

# 4.

## FUTURE LAND USE

The Future Land Use Map sets forth the recommended land use pattern for land within the Village and its planning jurisdiction. Subarea plans have been prepared for the Downtown, East Side Industrial Area and Route 137 Corridor to provide more detailed information as to the desired development direction for those areas. Finally, unincorporated areas within Libertyville's planning jurisdiction are considered with respect to the desirability of their annexation.

### CHAPTER 4: FUTURE LAND USE

- 4.1 Future Land Use Recommendations
- 4.2 Subarea Plans
- 4.3 Potential Annexation Areas





## 4.1 FUTURE LAND USE RECOMENDATIONS

The Future Land Use Plan provides direction as to the desired land use pattern within Libertyville and its planning jurisdiction. [Figure 4.1, Future Land Use Map](#) illustrates a general land use pattern for the Village, where specific regulations are found within Libertyville’s Zoning Ordinance.

Most of Libertyville’s land use pattern is well established and is not likely to change over the life of this Plan. Vacant land within the Northwest Development Area is expected to be built out with a variety of industrial, commercial and office uses in accordance with adopted zoning policy. Obsolete uses in other parts of the Village are also expected to be replaced in accordance with current zoning. Particular areas in the Village where the land use pattern may change over time through new development or redevelopment of existing uses, or where a more detailed land use discussion is warranted, are discussed below.

### Route 176 Corridor

Route 176 (Park Avenue) serves as a gateway to the Village from the east and west. While Route 176 carries significant traffic to and through the Village, its widening to four lanes would require significant changes to the existing land use pattern, and is generally opposed by the Village.

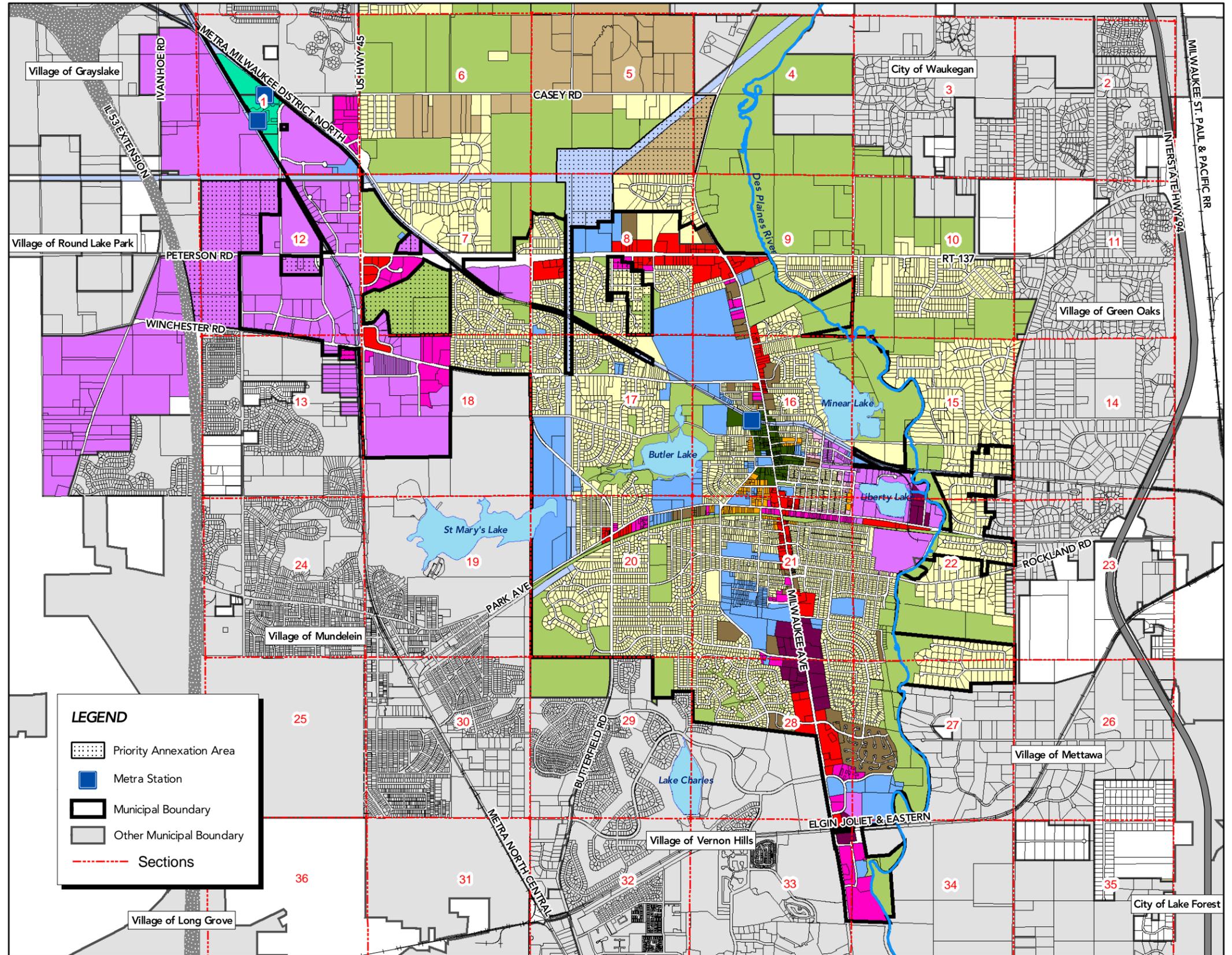
The Hough property currently contains a mix of industrial and office uses. The Route 176 frontage immediately north of the bike path has begun to develop with retail uses. Expansion of retail to adjacent portions of the site is encouraged under the guidance of a planned development. Retail uses at this site should complement, rather than compete, with the Downtown.

Land use recommendations in respect to the portion of the Route 176 Corridor located between Fourth Avenue and the Des Plaines River is discussed in more detail in the East Side Subarea Plan presented in [Section 4.2, Subarea Plans](#). Redevelopment opportunities and recommendations around the Route 176/Milwaukee Avenue intersection are discussed as part of the Downtown subarea plan, also found in [Section 4.2, Subarea Plans](#).

