

HAINESVILLE, ILLINOIS

COMPREHENSIVE PLAN

ADOPTED JANUARY 23, 2024



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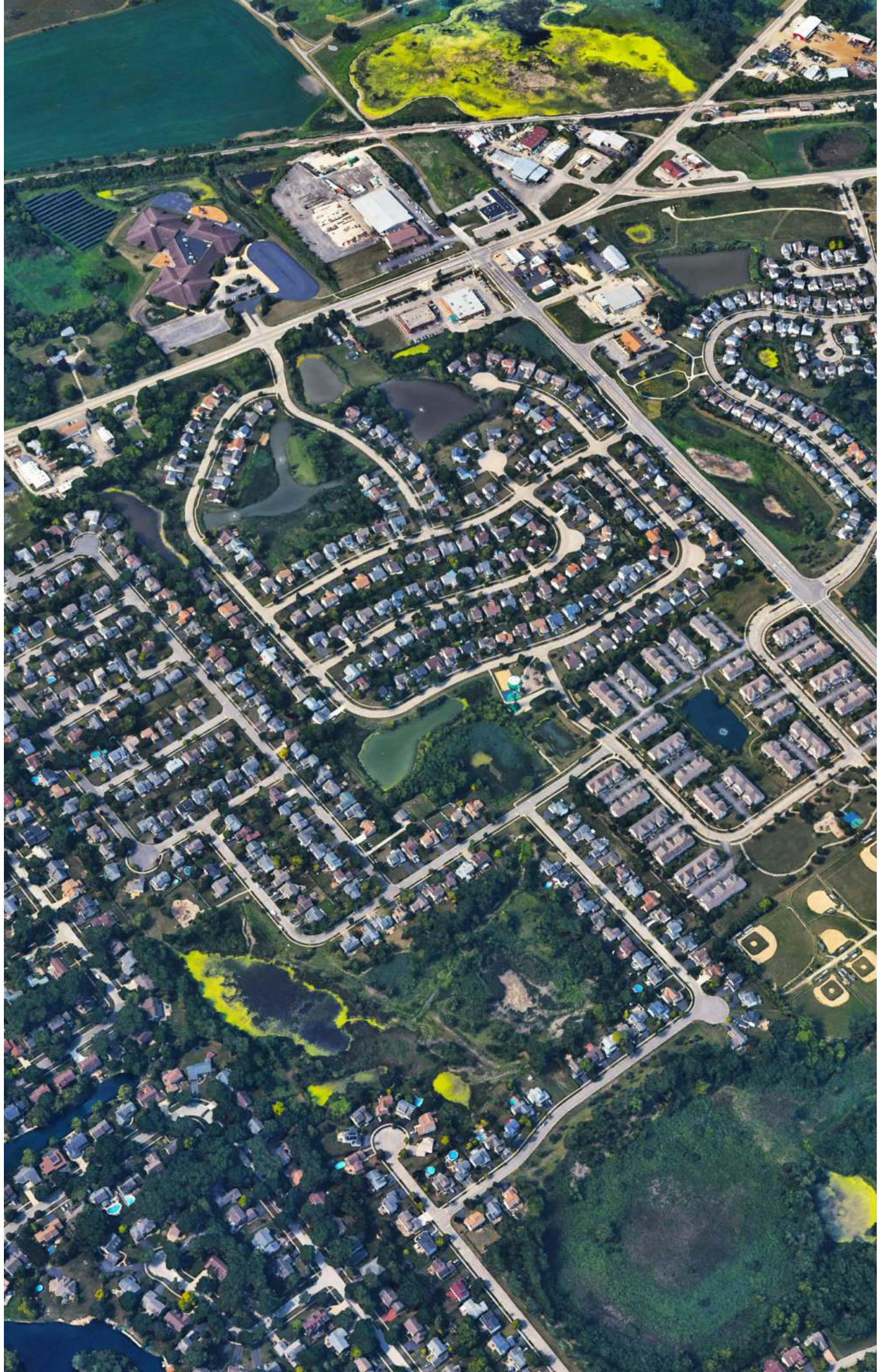
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CHAPTER

1

ABOUT THE PLAN

The Hainesville Comprehensive Plan serves as a foundation for decision-making and is intended to help guide the Village over the next 20 years as it works to implement the community's vision. This document represents the culmination of a planning process and community input and serves as the Village's primary policy guide for growth and development, residential areas, commercial and industrial planning, transportation, community facilities, and parks and open spaces.

Reflecting the community's commitment to having great neighborhoods, a strong local economy, and excellent public facilities and services, the Village prioritizes being a charming, welcoming, and livable community, providing a high quality of life and unique sense of place for its residents.

