

3. COMMUNITY PROFILE & PLAN ELEMENTS

This Chapter provides an overview of Libertyville's place within the region. It describes the existing land use pattern, population and economic characteristics, and sets forth the system-based elements of the Comprehensive Plan.

CHAPTER 3: COMMUNITY PROFILE & PLAN ELEMENTS

- 3.1 Existing Land Use
- 3.2 Population
- 3.3 Economic Development
- 3.4 Housing
- 3.5 Community Facilities
- 3.6 Transportation
- 3.7 Natural Resources

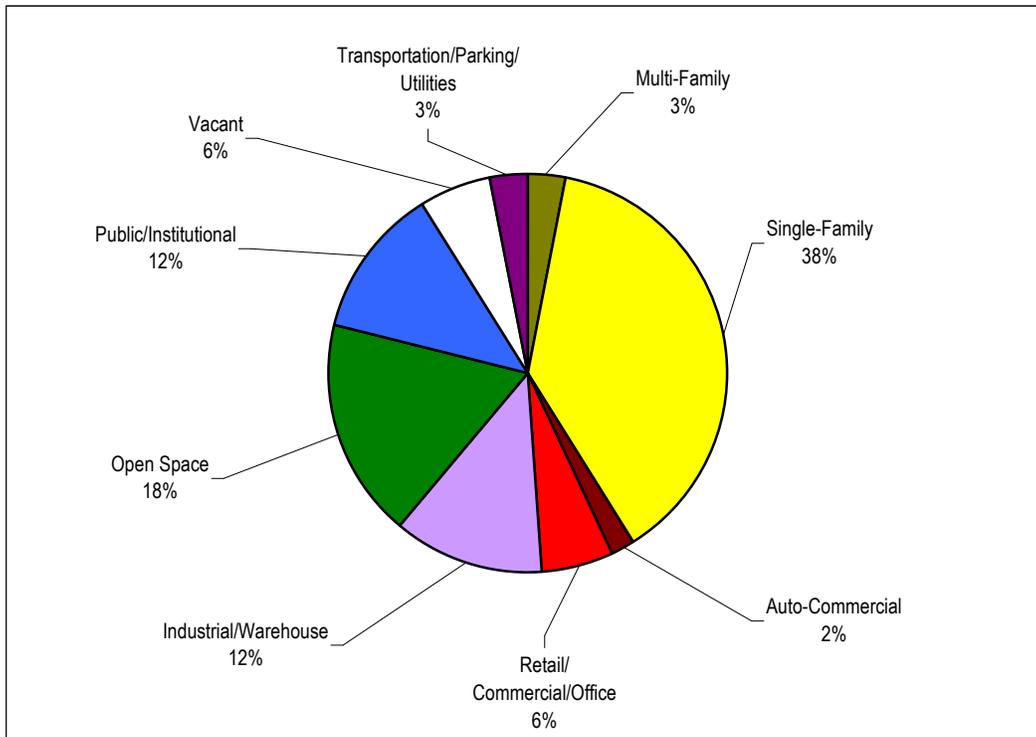




3.1 EXISTING LAND USE

The Village of Libertyville contains approximately 5,884 acres within its corporate boundaries. 15.5% of the Village’s land area is devoted to streets and other rights-of-way. The balance is related to various land uses, as illustrated in [Figure 3.1, Existing Land Use \(Percentage\)](#).

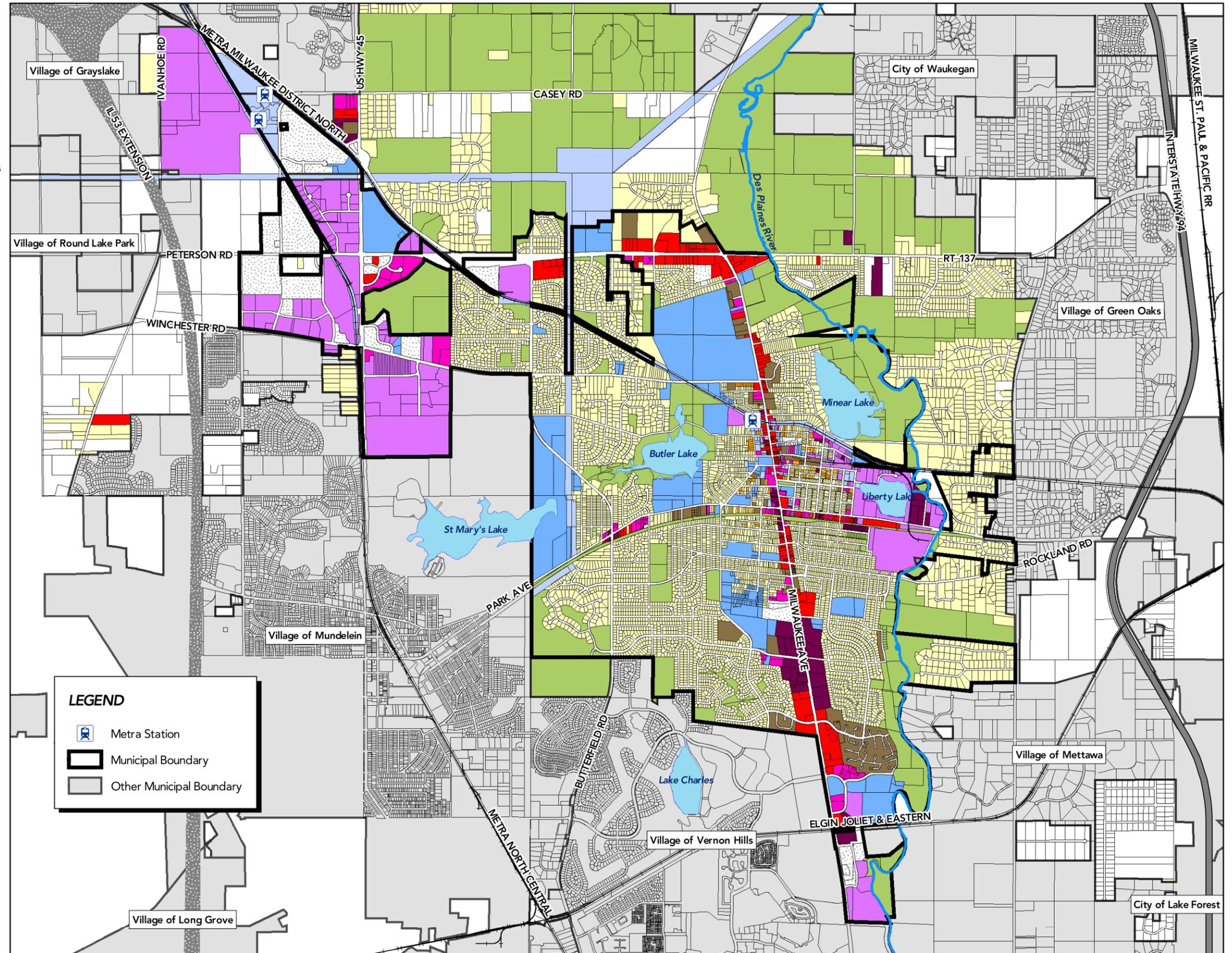
FIGURE 3.1: EXISTING LAND USE (PERCENTAGE)



