonds are treated as a tax-exempt bond for certain purposes. These purposes include but are not limited to mass commuting facilities. Carried over volume cap may be utilized for environmental bonds, therefore IDFA prohibits applications for environmental projects in the first and second rounds, but allows them in the third round.	4 - State	4 - State	Ill. Development Finance Authority Suite 5310, Sears Tower Chicago, Illinois 60606 (312) 793-5586	n/a
Flood Mitigation Buy-out Program	This land acquisition program uses state dollars to purchase flood prone properties, reduce future flood damages, and create open space. DNR coordinates this program with other state and federal partners that also provide dollars through the State Interagency Mitigation Advisory Group (IMAG). IMAG prioritizes projects and coordinates with local units of government who ultimately hold land title and maintain open space.	4 - State	4 - State	IDNR Division of Grant Administration 524 S. Second Street, Room 315 Springfield, IL 62701-1787 Ph (217) 782-7481	n/a
Illinois EPA Environmental Remediation Tax Credit	Gives a credit towards Illinois income tax to taxpayers who pay for brownfield cleanup under the Site Remediation Program and who have not caused or contributed to contamination at the site. The tax credit equals 25 percent of remediation costs in excess of \$100,000 per site unless the site is located in an enterprise zone (then there is no threshold). A maximum annual credit of \$40,000 per site, with a maximum total credit of \$150,000 per site.	4 - State	4 - State	Illinois Environmental Protection Agency 1021 N. Grand Ave. E. Springfield, IL 62794-9276 (217) 782-6760	http://www.epa.state.il.us/land/brownfields/faq.html
Illinois EPA Brownfields Redevelopment Grant (MBRG)	Grants for up to a total of \$240,000. Recipients must provide a local 30% match for any grant award. The grants may be used for coordination of activities related to brownfield redevelopment, including identification of brownfield sites, site investigation and development of remediation objectives and related plans.	4 - State	4 - State	Office of Brownfields Assistance Illinois Environmental Protection Agency 1021 N. Grand Avenue, Springfield, Illinois 62794 Ph (217) 785-9407	http://www.epa.state.il.us/land/brownfields/grants/brownfields-grant-program-application-package.pdf
Illinois EPA Brownfields Redevelopment Loan Program (BRLP)	Offers low interest loans to municipalities or private parties to clean up brownfields sites. Will pay for: limited investigation, remediation, and demolition at sites contaminated by hazardous substances, pesticides, or petroleum. \$120,000 maximum per site for site investigation, \$500,000 maximum for any single loan application, \$1,000,000 maximum for any single project. Site cleanup overseen by ILEPA's SRP. Works as a revolving loan fund.	4 - State	4 - State	Office of Brownfields Assistance Illinois Environmental Protection Agency 1021 N. Grand Avenue, Springfield, Illinois 62794 Ph (217) 785-9407	http://www.epa.state.il.us/land/brownfields/loan/brownfield-loan-app.pdf
Green Illinois	The Green Communities Demonstration Program supports the development and implementation of comprehensive community environmental action plans through funding for planning & public outreach. State agencies enter into pilot partnership agreements with communities that wish to develop place-based environmental management plans to bring together diverse interests, address environmental issues in a holistic and collaborative manner and encourage interaction between government agencies. These plans will address such issues as wildlife/natural area protection, energy/water efficiency, renewable resources, environmental education and enhancement of clean air, and land and water resources.	5 - Federal	4 - State	Illinois Environmental Protection Agency 1021 N. Grand Avenue, Springfield, Illinois 62794 (217) 524-8358 Ms. Janet Hawes-Davis	Pilot Program

Funding Toolkit: Brownfield Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
HUD Brownfield Economic Development Initiative (BEDI)	Assists cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination. Particular emphasis upon the redevelopment of brownfields sites in economic development projects and the increase of economic opportunities for low-and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base. Must apply for Section 108 loan in conjunction with BEDI grant for 1:1 match	5 - Federal	5 - Federal	Department of Housing and Urban Development Headquarters 451 7th Street S.W. Room 7251 Washington, D.C. 20410 (202) 708-1112	SuperNOFA Information Center at 1-800-HUD-8929 - check website or call for 2005 allocations. BEDI funds are used to enhance the security or to improve the viability of a project financed with a new Section 108 guaranteed loan commitment. http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm
US EPA Brownfields Tax Incentive	Provides a taxpayer with a tax deduction for qualified remediation expenses incurred to clean up a property in a target area.	5 - Federal	5 - Federal	U.S. EPA-OSWER Outreach and Special Projects Staff Ph (202) 260-4039	n/a