The Village's previous comprehensive plan was adopted in 2010, and although it has served the community well, the plan no longer adequately serves as a guide for the Village. The new Hainesville Comprehensive Plan will help ensure Village officials have a strong foundation and guidance to work with residents, businesses, and stakeholders to lead the community into the future.

WHAT IS A COMPREHENSIVE PLAN?

The Comprehensive Plan is a document designed to guide and inform the long-range future decision-making of a community, primarily for matters relating to land use, growth, and development. A comprehensive plan provides a unified future vision along with policies, goals, and recommendations necessary to achieve that vision. The Comprehensive Plan is long-range and intended to plan for a 10- to 20-year horizon. It is a tool for the community to help coordinate efforts and direct how a community grows over time.

Purpose and Authority

The Comprehensive Plan is the Village's official policy document for future growth and development. Authorized by Illinois State Law (65 ILCS 5/11-12-5), it informs local decisions regarding land use, residential areas, commercial and industrial areas, community facilities, and parks and open space. It acts as the Village's "roadmap" or "blueprint" to a better future.

Using the Comprehensive Plan

The Hainesville Comprehensive Plan serves several important functions for the Village and should be used on a regular basis by Village officials, staff, developers, and other stakeholders. The Comprehensive Plan serves the following key functions:

Communicates the Village's Vision

The Plan is a powerful statement of the community's vision for how it should grow and evolve over the coming years. The Plan identifies the Village's land use and development priorities and charts a path for long-term growth.

Informs Development Proposals

The Plan is a long-term guide by which to measure public and private proposals that affect the physical, social, and economic environment of the community.

The Plan guides and assists in the evaluation of public and private development proposals and helps ensure that proposed development supports the Village's long-term objectives.

Provides a Foundation for the Regulatory Framework

The Plan is a foundation for zoning regulations, the official zoning map, and other decisions guided by these regulations. Zoning and development regulation can be an effective implementation tool for helping to realize the recommendations of the Comprehensive Plan.

Coordinates Initiatives

The Plan informs and coordinates planning initiatives that affect the Village at the local, county, and regional levels. The Plan may aid and inform efforts related to housing, transportation, trails, natural resources, economic development, and recreation.

Supports CIP and Budgeting

The Plan informs the development of the Village's Capital Improvement Programs (CIP) and budgeting processes by helping to establish priority expenditures and sequence capital improvement programming.

Identifies Future Studies

The Plan establishes a path forward but cannot address every issue faced by the Village in sufficient detail. The plan can help identify additional studies and future action steps that may be needed to address specific needs.

Informs and Educates

The Plan is a valuable source of information for the Village Board, local organizations, businesses, and residents. This broad spectrum of interests should use the Plan to inform the community and provide important information that can assist with future initiatives. The Plan is also an effective marketing tool that can be used to promote the community and highlight opportunities for investment.

PLANNING PROCESS

The Hainesville Comprehensive Plan is the product of a multi-phased planning process that involved residents, business owners, stakeholders, Village staff, and the consulting team. The process included the following:

Project Initiation/Issues and Opportunities

The planning process was initiated with community engagement with the Village officials, residents, and stakeholders to identify issues, opportunities, and priorities regarding a wide range of issues, influences, and conditions.

Existing Conditions Assessment (including review of existing plans and ordinances)

This step included the preparation of the Existing Conditions Assessment. It was based on information provided by the Village, feedback from community outreach, data sources, field reconnaissance, and a review of the Village's past plans, studies, and ordinances.

Preliminary Recommendations Framework

This step of the planning process included the development of preliminary recommendations and framework for the plan.

Draft Plan

This step included the draft, review, and discussion of the Draft Plan with the community – residents, officials, and stakeholders.

Final Plan Documents and Adoption

A final version of the Comprehensive Plan document was prepared for local review, consideration, and adoption, based on feedback from the community.