[Figure 3.2, Existing Land Use Map](#) illustrates the type and location of the different land uses found within the Village of Libertyville, and its planning jurisdiction.

EXISTING LAND USE CATEGORIES

-  **Single-Family Residential** - Single-family residential is the largest land use category within the Village, making up 38% of the total. Estate residential and residential subdivisions are also scattered in the unincorporated areas within the planning area.
-  **Mixed Low-Density Residential** - This land use category, which includes two and three unit buildings, accounts for less than 1.0% of Libertyville's land use. These residential building types are found along Milwaukee Avenue and Highway 176, in and around Downtown.
-  **Multi-Family Residential** - Making up just 3% of the total land area, multi-family developments are found in and around the Downtown and near Milwaukee Avenue.
-  **Retail Services** - Approximately 4% of the total land area is devoted to commercial use, with most of the development concentrated along Peterson Road and Milwaukee Avenue.
-  **Office/Commercial** - This land use makes up just over 2% of the total area, with most occurring along Milwaukee Avenue and Highway 176. Office developments are also scattered within the Village.
-  **Auto-Oriented Commercial** - These uses can be found mostly along Milwaukee Avenue in the southern portion of the Village, and make up approximately 2% of the total land use area.
-  **Industrial/Warehouse** - Industrial development comprises 12% of Libertyville's total land area. The northwest side of Libertyville contains a significant amount of industrial area. The other major industrial concentration is located in the East Side Industrial area on the eastern edge of the Village.
-  **Public/Institutional** - The third largest land use category, just over 12% of Libertyville's total land area is dedicated to public and institutional uses. The most significant developments are the Lake County farm located just north of downtown along Milwaukee Avenue and Condell Medical Center along South Milwaukee Avenue, and the golf learning center along U.S. Highway 45.
-  **Transportation/Parking/Utilities** - Just over 3% of land is dedicated to this land use category. This land use category includes a 16-acre development in far northwest Libertyville at the Prairie Crossing/Libertyville Metra Station, parking lots in and around the downtown, and Commonwealth Edison utility lines.
-  **Open Space** - This category makes up the second-largest land use area in the Village. Accounting for approximately 18% of total land, Libertyville's open space is distributed among its many parks across the Village, as well a great deal of parkland along the Des Plaines River. The soccer complex is located in unincorporated Lake County and is not counted in this category.
-  **Vacant Land** - Approximately 6% of Libertyville's land area is unimproved vacant land.



EXISTING LAND USE MAP

LIBERTYVILLE COMPREHENSIVE PLAN
FIGURE 3.2

0 0.25 0.5 1 Miles 

3.2 POPULATION

Further information on Libertyville's population can be found in Appendix C: Libertyville Data Profile

Population Growth

The Village of Libertyville experienced significant population growth between 1950 and 1980 and, since 1980, has experienced modest growth. Overall, Libertyville's growth is stable - there is a healthy population of young children and the 2000 U.S. Census reveals almost equal distribution between the age ranges of 5-to-24, 25-to-44, and 45-to-64. Approximately 30% of this population is school-aged children, and the majority of those students are in elementary school. Trends also reveal an aging population. The increasing number of older adults and seniors merits consideration for how an older population will impact the community.

Household Composition

While the average family size has been slightly larger than the average household size since 1980, both are declining. Non-family households in Libertyville, defined by the U.S. Census as single individuals living alone or households consisting of unrelated individuals, increased only slightly. Libertyville has remained a village of "Family Households," a relatively constant 75% of the community.

Household Income

Household income in Libertyville has continued to increase. Median income for a *household* in 2000 was \$88,828. For *family households*, 2000 median income was \$103,573. A comparison of median household income reveals that Libertyville, in 2000, had the highest median income when compared to the neighboring communities of Mundelein, Gurnee, Grayslake and Vernon Hills. It is also significantly higher than Lake County as a whole.

Racial Diversity

Over the ten-year period from 1990 to 2000, racial diversity within the Village of Libertyville increased. In particular, the Black/African-American, Asian/Pacific Islander, and Hispanic/Latino populations experienced significant growth over the past decade. Comparatively, Libertyville resembles the neighboring communities of Grayslake, Gurnee, Mundelein and Vernon Hills, which have all continued to diversify over the past ten years. However, minorities still represent a relatively small percentage of Libertyville's population.

3.3

ECONOMIC DEVELOPMENT

Further information on Libertyville's economics can be found in Appendix C: Libertyville Data Profile

This Comprehensive Plan element is intended to facilitate coordination between local economic development initiatives and those of Lake County and the State of Illinois in order to continue to ensure that adequate economic development opportunities are available. This continuing effort involves identifying the strategic competitive advantages of Libertyville and the surrounding Lake County region, assessing Libertyville's strengths and weaknesses with respect to attracting and retaining business and industry, and defining Libertyville's and Lake County's role in furthering the Village's economic development objectives.

Economic Profile

Libertyville's economy is geared toward the non-manufacturing sector, with approximately 82% of employees working within that sector. In comparison, Libertyville has only a slightly higher percentage of employees in non-manufacturing jobs than Lake County as a whole, where 79% of employees are found in that sector. The majority of employees within Libertyville work in the retail trade, followed closely by health services. Contract construction and business services also have a significant number of employees. Like Lake County and other neighboring communities, retail trade dominates the job base.