US EPA Brownfields Assessment, Revolving Loan Fund and Cleanup Grants	The U.S. EPA awards Brownfield Assessment Demonstration Pilot Grants annually to eligible communities. The Grants can be used for inventory and assessment of brownfield properties and for redevelopment planning. Supplemental Assistance grants are designed to help communities continue assessment programs begun under the initial grants, and are awarded annually to selected communities who have previously been awarded a Brownfield Assessment Demonstration Pilot Grant. The BCRLF allows municipalities to establish a permanent program to provide low-interest loans to eligible property owners for demolition, site preparation, and the cleanup of identified environmental conditions. As the loans are repaid with interest, the fund would be replenished and could then be loaned out again.	5 - Federal	5 - Federal	U.S. EPA Region V 77 West Jackson Blvd. Chicago, Illinois 60604 Ph (312) 353-2000	EPA reopened competition for the 2004 National Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants after Pres. Bush signed the Consolidated Appropriations Act, 2004, Public Law 108-199, which granted \$25 million for use through September 2005.

Funding Toolkit: Economic Development Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Building Acquisition and Building Write-Downs	The Village should be proactive and begin to acquire buildings targeted for redevelopment. By having ownership of buildings, the Village is in a better position to direct the type of development it envisions for the area, as well as having the ability to provide building write-downs to potential businesses looking to expand or locate to Downtown Mundelein as gap financing to help attract private investment into the downtown.	1 - Local	1 - Local	n/a	n/a
Land Acquisition and Land Write-Downs	Acquisition of key parcels of land results in unified ownership that permits development under a unified master plan. Such a process could also be effective in terms of in-fill development within Mundelein's downtown. Land write-downs are another way in which the Village can provide gap financing to help attract private investment into the downtown.	1 - Local	1 - Local	n/a	n/a
Special Service Areas (SSAs) / Business Improvement Districts (BIDs)	SSAs and BIDs are community-imposed taxing authorities within a designated project area. Funding typically is generated from a tax levy on property values but it can also be generated through a flat rate per owner (commercial and/or residential properties). Revenues can be used for capital improvement projects, landscaping, marketing, administration, safety, transportation, and maintenance. This could be one of the ways in which to help fund the public parking garages and transit improvements proposed in this report.	1 - Local	1 - Local	n/a	n/a
Tax Incremental Financing (TIF)	TIF is a technique that assigns future increases in property taxes from a designated area to pay for improvements specifically within that area. The program lasts for 23 years from the creation of the TIF district. A comprehensive analysis of the potential area is required. An improved area can be qualified and designated as either a "blighted area" or a "conservation area".	1 - Local	1 - Local	n/a	n/a
Lake County Partners MicroLoan Program	Loan can be used for working capital, inventory, equipment, leasehold improvements or other typical business needs. Loans are \$500 up to \$50,000 maximum, generally 3-5 years, and calculated at Prime +3%, minimum of 8% and maximum of 13%; fixed at closing.	1 - Local	1 - Local	Lake County Partners 847.247.0137	http://www.lakecountypartners.com/sub/loan_program_details.asp?LPD_ID=2
Illinois Development Finance Authority Industrial Revenue Bonds (IRB)	Tax exempt bonds available at below prime rate for construction, renovation, or redevelopment of commercial or industrial property. Bonds are issued in the municipality's name but repaid by the developer. Home Rule municipalities are allocated \$50 per capita annually and must use their volume cap within the year. Industrial Revenue Bonds can be used by manufacturing firms and 501(c)3, not-for-profit organizations for the purchase of new equipment, land and either the construction/renovation of a commercial building or the acquisition of an existing building.	1 - Local	4 - State	Ill. Development Finance Authority http://www.idfa.com/products/bonds/irb.html Lake County Partners	Qualified Industrial Revenue bonds projects include facilities which are primarily used to manufacture or process tangible products (subject to a legal opinion from a recognized municipal bond attorney). A completed Economic Disclosure Statement (EDS) and a Volume Cap Application must accompany the Industrial Revenue Bond application. A \$1,500 non-refundable application fee is due when the application is submitted. There are also closing fees plus other applicable charges.