The major change to the existing land use pattern is the high school’s planned acquisition of residential property on the south side of Park Avenue between Dymond Avenue and Dawes Street. The future land use map also anticipates expansion of the commercial node on the northwest corner of the Butterfield Road/Route 176 intersection.

## FUTURE LAND USE DEFINITIONS

-  **Single-Family Residential** - Areas that contain or are appropriate for single-family residential development.
-  **Mixed Low-Density Residential** - Areas intended to accommodate a mix of single-family, two-family and small townhouse developments.
-  **Multi-Family Residential** - Areas that contain large townhouse developments, condominiums or other large multi-family buildings.
-  **Downtown Mixed-Use** - Downtown Core Area where a variety of uses contribute to its vitality. Ground level retail uses are preferred along Milwaukee Avenue. Community uses include the library, Village facilities and public parking. Upper story office and residential uses are encouraged to contribute to the vitality of the area. Uses should be compatible in size and type with the existing small town character of the Downtown.
-  **Transit-Oriented Mixed-Use** - Mixed-use development around the Harris Road Metra station where residential uses are not an appropriate element of the land use mix.
-  **Transitional Office Mixed-Use** - Areas intended to provide a transition between the East Side Industrial Area and residential neighborhood to the west, with an emphasis on office uses.
-  **Retail Services** - Areas intended to accommodate consumer-oriented retail services and commercial uses.
-  **Office/Commercial** - Areas intended to accommodate commercial office uses.
-  **Auto-Oriented Commercial** - Areas that are intended to provide suitable locations for automobile sales, services and related activities.
-  **Industrial/Warehouse** - A wide variety of employment-oriented land uses and warehousing operations are included under this land use category. Included are all types of manufacturing uses, warehousing, distribution, service and related office uses.
-  **Public/Institutional** - This category identifies the major public and institutional uses including schools, Village facilities, library, post office and churches. Should any of these uses cease to operate in their present locations, the property should be reclassified to a land use category that is consistent with the surrounding land use pattern and existing environmental conditions.
-  **Transportation/Parking/Utilities** - This land use category includes commuter rail facilities, commuter parking and utility lines.
-  **Open Space** - Both public and private open space is included in this land use category. Major land owners include the Village, Libertyville Township and Lake County Forest Preserve District. Privately held open space areas are generally associated with detention facilities for private developments.
-  **Agriculture/Estate Residential** - Unincorporated areas within Libertyville's planning jurisdiction that are intended to remain in agricultural use or be included in designated conservation areas, with only limited low-density residential development.



**LEGEND**

-  Priority Annexation Area
-  Metra Station
-  Municipal Boundary
-  Other Municipal Boundary
-  Sections

## FUTURE LAND USE MAP

LIBERTYVILLE COMPREHENSIVE PLAN  
FIGURE 4.1

0 0.25 0.5 1 Miles



Obsolete uses along the balance of the Route 176 Corridor are expected to recycle over time in accordance with established zoning. Consolidation of property into larger development parcels should be encouraged.

### **South Milwaukee Avenue Corridor**

The South Milwaukee Avenue Corridor is located along Milwaukee Avenue, between Maple Avenue and the southern Village limits. Libertyville's Downtown Core Area is to the north and the East Side Area is to the east. Currently, the land use mix includes "Auto Row," the Condell Medical Center, multi-family residential, office, commercial and retail uses. The northern portion of the area, between Rockland Road and Maple Avenue, establishes the transition between major regional uses and the Downtown Core Area.

The character of the areas that make up the South Milwaukee Avenue Corridor, and the size and depth of the lots, influence the nature of future development. There is a significant concentration of community-oriented retail shopping at the Milwaukee Avenue/Valley Park/Red Top Drive intersection.

A key development issue in this area is the future of Green Tree Place, located at the northwest corner of Milwaukee Avenue and Green Tree Parkway. As of the date of this plan, a renovation of the site is underway. The choice of an anchor retail establishment for this facility is critical for sustained success of the center. The Plan supports either a grocery store or a national retailer for the anchor.

Another important component of the South Milwaukee Corridor is "Auto Row." The car dealerships occupy large parcels that could be recycled for a variety of uses in the future. However, given the importance of this sales tax base to the Village, development policy should be directed toward accommodating needed expansion and improvement of these facilities.

The Condell Medical Center campus is a major institutional anchor for the South Milwaukee Corridor, and is both a major employer and traffic generator. Condell has announced plans to purchase homes on Cleveland Avenue to provide an institutional buffer between its medical facilities and the adjacent residential neighborhood. Eventually, the remaining single-family houses along Fairview Avenue, south of Condell Drive, are expected to be incorporated into the Condell Campus.

The portion of the subarea located north of the Condell Medical Center has a different development character and, therefore, a different range of uses is appropriate. Currently, there is a greater mix of residential and smaller commercial uses in this portion of the South Milwaukee Corridor. However, the commercial frontage between Park Avenue and Rockland Road is not as deep as the frontages further to the south and the lots are smaller. But this area functions as a transitional area between Downtown and the commercial development pattern south of Rockland Road and,

over time, interest in redeveloping older commercial strip centers and adaptively-reused residential buildings can be expected.

Consolidation of properties between Rockland Road and Park Avenue should be encouraged in order to create parcels of sufficient size to accommodate required parking and other necessary site amenities. This coincides with one of the most pressing land use issues for the area - the reuse of vacant sites. Vacancies have a number of impacts. For example, several properties are used by car dealers for temporary parking, giving the area a disorganized appearance. More specific recommendations include that new development in this area require, where possible, auto access from side streets, rather than Milwaukee Avenue, to minimize the number of curb cuts. Buildings should be encouraged to build toward front lot lines to mimic the development pattern Downtown and establish a transition *between* Downtown and the large lot developments to the south. Multi-family residential could be appropriate, perhaps as part of a mixed-use development.