A "jobs to household ratio" is a ratio of the number of jobs within a municipality divided by the total number of households within that same municipality. What this measures is the job-housing balance in the community. Communities with a ratio of less than one (1) are net exporters of workers, while those with a ratio over two (2) are net importers. Libertyville, with a jobs-per-household ratio of 2.3, is a net importer of workers. While this ratio does not determine whether people who live in a community work within that same community, it is a good indicator of Libertyville's role as an employment center.

Competitive Strengths

The Village has a number of competitive economic strengths. Libertyville is a full service community with an established retail base along major regional corridors, and an established and historic Downtown that serves the center of the Village. Retail opportunities abound along major regional corridors. The Village is the corporate home of international businesses, such as Motorola, while providing large undeveloped commercial and industrial areas in the Northwest Development Area.

Libertyville is located in the heart of Lake County and enjoys proximity to both the skilled and managerial/professional labor pools. Professional workers are drawn from the east and south, and skilled labor from the north and west. Access to this labor pool, particularly in respect to growth in the Northwest Development Area, will be enhanced with the extension of Route 53. The presence of three

commuter rail stations and this proximity to a skilled and well-educated labor pool places the Village in a unique position to recruit and retain commerce.

Coordination with State & County Initiatives

Libertyville has focused its economic development efforts on revitalization of the Downtown through the MainStreet Libertyville Program and the use of a tax increment financing district established in 1986. The Village continues its efforts in working with other agencies to implement its economic development strategies. The Village's Economic Development Commission works with Lake County Partners, the Northwest Municipal Conference, and the State of Illinois Department of Commerce in achieving its goals.

Key Action Steps

The following summarizes the key action steps suggested to take advantage of economic development opportunities:

1. Detailed Downtown Development Program

The Village should prepare a detailed Downtown development program, including a market study for retail and commercial uses, to help determine the amount of supportable square footage, potential retail users, and strategic locations for commercial use, including assessment of the potential to attract and support such key tenants as a national bookstore. The analysis should explore the market niche to complement and expand the current restaurant/entertainment and specialty retail base.

The program should also include a detailed parking study to assist the Village in developing parking policies and procedures for Downtown visitors, commuters, employees, residents, and other users of the Downtown. The program can also be used as a marketing piece directed at brokers and/or developers to attract target anchor retailers to the Downtown, such as a national bookstore, as mentioned before. Key elements, either drawn from or supplementing the Comprehensive Plan, include:

- Retail and other commercial market assessment
- Parking and traffic needs and improvements
- Review of development parcels/development program for parcels, commercial and residential
- Evaluation of ownership and owner motivation
- Identification of strategic development parcels and sites
- Preparation of strategies for key parcels
- Creation of implementation tools (e.g., Special Service Areas (SSA))
- Negotiation of key projects where private owners control sites
- Developer solicitation for key projects where Village controls sites

2. Development Strategy for Market and Land Use Opportunities Analysis for Peterson Road/Route 137 Corridor

The Peterson Road/Route 137 Corridor carries high traffic volumes and provides good visibility. It also serves as a regional east/west arterial, suggesting that it may have potential for significant retail development. A detailed market assessment, including demographic analysis of the primary market area considering residential build-out, a presence/absence analysis of retail uses and tenants, and a capture/saturation analysis, are needed to determine the viability of this Corridor for big box/large-scale retail uses and destination-type hotels. Some of the core research could be shared with the market study for the Downtown. A development program could then be prepared, which would include specific tenants, users, and square footage. In addition, the overall appearance, functionality, and traffic flow and circulation of the corridor would need to be improved to attract large scale development or redevelopment. The Village could work with existing property owners to assemble developable parcels of land, and potentially issue an RFP for development. Key tasks include:

- Market assessment (in tandem with Downtown study)
- Physical analysis of site potentials
- Traffic analysis - signalization and operational improvement potentials
- Ownership analysis/motivations
- Identification of strategic parcels
- Negotiation/exploration with owners
- Identify and prioritize public improvements/role
- Facilitate development process

3. Streetscape Program for Key Commercial Corridors, Such as Milwaukee Avenue, Route 176 and Peterson Road

The Village should prepare and implement an urban design and streetscaping program for main corridors that serve as arterials through the Village and as gateways into the community. Specific urban design elements can help shape the identity and character of these areas and maintain the positive image of the community. Specific design elements include streetscape, identity/wayfinding signage, and gateway monuments. Key tasks include:

- Prepare prototype design/design palette (retain the services of a landscape architect for this purpose)
- Identify corridors
- Design engineering/working drawings (retain the services of an engineer & landscape architect for this purpose)
- Prioritize construction
- If necessary, consider funding mechanisms such as an SSA
- Implement streetscape improvements

4. Design and Construct Buffer Elements for East Side District

The Village should prepare and implement a street-by-street and corner-by-corner design element program to help delineate and buffer the East Side District. First, streetscaping, wayfinding and gateway treatments will help give the area an identity separate from the surrounding area and will improve the appearance of the area as a whole. Second, different types of buffering can be implemented to help reduce land use conflicts with surrounding land uses. For more intensive buffering, where industrial and residential uses face each other, buffering methods can include: planted medians, street trees, façade standards, and parking and setback requirements. Decorative solid fencing can provide less intensive buffering - for example, in cases where residential and industrial uses back each other. A map or plan can be prepared to display the recommended design elements on a street-by-street basis and corner-by-corner basis. Implementation mechanisms might include a voluntary business association or use of an SSA to fund improvements throughout the East Side District. Key steps might include:

- Conduct site inspections to identify friction points
- Design palette of improvements to fit conditions (fencing, berms, trees, etc.)
- Prepare conceptual layout/plan and estimate costs
- If necessary, evaluate alternative funding mechanisms such as business association or an SSA
- Implement buffer improvements

5. Prairie Crossing/Harris Road Transit-Oriented Development/Northwest Business Park Subarea Plan and Strategy

This station has the potential to become a destination station for employees of the Northwest Industrial Corridor. The surrounding area also has the potential for a commercial TOD to serve commuters arriving both via transit and car. More detailed subarea planning, including detailed market analysis, should be undertaken to determine the potential for commercial and business park uses. Physical and design parameters should address both the pedestrian and vehicular environment. This activity may benefit from a joint effort with adjacent municipalities with regard to vision, land use, street framework and boundaries. Key steps might include:

- Assessment of business park, office and industrial development potential
- Assessment of supportive service needs
- Analysis of land characteristics and use potential
- Establish framework of streets and development sites (with and without Route 53)
- Research public transportation/private vans to support and utilize Metra station