Affordable Financing of Public Infrastructure Program (AFPI)	AFPI provides funds for infrastructure improvements that address health, safety and economic development needs that inhibit development in the state. AFPI helps local governments finance public infrastructure needed to support economic and community development. Program funds may be used for acquisition, construction and improvements of local public facilities and sites and associated equipment. The maximum amount of infrastructure funds that may be invested in any one project is \$100,000. Infrastructure project loans will be at a fixed, low interest rate for a term not to exceed 10 years. (The interest charged will increase as the term increases.) The principal and interest paid to the state will be used to establish an ongoing infrastructure revolving loan fund for future use by other Illinois communities.	4 - State	4 - State	Mr. Mark Gauss Department of Commerce and Economic Opportunity 620 East Adams, Fifth Floor Springfield, Illinois 62701 (217) 785-6193 mgauss@illinoisbiz.biz	n/a

Funding Toolkit: Economic Development Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Business Development Public Infrastructure (BDPI)	BDPI provides low-interest financing to units of local government for public improvements on behalf of businesses undertaking expansion or relocation projects that meet the program criteria and demonstrate great potential for creating and retaining jobs. The infrastructure improvements must be made on public property and must directly result in the creation or retention of private sector jobs. The local government must demonstrate clear need for financial assistance to undertake the improvements.	4 - State	4 - State	Mr. Mark Gauss Department of Commerce and Economic Opportunity 620 East Adams, Fifth Floor Springfield, Illinois 62701 (217) 785-6193 mgauss@illinoisbiz.biz	Grants are available on a very limited basis, and only when it can be demonstrated that the applicant's financial capability will not generate the necessary revenues to pay the debt service on the cost of the infrastructure. Applications for this program are accepted on an ongoing basis. Interested local governments should submit an application to IDCEO.
Economic Development for a Growing Economy (EDGE)	EDGE provides tax credits to qualifying businesses that create new jobs and make capital investments in Illinois. Credits are calculated from the personal income tax collected on salaries paid to employees in the new jobs created, which may be taken as a non-refundable tax credit against corporate income taxes over a period not to exceed 10 taxable years.	4 - State	4 - State	Mr. Mark Gauss Department of Commerce and Economic Opportunity 620 East Adams, Fifth Floor Springfield, Illinois 62701 (217) 785-6193 mgauss@illinoisbiz.biz	The Applicant must demonstrate "that if not for the credit", the project would not occur in Illinois.
Employer Training Investment Program (ETIP)	ETIP can reimburse companies for up to 50% of approved training costs. Businesses of all sizes located in Illinois are eligible to make application if they are: Expanding the business enterprise in Illinois; Expanding into new markets; Introducing new technologies or systems which will improve output per employee; Training full-time Illinois employees; Expanding exports from Illinois; or Providing additional training to employees who will be threatened with layoff. Excludes Retail.	4 - State	4 - State	IDFA Suite 5310, Sears Tower Chicago, Illinois 60606 (312) 793-5586 http://www.idfa.com/products/localgov/munlease.html	Applications are made to the Illinois Department of Commerce and Economic Opportunity and are accepted throughout the year. Applications are due on the first Friday of each month; funding decisions are made on the fourth Friday of each month.