Sidewalks between Park Avenue and Rockland Road are located immediately adjacent to traffic lanes, which makes for an uncomfortable pedestrian experience. Sidewalk improvements designed to improve safety and create a more pedestrian-friendly environment should be pursued.

### **North Milwaukee Avenue Corridor**

The commercial and multi-family lots along Milwaukee Avenue, north of Downtown, are relatively shallow, with modest reuse potential. Adler Park and Adler School represent the major institutional presence on the east side of the street. The Lake County Farm property significantly affects the development potential on the west side.

Because of its strategic location within Lake County, it is likely that much of the County Farm property will continue to accommodate certain County facilities that require a central location. However, should Lake County someday choose to sell all or some of the site, the Village is in a position to exert significant land use control, since rezoning of the property would be needed for most types of private development. The property is currently zoned IB (Institutional Buildings) and any commercial or residential development proposals would require rezoning. The Village's preferred use of this property is public open space.

Any development of property sold by the County should be as a planned development. Requiring development by planned development is appropriate because future development of this large property - in particular, as residential - could have a significant impact on local schools and other service providers.

### **Woolridge & Wright Quarter**

The Woolridge and Wright Quarter is bounded by Milwaukee Avenue to the west, Route 176 to the south, the Metra tracks to the north, and the Des Plaines River to the east.

The area formed a quarter of the original Village. The central part of the quarter includes properties along First and Second Streets, which were included in the original plat of Libertyville. Other subdivisions were subsequently added to comprise this quarter of the Village, including Newberry's Addition (Newberry Avenue), Stowell's Addition (School Street), Schanck Addition (Cook Avenue), Wright's First Addition (Grant Court), C. Frank Wright's Addition (Broadway, Fifth Street), and John Woolridge Subdivision (North Avenue). The original plat, and the subsequent additional subdivisions, come together to form one of the most unique neighborhoods in the Village. The quarter is home to each of the following land uses:

- Single-family residential
- Mixed low-density residential
- Multi-family residential
- Downtown mixed-use
- Transit-oriented mixed-use
- Transitional office
- Retail services
- Office/commercial
- Auto-oriented commercial
- Industrial/warehouse
- Public/institutional
- Transportation/parking/utilities

This section of the Village is only 0.25 square miles in size and with the existing mix, land use conflicts are inherent. However, it is the presence of these land uses and the street configurations, along with the architecture, that gives this section of the Village one of the most unique flavors in the region. The land uses have remained relatively the same although boundary lines between industrial/commercial and residential have moved back and forth over the past 100 years.

Through discussions with property owners, focus group analysis, and use of the community-wide survey, the following three goals are set for this neighborhood:

1. To protect and enhance the single-family residential district from multi-family encroachment.
2. To protect the industrial area from residential encroachment.
3. To eliminate the conflict between residential and non-residential property.

The Comprehensive Plan should not only maintain, but enhance the character and stability of this neighborhood.

### **Land Use Recommendations**

***Newberry Avenue.*** Newberry Avenue is currently zoned for single-family attached residential, which permits construction of townhome units. Although an increase in density adjacent to the

Downtown core is a sound planning principle, in this case, it is in direct contrast with the direction of Village residents to maintain the character of the Village. Newberry Avenue is currently a mix of single-family homes and townhome units, some of which are currently under construction. The land use for this street should remain single-family residential to maintain the majority character of that street.

**School Street.** The Plan supports the development of upper-end row houses along School Street, the re-use of the school building for condominiums/apartment/offices, the removal of the existing gymnasium and use of that parcel, with the vacant lot to the north, for off-street parking, and the development of the existing informal park at the east end of School Street for additional row houses. The planning process reviewed the possible extension of School Street to First Street. The extension of School Street would cause the removal of two houses along First Street and remove a portion of the developable area for the School Street project. An alternate pedestrian connection should be pursued.

**Block Bounded by First Street, North Avenue, Metra Tracks and Second Street.** This block has been a mix of industrial, office, single-family, and duplexes for over 100 years. Industrial and residential properties can peacefully co-exist in a neighborhood, but it is wiser to use streets and alleys as natural separation points between the land uses, rather than internal property lines. The Comprehensive Plan proposes the following for this block.

As with Newberry Avenue, re-categorize the single-family attached residential zoning to single-family to maintain the character of the area. The Village recognizes that properties zoned for industrial land uses along the railroad tracks and along Second Street have been zoned industrial since the Village's first Zoning Map in 1925. It is this block that has the largest concentration of land use conflicts in the neighborhood. The only means of truly removing land use conflicts is to eliminate one of the uses. The proximity of the railroad to the north and a truck route to the east does not make this a desirable site for extension of single-family residential.

It is the direction of this Comprehensive Plan to minimize the land use conflicts in this area. The first step in that direction should be an amendment to the I-2 District to allow professional and business offices as a permitted use and to then classify any industrial use as a special use. This would allow property owners to fully utilize their properties with professional offices and allow for industrial uses under a special use permit, which requires public hearings before the Plan Commission and approval by the Village Board of Trustees.

Opportunities to create a pocket park within this area should be explored. This park should be located to serve the neighborhood west of Second Street.

***Block Bounded by First Street, North Avenue, Second Street, and Church Street.*** This Comprehensive Plan shows the I-2 parcels to be amended to allow professional and business offices as permitted uses. The intent of this change is to allow for a transitional use between the R-8 property to the south and the single-family homes to the north. The redefining of the I-2 District will allow for industrial uses only with special use permits.