- Consider mechanisms such as a transportation management association
- Project longer term absorption and development program
- Negotiate boundary and other intergovernmental agreements as necessary
- Prioritize infrastructure and other improvements
- Seek funding to implement (e.g., CMAQ, STP After Reauthorization)

6. Promote Further Industrial and Business Park Development, Encouraged West to Route 53 Extension

Additional industrial and business park development should be pursued and heavily marketed west to the proposed Route 53 extension, and unincorporated areas west of the Village should be annexed to the Route 53 extension. Building on the market study in the prior action step, the Village could encourage property owners to form a group marketing association. Key tasks might include:

- Evaluate market capture and share using market study from action step 5 (above)
- Assess market position, strengths and weaknesses
- Identify target market tenants, companies and/or developers
- Consider a voluntary association or SSA to fund marketing efforts
- Create and implement a marketing program

3.4 HOUSING

Further information on Libertyville's housing can be found in Appendix C: Libertyville Data Profile

The purpose of this element of Libertyville's Comprehensive Plan is to document the present and future housing needs within the Village, including affordable and special needs housing, and to identify strategies for addressing housing issues. In undertaking this analysis, the housing needs of the larger region need to be considered and barriers to the production of housing identified. The condition of the local housing stock has been assessed in order to develop the strategies, programs, and other actions that address Libertyville's housing needs, and provide current and future residents with a range of housing options.

Housing Profile

In keeping with the family-orientation of Libertyville, most housing in the Village is owner-occupied and the majority of homes constructed within the Village are single-family. This is in keeping with trends seen in Lake County as a whole and neighboring communities more specifically. Very few housing units within the Village are vacant.

The core of the Village was developed at the turn of the century, yet the majority of homes were built between 1970 and 1979, which correlates to population growth trend. The median value of a home in Libertyville in 2000 was \$263,700, with a majority of homes in the Village valued between \$200,000 and \$299,999. The median value of a single-family home for the first quarter of 2003 was \$386,000. This is a significantly higher value than the neighboring communities of Mundelein, Gurnee, Grayslake, and Vernon Hills, as well as Lake County as a whole. This marked increase in value is a reflection of the attractiveness of the community. According to a 2003 study completed by the Northwest Municipal Conference, Libertyville has 5,875 owner-occupied dwelling units and 1,382 renter-occupied dwelling units. Libertyville's median rent is similar to neighboring communities, though slightly skewed toward the higher end. The majority of renters in the community are paying rent in the range of \$750 to \$999.

Condition of Housing Stock

Libertyville's housing stock is sound, with most housing built after 1970. Much of the character of the community is derived from the core of the Village, much of which has been in existence since the late 1800's and early 1900's. It is this area which includes Downtown, its surrounding neighborhood, and industrial areas currently witnessing redevelopment pressures. The success of the Village in revitalizing Downtown has assisted in causing ripple effects throughout adjacent areas. Land values are at an all-time high, which typically precedes a tear-down phenomenon that is beginning to take hold. The proximity of residential property to Downtown, the character of the area, and unique street layouts and widths, comprise elements of a desirable neighborhood. As land values increase and the desirability of the Village becomes more defined, this Comprehensive Plan predicts that

the teardown phenomenon will increase. Changes to Village Codes and Ordinances will be necessary to control teardowns.

The Village has witnessed a rather remarkable resurgence of residential construction, be it remodeling, additions, or new homes for a relatively built-out community. In calendar year 2003, the Village saw \$7.1 million spent on residential additions, \$1.7 million spent on residential alterations/remodeling, \$5.8 million spent on new single-family detached homes, \$4.7 million spent on single-family attached structures, and \$18.4 million spent on multi-family structures. The reality of low interest loans available at this time allows for the construction. However, it is the Village itself, with Downtown, its schools, its transportation and employment opportunities, that makes this a desirable area in which to reinvest in residential units.

Maintaining the character of the community is an underlying theme of the Comprehensive Plan. In order to protect itself from unbridled growth and redevelopment, the Village should investigate methods of controlling such issues. This can be accomplished by a thorough review of the Zoning Code, research on floor area ratio and other volume controls, and bulk regulations for single-family homes, and an investigation of adopting a historic preservation ordinance.

Affordable & Special Housing Needs

In 2003, the State Legislature approved House Bill 625, also known as the Affordable Housing Planning and Appeal Act (referred to here as "the Act").

Recently enacted, the Act requires local governments that do not provide a total of 10% of their housing stock to approve an Affordable Housing Plan. The Act has defined affordable housing as "having a sales price or rental amount that is within the means of a household that may occupy moderate-income or low-income housing." The Act goes on to define affordable housing as "housing units for sale in which mortgage, amortization, taxes, insurance and condominium or association fees constitute no more than 30% of the gross annual household income for a household of the size that may occupy the unit." In the case of dwelling units for rent, the Act states "housing that is affordable means housing for which the rent and utilities constitute no more than 30% of the gross annual household annual income for a household of the size that may occupy the unit."

The Illinois Housing Development Authority (IHDA) has been charged with determining which local governments are exempt from the Act. The Village of Libertyville was determined by IHDA to be exempt from the Act as the Village currently has 12.9% of its dwelling units listed as affordable.

Although the Village currently meets the requirement, the recent number of upper-end dwelling units constructed, and the anticipated continued rise in property values, put the compliance in peril. The Comprehensive Plan seeks compliance with State Statutes and recommends the continued review of affordable housing units to ensure that appropriate levels of affordable housing are provided in the community. As an implementation strategy, this Plan recommends requiring 15% of new residential development be affordable.

Regional Housing Needs

The Village recognizes the need to provide for an economically diverse population in concert with the efforts of the Lake County region. Libertyville residents include those eligible for assistance through the Lake County Housing Authority, as well as affluent households.

Barriers to Housing Production

One of the primary barriers to housing production is the lack of available land. There is little vacant land within the Village – only 6% - and almost none of that land is found in residential neighborhoods. Most vacant land is currently zoned for commercial and industrial use. This leaves infill development as the primary source of new housing. Coupled with high land prices, it is difficult to accommodate affordable housing. As revealed in the public participation process, this is a concern for many residents. Young families who wish to return to Libertyville and older residents who wish to remain in the Village may have difficulty buying a new home or maintaining their current residence.