Summary of Public Input

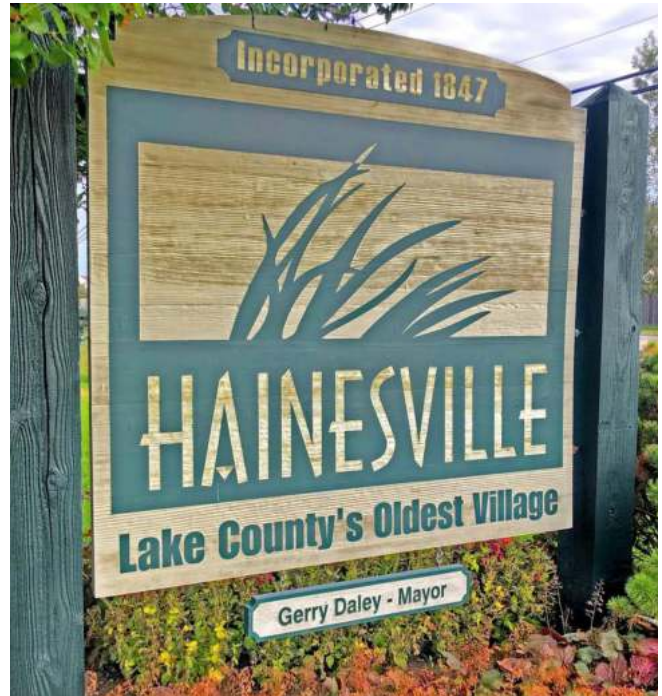
A summary of input received during the planning process is outlined below. At the meetings, participants stated:

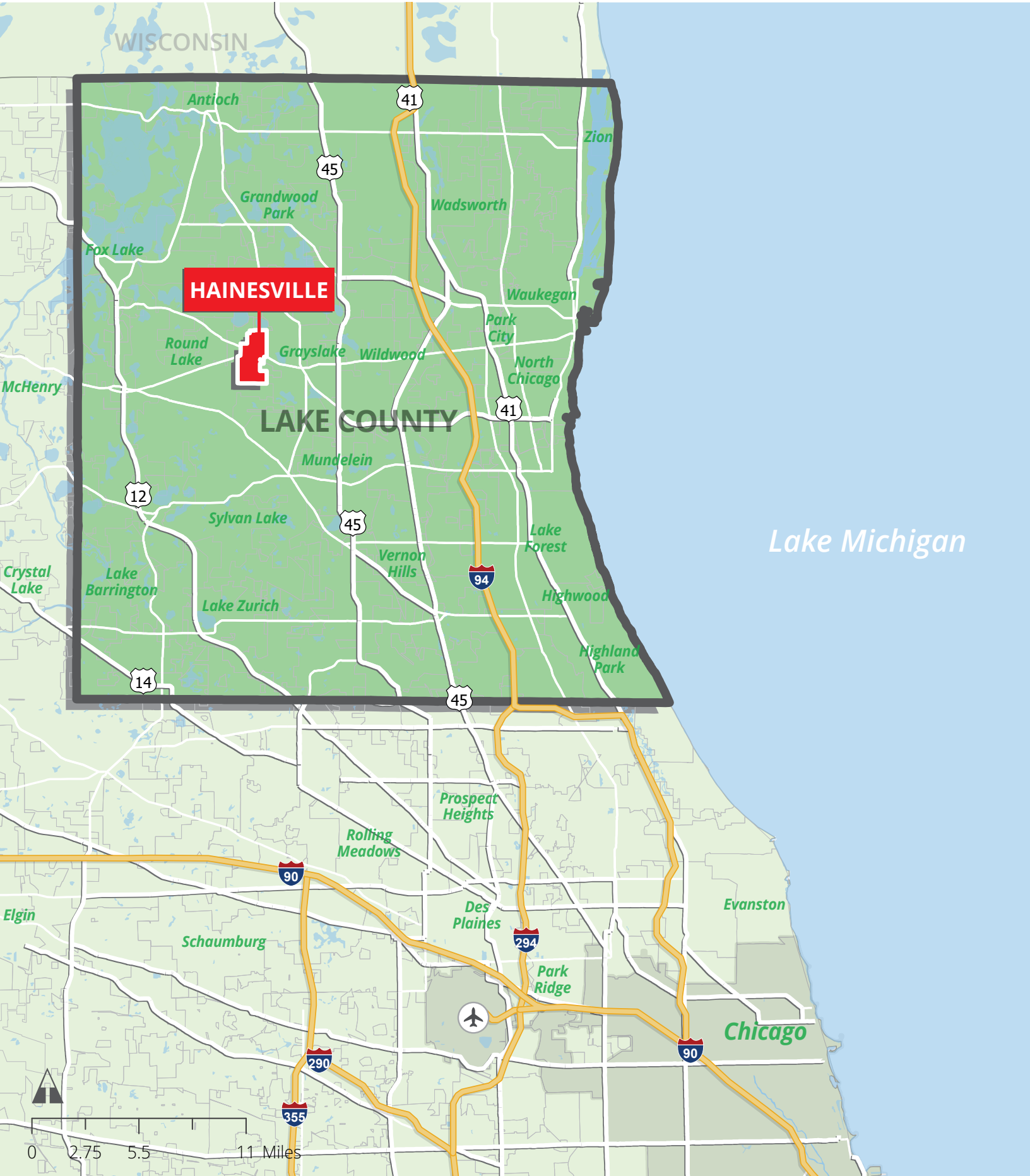
- They would like the local tax base to be improved so that better services and public realm improvements could be undertaken.
- They would like the business environment to be expanded. Participants stated that this could be completed by filling vacant commercial spaces along Belvidere Road.
- To uplift Hainesville's business community, the Village should continue to show interest in working with small businesses and initiate mixers and other events to collaborate with business owners.
- They would like improved sidewalks on both sides of the street to improve walkability and bikeability.
- They would like new green space wherever possible which would help improve the Village's public image.