***Edge of Industrial District.*** One of the goals of this Comprehensive Plan is to protect the industrial districts from residential encroachment. The success of Downtown revitalization has only added to the development pressure on surrounding neighborhoods. Teardowns of existing single-family homes and replacement with larger homes is prevalent in the area as property values have substantially increased. As an objective of this Comprehensive Plan, the CPRC has added that the Village must address the size of the structures being built. The additional influence of this phenomenon in this neighborhood is the pressure for industrially zoned properties to be turned residential. It is the goal of this Comprehensive Plan to draw a hard line along streets and alleys to separate industrial properties from residential. The separation is shown on [Figure 4.1, Future Land Use Map](#) and [Figure 4.3, The East Side Area Subarea](#). The edge between industrial and either buffer uses or residential should follow a line north from Route 176 along Fifth Street, north to an alley parallel to Broadway, west to Fourth Street, north to Church Street, west to Second Street, and north on Second Street to the railroad tracks. Use of this line as the hard edge of the I-3 District would introduce buffer zones to three parcels. These would include those shown in the map as office use.

This buffer zone would include professional and business offices as permitted uses. The buffer land uses would create a soft edge of the commercial district still using streets and alleys as a means of separation.

### **Transportation System Plan**

The Transportation System Plan shows one proposed street extension to assist in traffic circulation. Third Street should be extended south to Church Street, which would improve truck circulation in the area while allowing for redevelopment of the property between Second and Third Streets for industrial uses. These uses could then front on Third Street and provide a landscaping buffer along Second Street.

### **McKinley/Stewart Residential Area**

This residential neighborhood is generally bounded by the bike path on the north, Milwaukee Avenue on the east, Rockland Road on the south and Garfield Avenue on the west and consists predominantly of single-family houses. There is extensive rehabilitation occurring in this area, even though most of the area is zoned for townhouse development.

The future land use plan recommends single-family use for most of this area, with low-density multi-family locations limited to property along Milwaukee Avenue and adjacent to the bike path. This recommendation is directed toward preservation of the existing housing stock and the single-family development character of this neighborhood.

## 4.2

# SUBAREA PLANS

This Comprehensive Plan addresses three subareas: the Downtown, the East Side Area and the Route 137 Corridor. A summary of the development issues related to these subareas is presented here. [Figures 4.2 through 4.4](#) illustrate the location and major land use recommendations and development policies for each.

### **Downtown**

The Downtown Subarea is centered on Milwaukee Avenue, between Johnson Avenue and Park Avenue, from approximately Brainerd to the East Side Area boundary along Second, Third and Fourth Streets. This subarea includes the Downtown core as well as adjacent residential neighborhoods. It is the historic center of Libertyville and contains many of the Village's oldest structures. The most diverse mix of uses is concentrated here with retail, restaurant and commercial uses, public facilities, including the Library and Village Hall, the Metra Station, churches and other institutional uses, and single-family and multi-family residential.

There are a number of opportunities for mixed-use development within the Downtown, including the School Street property owned by the Village and the School District, the Village Hall block, and the Metra Station environs. Each of these locations could accommodate sizable new development. The Village's position is for any additional residential development in the community to be centered in the downtown to take full advantage of the transportation system. These recommendations are illustrated in [Figure 4.2, Downtown Subarea Plan](#).

Any new development in the Downtown should reflect the scale and design of the existing structures. Infill development should be designed as a natural extension of the existing buildings.

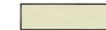
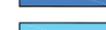
The Cook Memorial Library's expansion needs and development plans must also be factored into any Downtown development equations. As the community survey results revealed, the community wants to keep the Library Downtown.

The Downtown streetscape improvement program should be continued south along Milwaukee Avenue to Sunnyside, west along Park Avenue to Brainerd, and north along Brainerd Avenue to the new train station. These improvements are intended to help unify the Downtown.