Strategies to Address Housing Needs

The Village's Zoning Ordinance encourages renovation and replacement of housing on small lots by including special provisions with respect to substandard lot sizes. Libertyville allows construction on existing lots of record as long as they have a lot area of at least 75% of that, while maintaining the current zoning district and lot size structure. Construction of new dwellings must comply with other applicable zoning regulations in the district except for interior side yard requirements which may also be reduced in proportion to the actual lot width divided by the required lot width, up to 25% of the minimum required side yard.

3.5

COMMUNITY FACILITIES

The Village is committed to providing adequate community facilities, establishing high levels of service, ensuring provision of facilities as needed, and coordinating with other units of local government that provide various community services. [Figure 3.3, Community Facilities Plan](#) offers a summary of Libertyville's community facilities.

Police, Fire & Emergency Systems

Libertyville's Fire Department maintains three fully equipped stations, with fifteen emergency vehicles including four fully equipped Mobile Intensive Care Units. This fully modern department provides fire protection for the Village as well as contractual service for a 21 square mile protection district. The department provides fire, medical and rescue emergency response, as well as fire prevention classes, fire inspections, and first aid and CPR training.

Libertyville's Police Department maintains an enhanced 911 emergency telephone system and is equipped with high technology communications systems. The police department has a community-based approach and partners with residents to prevent crime, including two DARE officers who visit elementary schools, bike patrol and increased traffic enforcement. The Police Department serves only property within the Village limits. The Lake County Sheriff's Department serves unincorporated areas within Libertyville's planning jurisdiction.

Water & Sewer

The Libertyville Public Works Department has four divisions: the Engineering Division, the Streets and Utilities Division, the Fleet Services Division, and a Wastewater Treatment Plant. The Engineering Division is responsible for capital improvement projects, and water and sewer main construction or replacement. The Streets and Utilities Division handles maintenance of roads, traffic signals, streetlights, and water mains and sewers. This Division is also responsible for water meter reading and water quality. The Fleet Services Division maintains over 100 Village vehicles, the Village fueling station and emergency generators. The Wastewater Treatment Plant collects and treats nearly three million gallons of wastewater per day.

Since 1992, the Village has purchased water from the Central Lake County Joint Action Water Agency (CLCJAWA). Libertyville's water system provides an average of 2,920,000 gallons of water to residents daily. There are two connection points to the CLCJAWA system in the Village. There are also five water storage tanks with a capacity of 4.1 million gallons total. The Village has also retained and maintains several wells that can provide water to residents if the CLCJAWA is unable to deliver water.

Telecommunications Infrastructure

Telecommunications infrastructure includes telephone lines that are either above ground or in buried cable. Recent telecommunications infrastructure improvements include such innovations as fiber optic cable and cell towers. While necessary to ensure that residents and businesses can communicate, the provision of easements for the necessary communications infrastructure is often an afterthought. The Village seeks to ensure that reasonable access is provided to telecommunications providers within public rights-of-way.

Parks & Recreation Facilities

Libertyville has a generous amount of parkland and recreational facilities. 18% of the Village’s land area is devoted to this use. These facilities are provided by the Village, Libertyville Township and the Lake County Forest Preserve. [Table 3.1: Libertyville Parks Inventory](#) describes the most current parkland and recreational facilities inventory. These facilities are all maintained and managed by the Village.

Schools

Libertyville’s school districts have won awards from both the State and Federal Government. Students attend District 70 and 73 elementary schools and Libertyville High School. There are also a number of early learning and child day care facilities available to Village families. Libertyville’s residents are very satisfied with the school system, with many describing it as the Village’s best asset and noting the high quality of education available.

TABLE 3.1: LIBERTYVILLE PARKS INVENTORY

	Size (acres)	Acres Active	Acres Passive	Forested & Wetlands (acres)	Ball Diamonds	Basketball Courts	Bike Paths	Concessions	Fishing	Football Fields	Golf Course	Ice Skating	In-Line Hockey	Picnic Shelters	Picnic Areas	Playgrounds	Sledding Hills	Soccer Fields	Swimming Pool	Tennis Courts	Volleyball Courts	Warming House
Adler Memorial	101.5	21	10.5	70	1		1	1	1		1	1		3		1	1		1		2	1
Blueberry	9	1	1	7		1									1	1						
Butler Lake	58.4	20	13.4	25	7		2	1	1	2		3			2	2		1				1
Canterbury	12	12	0	0			1															
Central	1.2	0.5	0.7	0												1						
Charles Brown	21.5	6.5	10	5	2	1										1		2				1
Cook Memorial	1.7	1.7	0	0											1	1						
Eric B. Bolander	5.3	1.3	4	0									1									
Gilbert Stiles	3.5	1	2.5	0			1								1	1						1
Greentree	8	7	1	0												1		2				
Interlaken	4.8	3.8	1	0												1						
Kenloch Park	.42			0											1							
Nicholas-Dowden	17.9	14	3.9	0	6	2						1	1			1		3		2		
Paradise	8.5	0	4	4.5			1		1													
Paul M. Neal	6.9	4	1.9	1			1							1		1		1		1		
Red Top	24.5	5	6.3	13.2					1													
Riverside	36	32	4	0	2			1	1		1				1	1		2	1	4	1	
Sports Complex	48			0	1	1		1										1				1
Timber Creek	0.9	0.9	0	0										1		1						
Willis Overholser	6.7	6	0.7	0												1		2				
TOTALS	328.3	138	64.9	126	18	5	7	4	5	2	2	6	2	5	8	15	1	14	2	7	6	2

Source: Village of Libertyville, Parks and Recreation Department

**The Cook
Memorial Library**

The Cook Memorial Library is centrally located in Libertyville's Downtown. For many residents the Library is essential to the Downtown and is frequently used by a large cross-section of residents. The Library also provides Bookmobile service.

Lake County

Lake County's "County Farm" property is located at the northwest corner of Milwaukee Avenue and Winchester Road. While much of the land remains vacant, there are a number of County facilities on the property, including a nursing home, the Lake County Division of Transportation and the Lake County Sheriff's Substation.