Experience Illinois! (Pilot Project) Illinois State Treasurer's Office	Loan program for tourism development, historic preservation, or community enhancement. The term of the loan ranges from 1 to 5 years. The Treasurer's Office will make a commitment at a fixed rate for up to 2 years and agree to renew the loan for up to 3 years based on a compliance evaluation at the end of the 2 year period.	4 - State	4 - State	IDNR Division of Grant Administration 524 S. Second Street, Room 315, Springfield, IL 62701-1787 Ph (217) 782-7481	Applications for funding may be submitted throughout the year, with no deadline.
Illinois Commerce Commission Rail Safety Improvement Program	This money is used to help pay for the cost of highway/rail grade crossing signal improvements, and construction or reconstruction of bridges (highways over railroads or railroads over highways) where railroads cross a county, township, road district, or municipal highway, road or street. Metra owned tracks are not eligible. The Fund normally pays 85% of the cost for grade crossing signal improvements, with the local highway agency responsible for 10% of the cost and the railroad responsible for the remaining 5% plus all costs associated with operation and maintenance of the new signal equipment. The Fund also pays up to 60% of the cost of bridges. The local highway agency is responsible for the remainder.	4 - State	4 - State	Mr. Chuck Broers (217) 685-8424. http://www.icc.state.il.us/rrr/docs/030509fyp2004A.pdf	Annual multi-year program, FY 2004-2008. Program applications due by middle of January of each year.
Illinois Development Finance Authority Local Government Bond	Tax exempt bonds issued through the Local Government Bond section of IDFA's statute. These bonds are exempt from both federal and state taxes. In addition, the bonds can be secured by an intercept of state funding, further securing the bondholder.	4 - State	4 - State	Ill. Development Finance Authority Suite 5310, Sears Tower Chicago, Illinois 60606 (312) 793-5586 http://www.idfa.com/products/localgov/localgov.html	A non-refundable \$250 application fee is due when the application is submitted. A 15 basis point closing fee, with a minimum \$2,500 and a maximum of \$50,000 is due when the bonds are issued.
Illinois Development Finance Authority Local Government Lease Program	Low cost, tax-exempt financing for capital equipment and real estate purchases and other capital improvements. Avoids the high cost of issuing bonds. The program is available to any type of capital improvement or acquisition project.	4 - State	4 - State	IDFA Suite 5310, Sears Tower Chicago, Illinois 60606 (312) 793-5586 http://www.idfa.com/products/localgov/munlease.html	A non-refundable \$250 application fee is due when the application is submitted.

Funding Toolkit: Economic Development Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Illinois Development Finance Authority Non-Profit Bonds	Bonds designated in §142 of the Internal Revenue Code of 1986 as Qualified 501(c)(3) Bonds, IDFA is empowered to issue on behalf of Illinois non-profit corporations tax-exempt bonds for non-profits' acquisition, construction or renovation of real estate; the acquisition of machinery, equipment or other fixed assets; or, in some cases, refinancing outstanding debt.	4 - State	4 - State	Ill. Development Finance Authority Suite 5310, Sears Tower Chicago, Illinois 60606 (312) 793-5586 http://www.idfa.com/products/non_profit/501c3.html	
Illinois State Treasurer Economic Program (STEP)	STEP provides Illinois companies with access to affordable capital to expand their operations and retain or create jobs in the state. The Treasurer's office deposits up to \$25,000 per one job created or retained at below market rates into the borrower's financial institution.	4 - State	4 - State	Illinois State Treasurer - Chicago office Economic Development Loan Programs 100 West Randolph St Suite 4-100 Chicago, IL 60601 312-814-1788 http://www.state.il.us/treas/	Must demonstrate: Every project must create, expand or retain permanent jobs or demonstrate other economic benefits for the state; borrower must have the financial ability to carry out the project; borrower must be able to demonstrate that the State will gain long-term benefits from the project; minimum of 5 full-time jobs* must be created.