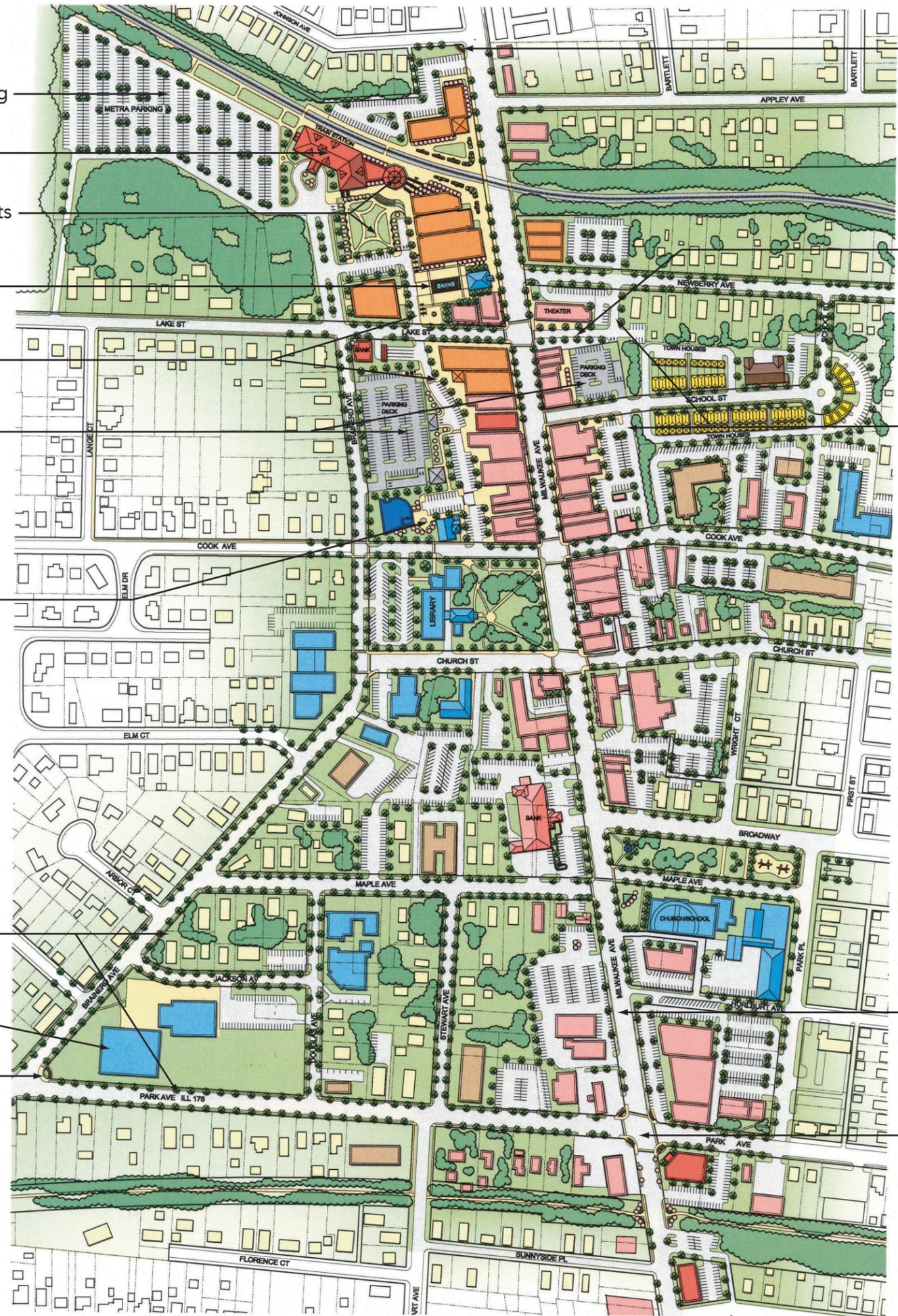


METRA STATION REDEVELOPMENT AREA DETAIL

LEGEND

	EXISTING LOW DENSITY RESIDENTIAL		SIDEWALK/PLAZA
	NEW LOW DENSITY RESIDENTIAL		ROAD
	EXISTING MULTI-FAMILY		PARKING DECK
	NEW MULTI-FAMILY		GRASS
	NEW MIXED-USE		TREES
	EXISTING COMMERCIAL		SHADE TREE
	NEW COMMERCIAL		ORNAMENTAL TREE
	EXISTING PUBLIC/INSTITUTIONAL		SHRUB
	NEW PUBLIC/INSTITUTIONAL		
	FOUNTAIN		

- Consolidation of Metra Parking in New Commuter Lot
- New Metra Station
- Metra Station Area Focal Points
- Town Hall Activity Plaza
- Construction of New Parking Access Drives
- Construction of Two-Level Parking Decks
- Village Hall Pedestrian Plaza



- Downtown Gateway Feature
- Extension of Lake Street East of Milwaukee Avenue
- Construction of New Parking Access Drives
- Streetscape Enhancements
- Streetscape Enhancements
- Downtown Gateway Features

- Streetscape Enhancements
- Brainerd Community Center Gateway Feature

# DOWNTOWN CONCEPT PLAN

LIBERTYVILLE COMPREHENSIVE PLAN  
FIGURE 4.2



MAY 2005

## The East Side Area

The East Side Area contains the industrial concentration east of Second Street to the Des Plaines River, from the Metra Milwaukee District North Line to Rockland Road. The area currently provides for businesses substantially smaller than those in the Northwest Development Area. This Subarea has relatively good tollway access, an asset not likely to be diminished without the construction of the proposed Route 53 extension.

There is a small residential enclave located east of Second Street and north of Church Street that was designated in the 1990 Downtown Subarea Plan for industrial expansion. These houses, especially those that front on Third Street, are directly across the street from industrial uses and are in generally poor condition. This Comprehensive Plan continues this recommendation.

South of Church Street and west of Fifth Street there is a mix of industrial facilities, parking lots and residential, including several new townhouse developments that front on Fifth Street. At present, The Solar Corporation and Foulds, Inc. have major industrial facilities along this edge. There is also significant truck traffic to and from these facilities and the smaller industrial concerns.

A variety of alternatives were considered to improve industrial circulation, including construction of a new industrial access road using Hough Street and an unused rail spur. But this link does not appear to be feasible because of the presence of wetlands and other engineering concerns. However, extension of Third Street to Church Street is recommended.

As described in the land use recommendations for the Woolridge and Wright Quarter earlier in this section, the land use pattern is expected to evolve with a more clearly defined separation of industrial and residential land uses. As shown in [Figure 4.3, East Side Subarea Plan](#), commercial and industrial uses in the blocks bounded by First Street, Second Street, Church Street and the Metra tracks are expected to be rezoned to allow traditional office use.

In order to establish a buffer between the industrial uses and the adjacent residential neighborhood, the Future Land Use Plan designates portions of the blocks along this edge as "Transitional Office Mixed-Use." The intent is to encourage development of small office buildings that would complement the existing industrial concentrations, and that roadways and alleys be used wherever possible to assist in buffering uses.

Continued use of the Mungo property on the south side of Route 176 is recommended. It should continue to be marketed to small industrial users or as industrial incubator space. Retail use of this property is not recommended without fully addressing access concerns. Should the property owner choose to pursue redevelopment of this site, various retail uses or a hotel/conference/entertainment complex could be considered as part of a planned development. Any major planned development is likely to require significant upgrades to Route 176 and should be carefully considered.