REGIONAL SETTING

The Village of Hainesville is a predominately residential community of approximately 3,600 people. Located in the heart of Lake County, the community is bordered by Round Lake Park to the west, Grayslake to the east, West Washington Street to the north, and the Northbrook Sports Club to the south.

Belvidere Road (IL 120) and Main Street (IL 134) bisect the community, providing a commercial corridor with retail and services. Residential neighborhoods are located to the north, with a mix of single-family detached and single-family attached units in residential subdivisions.



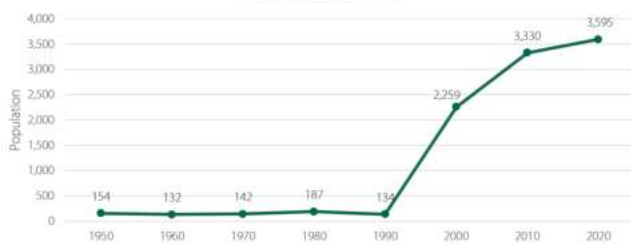


Community Profile

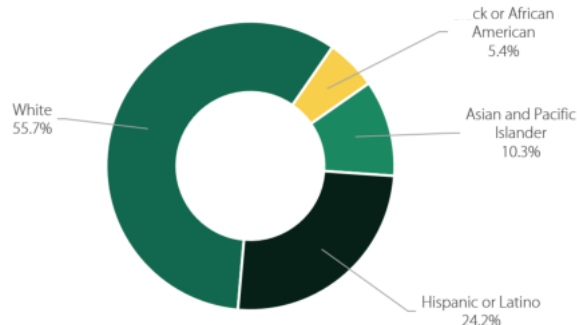
Hainesville is a Lake County community with a population of 3,595 residents. Notably, the village experienced substantial growth over the past few decades, with a 47.4% increase in population between 2000 and 2010, and an additional 8% growth from 2010 to 2020. The median age in Hainesville is 40.3, slightly higher than the median age in Lake County (38.5). The largest age group falls within the 35 to 54-year-old range, aligning with Lake County's predominant age group. Hainesville's racial makeup mirrors that of Lake County, with a majority of 55.7% identifying as white and 24.2% identifying as Hispanic or Latino.

In terms of housing, the village reported 1,535 housing units, showing a 23.4% increase since 2010. Most homes in Hainesville are owner-occupied, and the majority are single-family detached units. The village has witnessed job growth, with 241 reported jobs as of 2020, a 91.2% increase in the past decade. Hainesville residents are also part of the regional workforce, with a large number of residents working outside the village.

Population Over Time
Hainesville (1950 - 2020)



Racial Composition
Hainesville (2020)

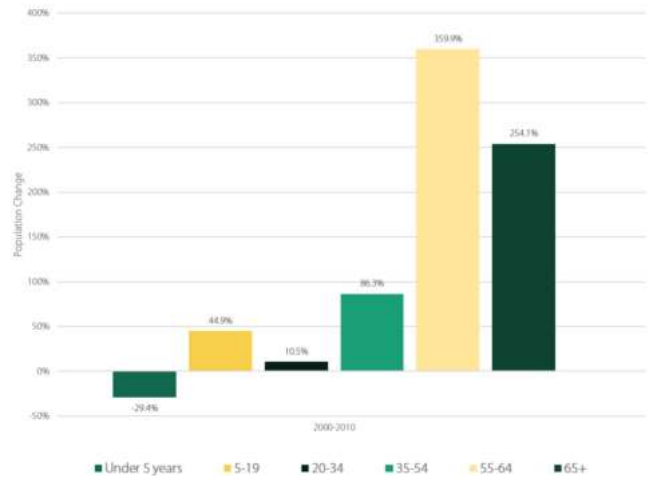


Sources: US Census Bureau 2020 Decennial Census

Population

Hainesville's population of 3,595 has grown significantly over the last several decades, with a 47.4% increase between 2000 and 2010 and 8% increase from 2010 to 2020. Hainesville had a population of just 200 as of 1990 with the development of new subdivisions resulting in a 2,125-resident increase.