Participation Loans	Minority, Women and Disability Participation Loan Program DCEO purchases participation in loans up to 50% of the total amount of each project, to encourage lenders (banks or development corporations) to make loans that they would not ordinarily make to businesses.	4 - State	4 - State	Illinois Department of Commerce and Economic Opportunity 100 W Randolph St - Ste 3-400 Chicago, IL 60601 Ph. (312) 814-2308 FAX (312) 814-2686 Mr. Gregg Fahey www.commerce.state.il.us	Any approved Illinois lender can apply to DCEO on behalf of any eligible business.
Participation Loans	The loans will finance the purchase of buildings or land, construction or renovation of buildings, and acquisition of machinery and equipment.	4 - State	4 - State	Illinois Development Finance Authority 233 S Wacker Dr - Ste 4000 Chicago, IL 60606 Ph (312) 627-1434 FAX (312) 496-0578 www.idfa.com	n/a
Community Services Block Grant (CSBG)	CSBG grants provide long-term, fixed-rate financing to new or expanding businesses that create jobs and employment opportunities for low-income individuals. The program links federal, state and private financing by using CSBG funds at low interest rates in combination with bank funds and equity.	5 - Federal	1 - Local	217-785-2533 Community Action Partnership of Lake County 102 - 106 South Sheridan Road Waukegan, Illinois 60085-5610 Telephone: 847-249-4330	Distributed through Community Action Agencies (CAAs)
Community Development Block Grant (CDBG)	Neighborhood infrastructure and other public works projects: types of infrastructure funded include sanitary sewers, water mains, street improvements, playground improvements and sidewalks. Qualifying neighborhoods are those that meet HUD standards for a low income neighborhood (using income limits from the last census).	5 - Federal	2 - County	Lake County Board: The Community and Economic Development Committee http://www.co.lake.il.us/planning/zoning/related/ced.asp 847.377.2150	Application cycle starts annually in the Fall.
Economic Development Administration (EDA) Grants	Grants to assist public or private nonprofit national, state, area, district or local organizations; public or private colleges and universities; Indian tribes; and local governments and state agencies. Program assists in solving specific economic development problems, responding to developmental opportunities, and building and expanding local organizational capacity in distressed areas. Examples include feasibility studies for specific projects or revitalization or business development strategies.	5 - Federal	5 - Federal	EDA Regional Office 111 N. Canal St, Ste. 855 Chicago 60606 (312) 353-7706	Continual basis, until depletion of funds. Applicants provide 25% of total project costs.
EDA Public Works and Economic Development Program	Grants support local projects that foster long-term economic self-sufficiency and global competitiveness. Examples of past infrastructure improvements include water and sewer facilities, industrial access roads, rail spurs, port improvements, skill-training facilities, technology related infrastructure, as well as the demolition, renovation and construction of publicly owned facilities.	5 - Federal	5 - Federal	EDA Regional Office 111 N. Canal St, Ste. 855 Chicago 60606 (312) 353-7706	Continual basis, until depletion of funds.

Funding Toolkit: Economic Development Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Federal Home Loan Bank Community Investment Program (CIP)	CIP offers below market rate advances (loans) to finance qualifying community lending projects. Can be used to finance: * Community and economic development projects that benefit low and moderate income families and workers (<80% of area median income); are located in low and moderate income neighborhoods, or other targeted areas (e.g., Empowerment Zones, Enterprise Communities, Brownfield Tax Credit properties). * Purchase or rehabilitation of housing for rent by families whose incomes do not exceed 115% of area median income; * Home purchases by families whose incomes not do exceed 115% of area median income.	5 - Federal	5 - Federal	Federal Home Loan Bank of Chicago (312) 565-5824 http://www.fhlbc.com/	n/a
HUD Section 108 grants/loans	Allows local governments to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods.	5 - Federal	5 - Federal	HUD Chicago Office 77 West Jackson Customer Service Center, Room 2200 Chicago, IL (312) 353-5680 http://www.hud.gov/offices/cpd/communitydevelopment/programs/108/index.cfm	The program has no forms, but has an application process. Contact HUD office or see website.