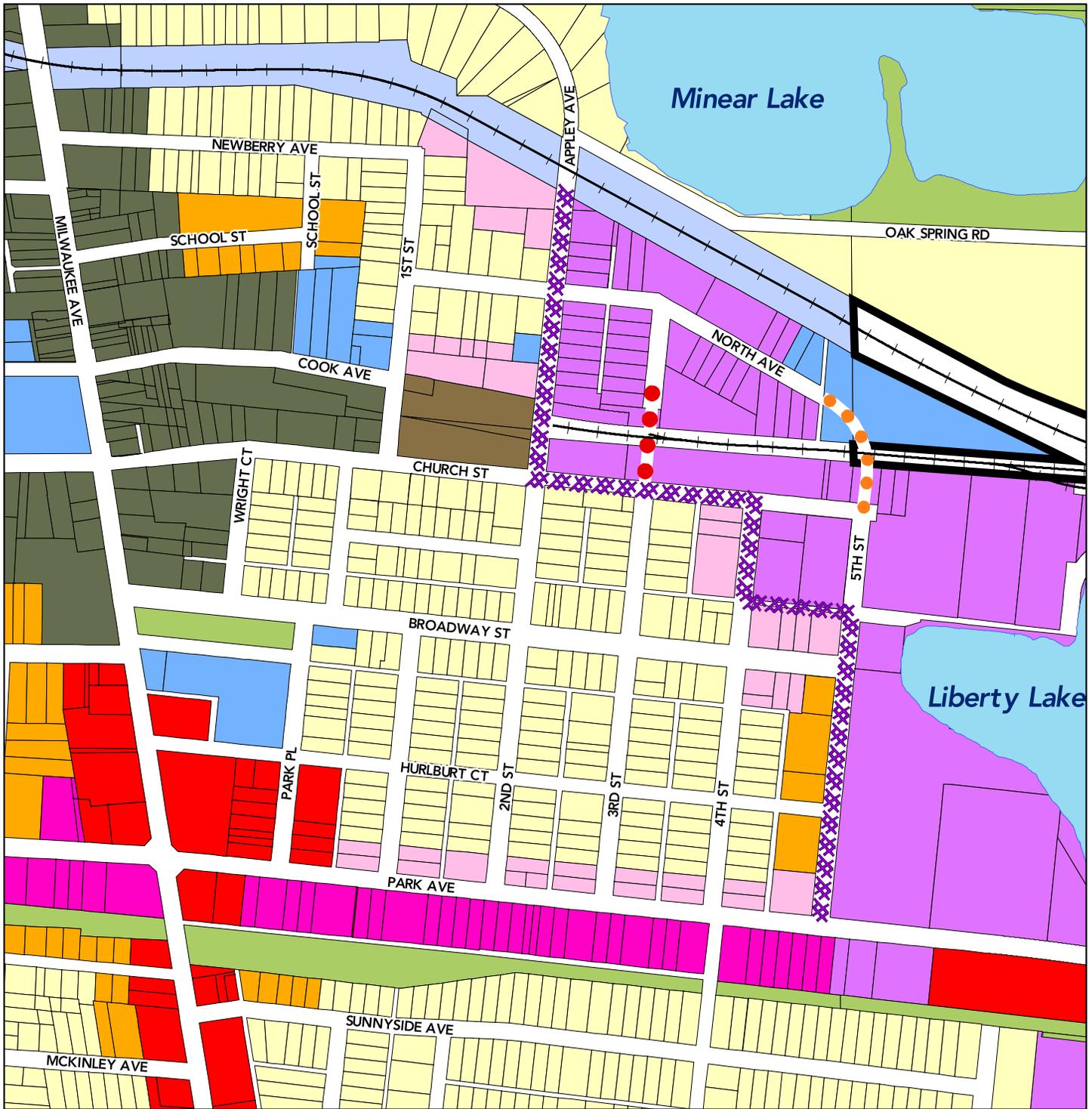
### **Route 137 Corridor**

This Subarea includes the commercial corridor along Route 137, from the Butterfield Road area to Milwaukee Avenue. This area serves as Libertyville's major east-west commercial street, with a mix of new and old shopping centers, a hardware store and other commercial development. Route 137 is a regional arterial corridor, whose importance would significantly increase with the construction of the proposed Route 53 extension.

The southeast corner of the Milwaukee Avenue and Route 137 intersection contains the newest development, with a Holiday Inn Express, gas station, Walgreens, a new upscale retail center, and remaining development site. The northeast corner is part of the Lake County Forest Preserve's holdings. The northwest corner of Route 137 and Milwaukee Avenue contains a Days Inn and a gas station with poorly signed shared access. The adjacent strip center does not share access drives with either the gas station or Days Inn. Further to the west are several commercial facilities located either in converted residential buildings or in older commercial buildings. From approximately the Saddle Shop west to Forest Creek Lane, it is possible to access the various centers across parking lots.

The southwest corner of the Route 137 and Milwaukee Avenue intersection has the most commercially zoned property. The major anchors for this corner are the Ace Hardware store and the Best Western. A large undeveloped parcel completes the land use pattern in this quadrant of the Subarea. While most of this vacant parcel is zoned for commercial use, the Adler Drive frontage is zoned for single-family residential development.

While this is considered to be a successful retail area, many of the older commercial buildings are outdated and unattractive, and the existing development pattern contributes to an image of obsolescence. This is particularly true on the south side of Route 137, where there are small strip centers with limited parking in the front of buildings. Improving the appearance and function of the commercial corridor is the major development issue, especially how to improve the image of this area as seen from the automobile.



**LEGEND**

- |                               |                     |                                  |                                  |
|-------------------------------|---------------------|----------------------------------|----------------------------------|
| Single-Family Residential     | Downtown Mixed-Use  | Office/Commercial                | <b>Proposed Street Extension</b> |
| Mixed Low-Density Residential | Transitional Office | Industrial/Warehouse             | High Priority                    |
| Multi-Family Residential      | Retail Services     | Public/Institutional             | Low Priority                     |
|                               |                     | Transportation/Parking/Utilities | Industrial District Edge         |
|                               |                     | Open Space                       |                                  |

**EAST SIDE SUBAREA PLAN**





The commercial frontage on the south side of Route 137, from the Ace Hardware store west, includes several small strip centers and commercial buildings, with limited parking in the front. One notable characteristic of this commercial stretch is the angled parking lots that change orientation at each lot line, making access to these businesses confusing.

The commercial lots depths on the south side of the street, west of the Ace Hardware store, are relatively shallow, but traffic volumes along this major arterial make commercial the most appropriate land use alternative. Because of the traffic volumes on Route 137, left turns in and out of sites are sometimes difficult. However, adjustments can be made to the circulation pattern within the sites, such as shared driveways and turn lanes, to improve safety.