COMMUNITY FACILITIES

PUBLIC SCHOOLS

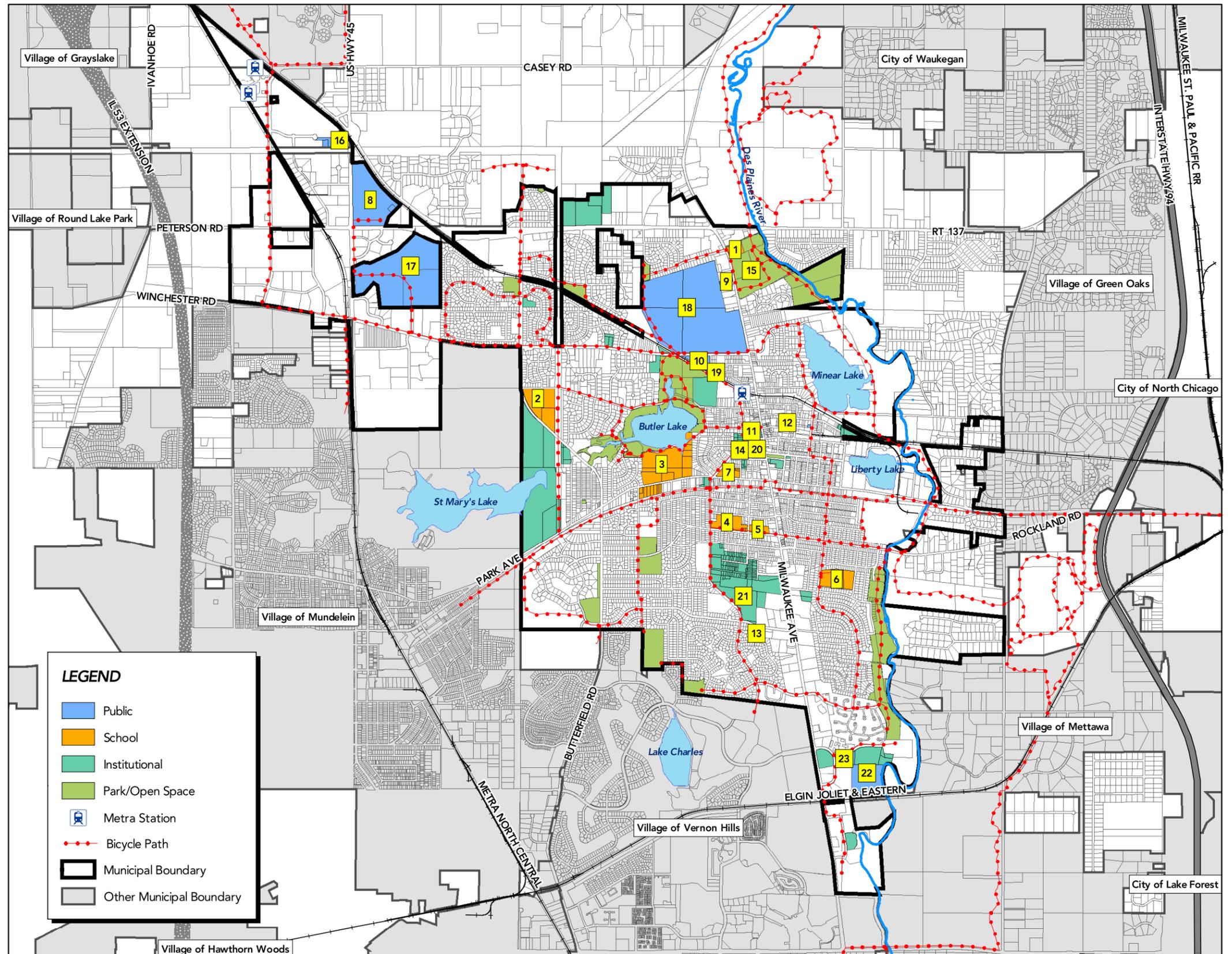
1. Adler Public School
2. Butterfield School
3. Libertyville High School
4. Highland Junior High School
5. Rockland Elementary School
6. Copeland Manor Elementary School
7. Brainerd Building

VILLAGE FACILITIES

8. Sports Complex
9. North Fire Station
10. Village Park Department
11. Village Hall
12. Police Station
13. South Fire Station
14. Civic Center
15. David Adler Cultural Center

OTHER PUBLIC (LAKE COUNTY, LIBERTYVILLE TOWNSHIP, LIBRARY)

16. JAWA Facility
17. Soccer Complex
18. Lake County Farm
19. Libertyville Township Offices
20. Library
21. Condell Hospital
22. Wastewater Treatment Facility
23. Post Office



LEGEND

- Public
- School
- Institutional
- Park/Open Space
- Metra Station
- Bicycle Path
- Municipal Boundary
- Other Municipal Boundary

COMMUNITY FACILITIES PLAN



3.6

TRANSPORTATION

The purpose of this element is to consider all relevant modes of transportation as they affect Libertyville's land use pattern and community mobility. (See [Figure 3.4, Transportation System Plan](#))

Street System

Libertyville's street system is made up of a hierarchy that includes arterials or primary streets, collectors or secondary streets, and local or minor streets. Regional arterials link Libertyville with the Lake County region, while local streets provide access to individual properties. There is also easy access to the I-94 Expressway and the proposed Route 53 extension, via Route 137 and Route 176.

Future roadway improvement projects are shown on [Figure 3.4, Transportation System Plan](#). In addition to these projects, other opportunities to improve Libertyville's street network will be pursued in connection with detailed subarea planning or as new areas are annexed into the Village. For example, there are several opportunities to weave the Sunset Acres neighborhood into adjacent neighborhoods by establishing new street connections. However, as a condition of annexation, these streets will need to be brought up to Village standards. Street connections should be considered at the southern end of Sunnyview Road, at Kildare Avenue and Providence Drive, and at New Castle Court and Providence Drive.

Metra Commuter Rail

Libertyville is served by two Metra commuter rail lines. The Milwaukee District North Line (Chicago – Fox Lake) includes the Downtown station and a new station at Harris Road. Harris Road is also the location of a Metra Station on the North Central Metra Line, which provides service between Chicago and Antioch.

There is a question of how the new Milwaukee North Metra station development at Harris Road will affect commuter parking demand in Downtown. If enough commuters can be diverted to the outlying station, perhaps some traffic and parking congestion can be alleviated during rush hour. This may help to offset some of the traffic and parking impacts that could be associated with new Downtown development.