Historic Tax Credits	Historic Tax Credits are incentives given to taxpayers that contribute to the preservation of historic buildings by rehabilitating them. The credits are available for the rehabilitation of both income-producing historic properties and owner-occupied historic residences. State and federal tax credits may be used to reduce income taxes. An owner of a potentially "certified historic structure" or a lessee with a lease term of 27.5 years for residential property and 39 years for nonresidential property may qualify for tax credits. Buildings must be either: 1. Listed individually, or potentially eligible to be listed as "certified historic structures" on the National Register of Historic Places (NRHP) 2. Located within a National Register Historic District and certified as contributing to the district; and/or 3. Located in, and contributing to, a local historic district certified by the National Park Service.	Mix	4 - State	Illinois Historic Preservation Agency, 500 East Madison Springfield, Illinois 62701 (217) 785-1511 http://www.state.il.us/hpa/PS/taxcredits.htm	Determine the adjusted basis of your building, and decide whether rehabilitation costs will exceed that amount. Ask IHPA if your property qualifies as a certified historic structure. Individual properties within a National Register or certified local historic district will be certified as historic structures by the NPS with the recommendation of IHPA if they contribute to the district's historical significance. IHPA will provide you with application forms, guidelines, and instructions or obtain from web site.

Funding Toolkit: Parks and Trails Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Federal Recreational Trails Program	This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each states' RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. Eligible applicants include federal, state and local government agencies and not-for-profit organizations. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.	5 - Federal	4 - State	Richard Westfall, Supervisor - Greenways & Trails Section (217) 782-3715; Fax (217) 524-4177 dwestfall@dnrmail.state.il.us David Sellman, Senior Grant Administrator - RTP and motorized programs (217) 782-7481; Fax (217) 782-9599 dsellman@dnrmail.state.il.us Department of Natural Resources 1 Natural Resources Way Springfield IL 62702-1277 http://www.fhwa.dot.gov/environment/rectrails/	Applications for grant assistance must be received by IDNR no later than March 1 of each calendar year. Awards are generally announced within 180 days following the application deadline date.
Greenways Program	This program provides incentives and technical assistance for local communities to protect greenways corridors and to provide bike trails; coordination occurs with IDOT on bike trail projects with federal funding. The program encourages the formation of coalitions within counties and communities for the application of grants, up to \$20,000 per grant, to prepare plans for the improvement of greenway systems.	4 - State	4 - State	IDNR Division of Grant Administration 524 S. Second Street, Room 315 Springfield, IL 62701-1787 (217) 782-7481	n/a
Illinois Bicycle Path Grant Program	Assists eligible units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency with statutory authority to acquire and develop land for public bicycle paths. Financial assistance up to 50% of approved project costs is available. Maximum grant awards for development projects are limited to \$200,000 per annual request; no maximum exists for acquisition projects. Eligible project costs include: Linear corridor land acquisition costs, including associated appraisal fees; and Bicycle path development or renovation including site clearing and grading, drainage, surfacing, bridging, fencing, signage, and directly related support facilities such as potable water and restroom facilities.	4 - State	4 - State	IDNR Division of Grant Administration 524 S. Second Street, Room 315 Springfield, IL 62701-1787 (217) 782-7481	Applications for grant assistance must be received by IDNR by March 1 of each calendar year.
Open Space Land Acquisition and Development (OSLAD)	OSLAD funds are used to provide competitive grants for projects such as parks, outdoor recreation facilities, and urban forests. These programs are the only available state funding source for preserving open space in Illinois. Money for these programs comes from the Real Estate Transfer Tax, not the general fund. Maximum grant awards are \$750,000 for acquisition and \$400,000 for development projects and a 75% local match is required.	4 - State	4 - State	IDNR Division of Grant Administration 524 S. Second Street, Room 315 Springfield, IL 62701-1787 Ph (217) 782-7481 http://dnr.state.il.us/ocd/gaoutnew.htm	Written applications must be submitted to IDNR between May 1 and July 1 of each calendar year, with grant awards typically announced by December or January. Applications are evaluated and prioritized for funding assistance based upon recreation priorities and criteria identified in the Department's Statewide Comprehensive Outdoor Recreation Plan (SCORP). Lands acquired with OSLAD or LWCF funds are required to be operated and maintained in perpetuity for public outdoor recreation.