The western portion of this Corridor also presents significant development challenges. Immediately west of Butterfield Road, Route 137 and Peterson Road separate with a grade-separated crossing. While there is a signalized intersection at Butterfield Road and Route 137, there is not signalized access from Butterfield Road to the shopping center to the east or the industrial/office property to the west. The industrial/office property at the southwest corner of this intersection offers significant development potential, but only if access issues can be resolved.

Access improvements are critical to the growth and enhancement of Route 137 as a major commercial corridor. These improvements are likely to include cross-access between adjacent commercial properties and traffic signals where needed to provide safe access, and are illustrated in [Figure 4.4, Route 137 Subarea Plan](#).

The traffic volumes and competitive commercial environment along the Route 137 Corridor suggests that it may have potential for significant retail development. However, realizing this potential will require improving circulation patterns to enhance the flow into and out of businesses located along the Corridor as well as overall safety.

## 4.3

# POTENTIAL ANNEXATION AREAS

The Village's planning area includes unincorporated land to the west, north and northeast of the Village limits. There is also a parcel of unincorporated land owned by Libertyville Township at the southwest corner of the Village, along Butterfield Road, as well as residential and forest preserve property along Rockland Road, east of the Des Plaines River. There are also unincorporated pockets completely within Village limits.

As with any annexation action, there are a number of general issues that should be considered, including the following.

- The ability to provide community services, such as water and sewer, and police protection.
- The existing and proposed land use for the potential annexation and the impact on neighboring land uses.
- The tax impact on the Village. For example, there is little incentive to annex land owned by Libertyville Township or the Lake County Forest Preserve because there is no tax revenue that can be gained by these public uses.

This Section of the Plan discusses the land use issues related to these unincorporated areas. [Figure 4.5, Unincorporated Areas Within 1½-Mile Planning Area](#) identifies Libertyville's priorities for annexation.

### Route 53 Annexation Area

The Route 53 Annexation Area includes land between Libertyville's western boundary and the corporate limits of adjacent communities. The major land uses in this area are the Countryside Landfill, which occupies most of the land north of Peterson Road, and farmland. This area is at the far western edge of Libertyville's northwest growth area and portions about the proposed Route 53 extension and Peterson Road interchange. Grayslake and Round Lake Park have already annexed other land around the interchange.

Unincorporated land bounded by Route 83, the Commonwealth Edison right-of-way, Midlothian Road and Winchester Road has been identified as a priority office-industrial annexation area. Given the likely location of the Route 53 extension and the existing residential development in Mundelein, annexation of property between Winchester Road and Peterson Road, west of Midlothian Road, has the most strategic importance to Libertyville. Annexation of the Harris Road and Peterson Road frontages are also important.

## PRIORITY ANNEXATION AREAS

1. **Route 53 Annexation Area** - Given the likely location of the Route 53 extension and the existing residential development in Mundelein, annexation of property between Winchester Road and Peterson Road, west of Midlothian Road, has the most strategic importance to Libertyville. Annexation of the Harris Road and Peterson Road frontages are also important.

2. **Peterson Road/Franklin Boulevard/Miscellaneous Annexation Areas** Annexation would allow the Village to pursue the extension of Harris Road south of Peterson Road to connect with the leg of Harris Road that currently extends north of Winchester Road, as shown on Figure 3.4 Transportation System Plan. Other recommended annexations would fill in gaps along major streets.

3. **Milwaukee Avenue/Commonwealth Edison Annexation Area** - Annexation of vacant land on the west side of Milwaukee Avenue and Commonwealth Edison distribution facilities is recommended in order to establish development control over this gateway to the Village. The current low-density residential and rural development character should be maintained.

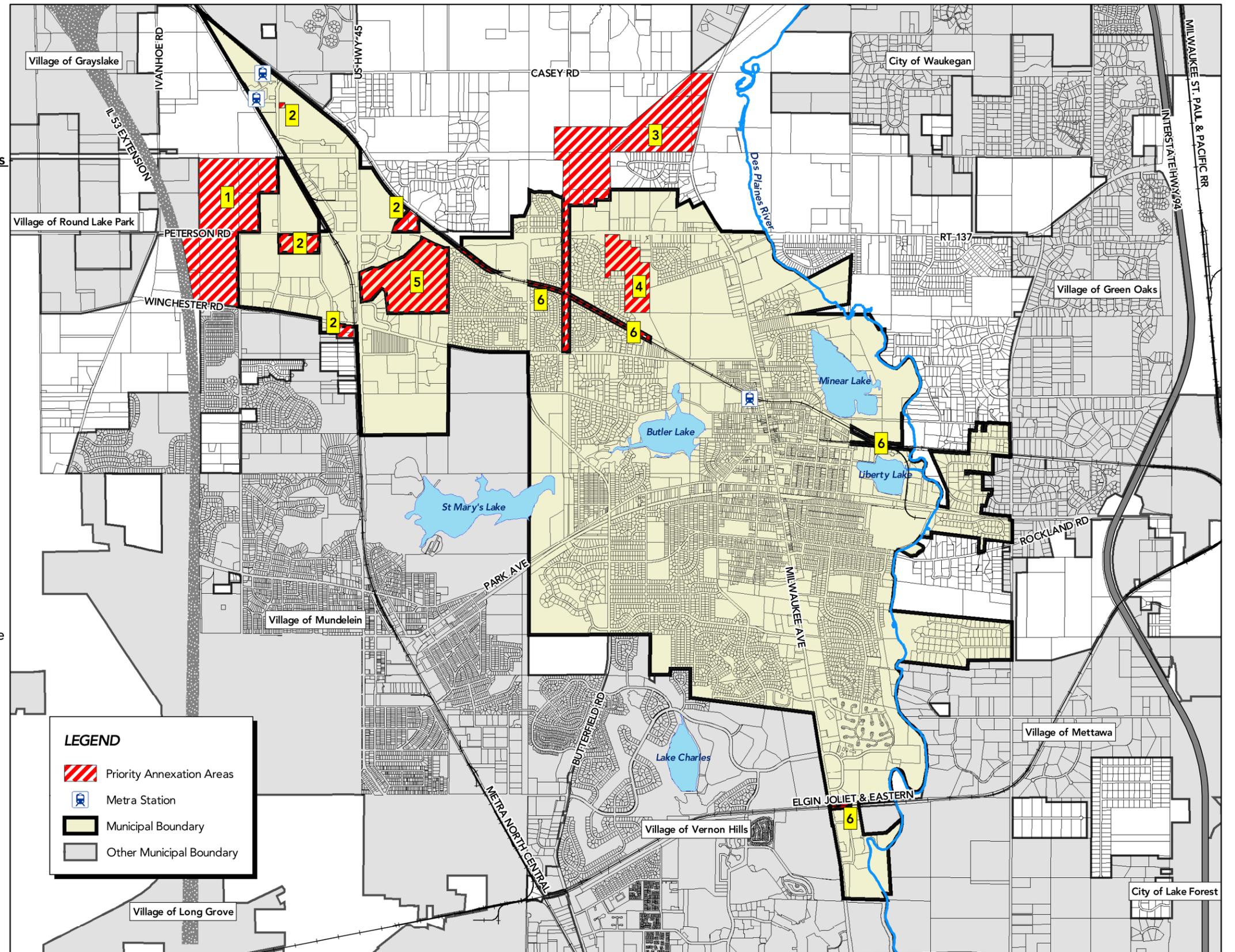
4. **Sunset Acres Annexation Area** - The wells that serve this area are failing and some residents have expressed interest in annexing into the Village. However, the Village's position has been that the entire area needs to be annexed and brought up to Village standards (streets, water and sewer) as a condition of annexation. New street connections should be established to link Sunset Acres to adjacent residential neighborhoods, at appropriate locations as shown in Figure 4.4 Route 137 Subarea Plan.