Bicycle & Pedestrian Pathways

Libertyville enjoys excellent connections to the regional bike path system. The Des Plaines Trail River Trail extends from the Independence Grove Forest Preserve through the Old School Forest Preserve and MacArthur Woods to Route 22 in Lincolnshire. The North Shore Bike Path is managed by the Lake County Department of Transportation. This trail connects Lake Bluff and Mundelein along former railroad right-of-way just south of Route 176. Libertyville also maintains several local bike paths, including paths in Adler Memorial Park and around Butler Lake, with connections to Paul Neal Park, Gilbert Stiles Park and Bolander Park.

The North Shore Bike Path crosses Milwaukee Avenue one lot south of Park Avenue. There is no good way to cross Milwaukee Avenue at this point. Bicyclists must either make their way through traffic that is stopped at the intersection, or make an out of the way jog to the Park Avenue traffic light. There is clearly a need to establish a recognizable, safe bike path crossing at Milwaukee Avenue. The Downtown Subarea Plan, found in [Section 4.2, Subarea Plans](#), recommends that the two parcels at the southeast corner of Route 176 and Milwaukee Avenue be consolidated for redevelopment and that the Bike Path be relocated for a safe crossing of Milwaukee Avenue. One option could be to use a portion of the vacant gas station property to redirect the path through the site to the traffic signal. The path would then need to be redirected back to the current alignment from Park Avenue on the west side of Milwaukee Avenue. The same situation exists at Butterfield Road. The Bike Path should also be redirected to the signalized crossing at Butterfield Road and Route 176.

Other Transportation Resources

The Village of Libertyville is committed to providing a cohesive bicycle and pedestrian pathway system. The bikeway should be extended to the Sports Complex, with an overpass connection over Peterson Road. Village policy is to require sidewalks/pathways on at least one side of a street.

Libertyville has a number of other transportation resources. The Village is geographically located between Chicago's O'Hare International Airport and Milwaukee's Mitchell Field Airport. Rail freight access is available on the Milwaukee Road and Wisconsin Central Lines. The Village is also served by PACE Suburban Bus Service.

3.7

NATURAL RESOURCES

This Comprehensive Plan element identifies and defines Libertyville's natural resources and their relationship to the developed portions of the Village. In many communities, natural resources are important components of the land use mix for a variety of reasons. They can provide recreational amenities, habitat for wildlife, and often serve as critical aquifer recharge areas. As noted in the existing land use distribution, 18% of Libertyville's land is dedicated to open space uses. The Village, Libertyville Township and Lake County Forest Preserve all have substantial holdings. [Figure 3.5, Open Space & Natural Features Map](#), illustrates the locations of open space throughout the Village.

Natural Resources Inventory & Needs Analysis

An inventory of Libertyville's natural resources shows that these areas are largely limited to Lake County Forest Preserve, Libertyville Township open space and conservation areas, or protected wetland areas. Much of this land is formalized as parkland or stormwater detention facilities serving a variety of private developments. Because Libertyville draws its water from Lake Michigan, the role of these natural areas as aquifer recharge areas is less important than in many other municipalities. However, it is important to note that the unincorporated developments within Libertyville's planning jurisdiction rely on private wells and septic systems, and, as discussed in the "Community Facilities" element ([Section 3.5](#)), the Village maintains several wells as a back-up water supply.

Resource Protection Strategies

The Village supports the Lake County Forest Preserve efforts to expand its holdings in and around the Village. Similarly, another important resource protection strategy is the preservation of agricultural lands outside the Village limits via conservation districts. The Village will consider increasing its open space and natural features as opportunities arise.

ROAD CLASSIFICATIONS

Expressway - A divided multi-lane street for through traffic with partial control of access and with grade separations at major intersections.

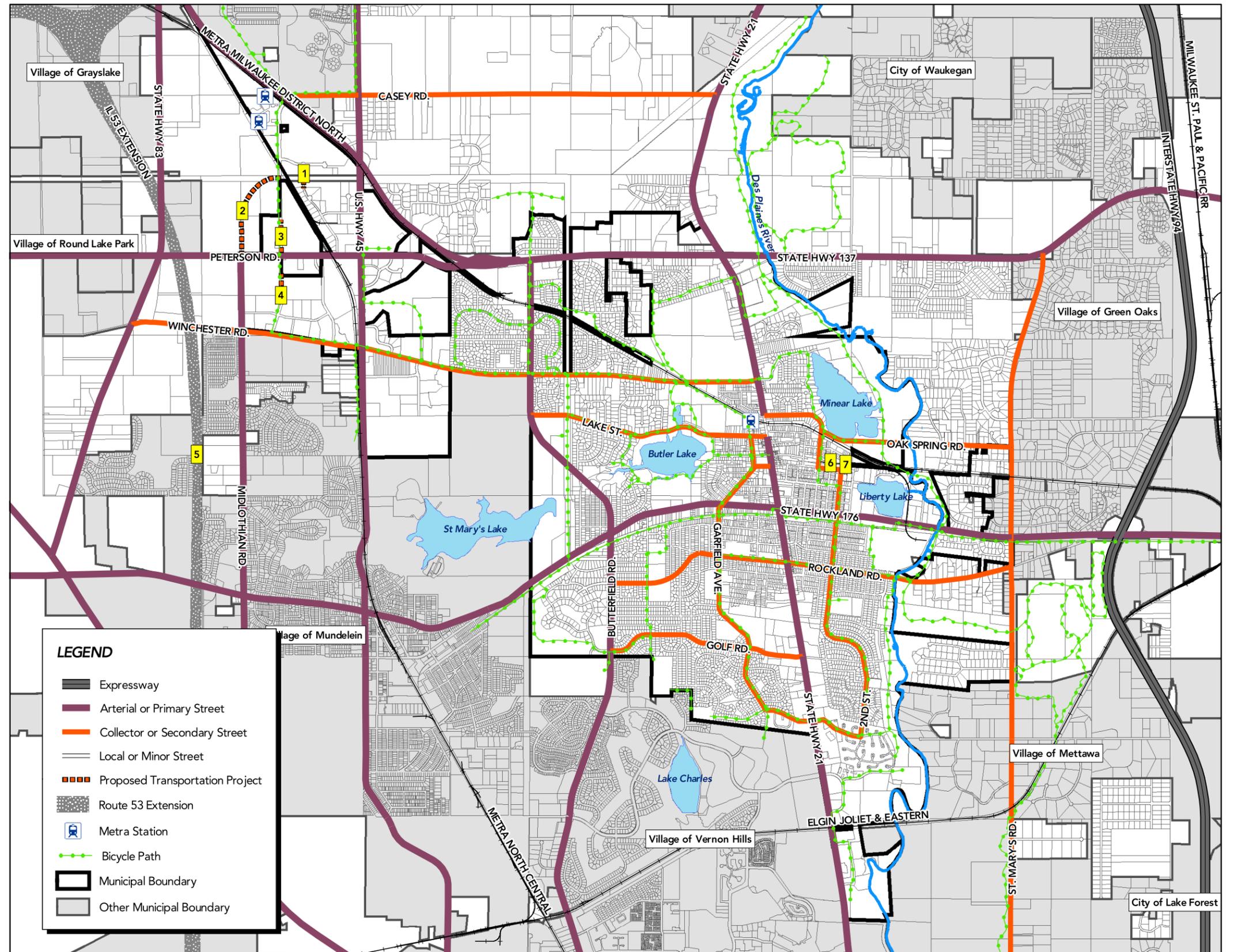
Arterial or Primary Street - A street with access control, channelized intersections and restricted parking that collects and distributes traffic to and from collectors or any other street.