Open Lands Trust	Open Lands Trust-a four-year, \$160 million bonding program to set aside land for open space, provide new outdoor recreation opportunities and promote wildlife habitat. The Open Lands Trust initiative is the largest open space acquisition and preservation program in the history of the State of Illinois. Approximately \$40 million is made available each year for state land acquisition, as well as a combination of competitive grants and loans to local governments for open space protection. Maximum grant awards to local governments are \$2 million and require a local match. Land can be acquired from willing sellers only.	4 - State	4 - State	IDNR http://www.state.il.us/state/balanced/spaces.htm#olt	n/a

Funding Toolkit: Transportation Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Transportation Improvement Program (TIP)	The FY 2004-2009 TIP is a six-year agenda of surface transportation projects throughout Northeastern Illinois. The TIP includes project which expect to receive federal funding over the next five years, as well as regionally-significant projects funded by non-federal sources. The TIP is a prioritization mechanism, and reflects the goals of the long-range 2030 Regional Transportation Plan. These infrastructure investments reflect the coordination of private transportation providers, IDOT, ISTHA, IEPA, ICC, RTA/service boards, and regional and municipal governments in NE Illinois.	Mix	3 - Regional	Mr. Bruce Christensen, Lake County Council, (847) 362-3950 Mr. Martin G. Buehler, Lake County Division of Transportation	Any transportation project wanting access to these funds must go through CATS' TIP planning process. The process begins with presenting potential projects to the Council of Mayors. Annual process: January 31 deadline for following Fiscal Year. Availability of federal funds is dependent upon reauthorization of TEA-21 (as TEA-3 or SAFTEA) in 2005.
	Bridge Discretionary Funds (BRD) Highway Bridge Replacement and Rehabilitation Program for major bridge projects	4 - State	3 - Regional	Ms. Patricia Berry, Director of Transportation Improvement Program, (312) 793-3471 Chicago Area Transportation Study 300 West Adams Street, 2nd Floor Chicago, Illinois 60606 (312) 793-3456	Criteria include availability of funds, size of project, bridge closings or weight restrictions, average daily truck and vehicle traffic, and bridge's sufficiency rating.
	Bridge Replacement and Rehabilitation Programs (BRR)	5 - Federal	3 - Regional		Allocated on a formula basis.
	Demonstration Projects: Congestion Relief, Urban Access and Mobility, and Innovative Projects (DEM).	5 - Federal	3 - Regional		
	FTA Section 5307: Provides financing for capital improvements to transit systems in all urbanized areas of the country.	5 - Federal	3 - Regional		Allocated on a formula basis.
	FTA Section 5309 (m) (1)(A)(FTA): Rail project funding	5 - Federal	3 - Regional		Allocated on a formula basis.
	FTA Section 5309 (m) (1)(C)(FTA/BUS): Bus project funding	5 - Federal	3 - Regional		Allocated on a formula basis; comprises 20% of Section 5309 funds.
	FTA Section 5309 (New Starts): Rapid rail, commuter rail, automated guideway transit, people movers, and facilities for exclusive bus use.	5 - Federal	3 - Regional		States compete for New Starts funds.
	FTA Section 5310 (FTA/E-H): Grants that finance the purchase of specially equipped vehicles for the transportation of elderly and mobility-limited persons. Service contracts are eligible for funding. Public agencies are eligible to participate.	5 - Federal	3 - Regional		
	Surface Transportation Program (STP): A multiple category of federal transportation funds available for transportation enhancement, safety improvement, and other projects defined in TEA-21.	5 - Federal	3 - Regional		Depending on the type and magnitude of the project, applications may need to be made at the regional, state, or federal level. First point of contact would be CATS MPO.