5. **Libertyville Soccer Complex** - The soccer complex is a well-used regional recreational facility. It provides a transition between adjacent industrial uses and the residential neighborhood to the east. Libertyville provides fire and emergency services for the facility on a contract basis and the Lake County sheriff provides police protection. Annexation of the property would help to maximize the control that the Village has over the appearance, condition and use of this facility. This property should be maintained as a regional recreational facility and open space resource.

6. **Miscellaneous Railroad and Utility Annexations** - There are a number of rail and utility rights-of-way that appear to be a part of Libertyville, but are not within the Villages corporate limits. These areas include the following:

- Metra Milwaukee North Line right-of-way and the rail spur right-of-way that borders the Village's Public Works facility in the East Side Industrial Area
- EJ&E right-of-way located east of Milwaukee Avenue
- Metra Milwaukee North Line right-of-way located between the County Farm property and Butterfield Road
- Commonwealth Edison right-of-way located from Winchester Road to the Village limits, north of Peterson Road
- Metra Milwaukee North Line right-of-way extending southeast from Old Peterson Road

None of these rights-of-way are completely surrounded by the Village's boundaries, but all are surrounded on three sides by land within the Village. Annexation of these rights-of-way would establish more concise Village boundaries and explore opportunities to extend the pathway system along Commonwealth Edison's right-of-way.



## UNINCORPORATED AREAS WITHIN 1 1/2 MILE PLANNING AREA

LIBERTYVILLE COMPREHENSIVE PLAN  
FIGURE 4.5



It appears that the Village has sufficient water and sewer capacity to serve the area. Police and fire services can also be provided for industrial uses without difficulty. However, residential development would require a substantial investment for police and fire facilities. The land at the southwest corner of Winchester Road and Midlothian Road is within the Mundelein corporate limits and has been developed with a mix of single-family dwellings on small lots and duplexes. There is also a Village of Mundelein water tower, which may be an indication that Mundelein is prepared to serve additional development in the immediate area. One of the land use considerations for Libertyville is the potential impact on Libertyville's industrial district should the Village of Mundelein pursue additional residential development north of Winchester Road.

Annexation and subsequent development that has a net positive fiscal impact on Libertyville's tax base should be pursued, especially between Winchester Road and Commonwealth Edison's right-of-way.

Because the Countryside Landfill is relatively isolated from Libertyville's Northwest Industrial Area, the Plan does not recommend that annexation be actively pursued. However, the Village will support efforts to ensure that the end use of the property is for open space and recreational uses.

### **Casey Road Annexation Area**

The Casey Road Annexation Area includes unincorporated land from the northern limits of the Village's 1½ mile planning jurisdiction, between the Des Plaines River and the Metra Milwaukee District North Line. This area contains single-family subdivisions built under Lake County zoning, single-family houses on large lots (most in agricultural use), vacant land, a major utility distribution/transfer facility with high tension lines extending to the northeast, west and south, and Lake County Forest Preserve facilities. Portions of the subarea are also part of Libertyville Township's open space district.

Much of this area is isolated from the rest of Libertyville by Metra's Milwaukee North rail line, the Peterson Road/Route 137 interchange, the Commonwealth Edison property, and a lack of street connections to the rest of Libertyville. This area has traditionally been viewed as a transitional area from the Village's single-family neighborhoods to a semi-rural residential estate environment, reflecting the transition of Libertyville into the adjacent rural countryside. Allowing or encouraging more intensive residential development than that already in place could begin to erode this informal greenbelt separation. The City of Waukegan has annexed up to the Commonwealth Edison right-of-way where it crosses Casey Road and Milwaukee Avenue.

In order to maintain the open space character that currently exists along Milwaukee Avenue to the south of Casey Road, the Village intends to pursue development control in this area. The Commonwealth Edison distribution lines form significant visual and physical barriers that effectively divide this subarea into several discrete pieces. Because of its distance from existing roads and the topography of the area, this distribution facility is generally hidden from view. However, if the vacant portions of the subarea are developed, this facility will become much more visible and could emerge as a community eyesore.

The current low-density residential and rural development character of this area should be maintained. A protected open space corridor along both sides of Milwaukee Avenue should also be pursued.