Collector or Secondary Street - A street that collects traffic from local streets and connects with arterials, or any other street.

Local or Minor Street - A street designed to provide vehicular access to abutting property and to discourage through traffic.

TRANSPORTATION SYSTEM IMPROVEMENT PROJECTS

1. Industrial Drive Extension
2. Midlothian Road Extension
3. Harris Road Upgrade
4. Harris Road Extension
5. Route 53 Extension
6. Third Street Extension
7. Fifth Street Extension



TRANSPORTATION SYSTEM PLAN



VILLAGE PARKS AND LOCAL OPEN SPACE

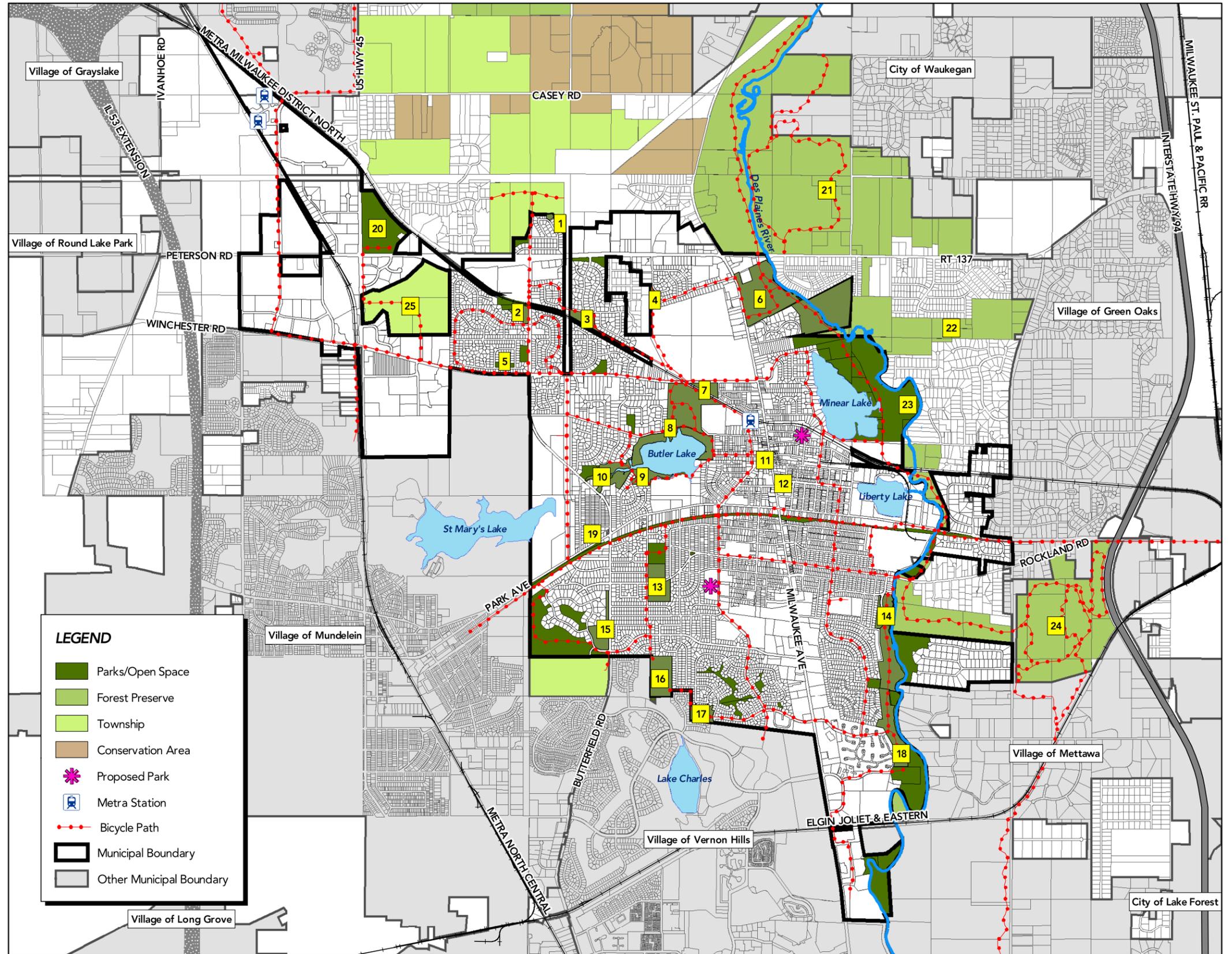
1. Timber Creek
2. Willis Overholser
3. Paul M. Neal
4. Gilbery Stiles
5. Interlaken
6. Adler Memorial
7. Eric B. Bolander
8. Butler Lake
9. Blueberry
10. Paradise
11. Cook Memorial
12. Central
13. Nicholas Dowden
14. Riverside
15. Canterbury
16. Charles Brown
17. Greentree
18. Red Top
19. Kenloch
20. Sports Complex

FOREST PRESERVE

21. Independence Grove
22. Wilmot Woods
23. Minear Preserve
24. Old School

TOWNSHIP

25. Soccer Complex



OPEN SPACE AND NATURAL FEATURES MAP