	Illinois Commerce Commission (ICC) funds improvements at highway-railway crossings, including grade separations and safety improvements at crossings.	1 - Local	3 - Regional		
	Congestion Mitigation & Air Quality Improvement Program (CMAQ): Finances projects that will contribute to improving air quality and reducing congestion in designated area that do not meet federal air quality standards.	5 - Federal	3 - Regional		Mr. Ross Patronsky, Chief of CMAQ Program Chicago Area Transportation Study 300 West Adams Street, 2nd Floor Chicago, Illinois 60606 Ph: (312) 793-3474 Fax: (312) 793-3481 rpatronsky@catsmpo.com

Funding Toolkit: Transportation Tools

Program Name	Program Description	Source of \$	Program Admin	Contact Information	Application Information
Illinois Commerce Commission Rail Safety Improvement Program	This money is used to help pay for the cost of highway/rail grade crossing signal improvements, and construction or reconstruction of bridges (highways over railroads or railroads over highways) where railroads cross a county, township, road district, or municipal highway, road or street. Metra owned tracks are not eligible. The Fund normally pays 85% of the cost for grade crossing signal improvements, with the local highway agency responsible for 10% of the cost and the railroad responsible for the remaining 5% plus all costs associated with operation and maintenance of the new signal equipment. The Fund also pays up to 60% of the cost of bridges. The local highway agency is responsible for the remainder.	4 - State	4 - State	Chuck Broers, ICC, 217-685-8424. http://www.icc.state.il.us/rr/docs/030509fyp2004A.pdf	Annual multi-year program, FY 2004-2008. Program applications due by middle of January of each year.
Illinois Department of Transportation Highways / Grade Crossing Protection	Funds are available for two types of improvements: (1) railroad safety to reduce deaths and accidents at grade crossings; and (2) high hazard safety to reduce the severity and number of accidents being experienced at spot locations. These funds may also be used with or without federal aid systems. Grants are made based on merit and need. Both rural and urban areas are eligible. Local governments are required to provide a 10% match. Eligibility: Counties, Municipalities.	Mix	4 - State	Commerce Commission Transportation Division 527 East Capitol Avenue, P.O. Box 19280 Springfield, Illinois 62794-9280 (217) 785-4869 http://www.illinois.gov/living/grants/grade.cfm	625 ILCS 5/18c-7401
Illinois Department of Transportation Rail Freight Program	The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development. IDOT will generally provide low-interest loans to finance rail improvements and, in some cases, provide grants. The focus is on projects with the greatest potential for improving access to markets and maintaining transportation cost savings, and where state participation will leverage private investments to foster permanent solutions to rail service problems. A benefit/cost ratio is used to evaluate potential rail freight projects.	4 - State	4 - State	Chief, Bureau of Railroads Room 302 Illinois Department of Transportation 2300 South Dirksen Parkway Springfield, IL 62764 (217) 782-2835 FAX (217) 524-1889 http://www.dot.state.il.us/rfp.html	
Federal Railroad Administration U. S. Department of Transportation- Railroad Rehabilitation and Improvement Financing Program	A program to provide direct loans and loan guarantees to State and local governments, government sponsored authorities and corporations, railroads, and joint ventures that include at least one railroad. Eligible purposes: (1) Acquire, improve, or rehabilitate intermodal or rail freight or passenger equipment or facilities, including track, components of track, bridges, yards, buildings, and shops; (2) Refinance outstanding debt incurred for purposes described above; or (3) Develop or establish new intermodal or railroad facilities. (*Financial assistance under this part cannot be used for railroad operating expenses.)	5 - Federal	5 - Federal	Ms. Jo Anne McGowan at (202) 493-6379 Mr. Joseph Pomponio at (202) 493-6065. http://www.access.gpo.gov/nara/cfr/waisidx_00/49cfr260_00.html	