Population Change by Age Group
Hainesville (2000 - 2020)



Sources: US Census Bureau 2020 Decennial Census

Age

Hainesville's median age of 40.3, slightly above Lake County's 38.5, increased by 11 years between 2000 and 2020 and by 6 years from 2010 to 2020, with the largest age group being 35 to 54, aligning with Lake County, while the 55 to 64 age group saw remarkable growth of 359.9% (227 individuals) between 2000 and 2010.

Race and Ethnicity

Hainesville's racial composition, with a majority (55.7%) being white and a quarter identifying as Hispanic or Latino (24.2%), mirrors that of Lake County, including alignment with other minority groups such as Black, African American, and Asian populations.

Housing

Hainesville has 1,535 housing units, a 23.4% increase since 2010, with a high occupancy rate (100.0%). Nearly 9-in-10 units are owner-occupied giving Hainesville has smaller share of renter-occupied homes compared to Lake County.

Housing Type

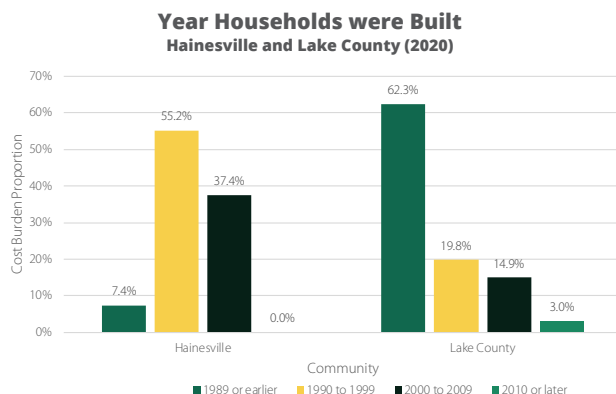
Most housing units in Hainesville are single-family detached, with over one-third being single-family attached units, and a small percentage (3.7%) being multifamily, distinct from Lake County's 15.4% multifamily residential units.

Housing Value

Hainesville's median home value was \$170,500 in 2020. This was \$101,200 lower than Lake County's median of \$271,700. Also, from 2010 to 2020, the median home value in Hainesville decreased by 22%. This is likely the result of additional for-sale townhomes being built in Hainesville.

Housing Age

A majority of Hainesville's homes (55.2%) were constructed between 1990 and 1999, with significant development during the early 1990s, including neighborhoods like Misty Hill Farm and Deer Point Trails. Following this, 37.4% of homes were built between 2000 and 2009, with subdivisions like Union Square, Holiday Lane, and Cranberry Lake North townhomes and single-family homes emerging during that time.



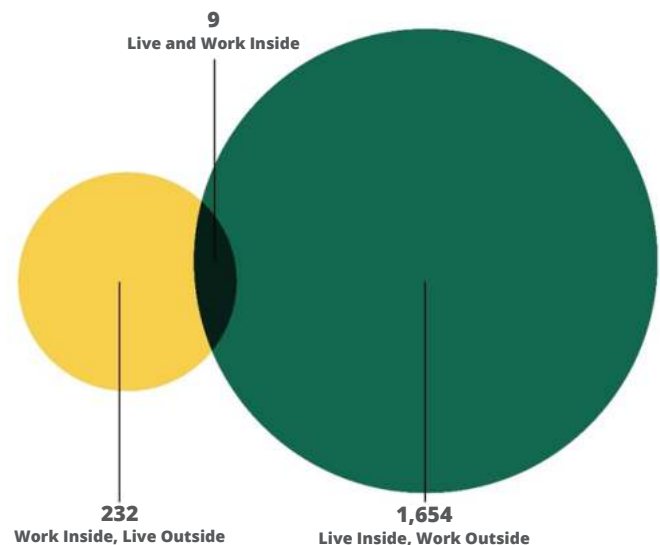
Sources: US Census Bureau 2020 Decennial Census

Employment

Hainesville reported 241 jobs in 2020 (the most recently available employment data as of plan development) marking a 91.2% increase over the past decade, largely attributed to recent commercial developments including two gas stations, Hainesville Firestone, and the Hainesville Crossing shopping center, with the Retail Trade sector comprising the highest number of jobs, followed by Educational Services and Construction sectors.

Inflow/Outflow

According to 2020 employment estimates by the US Census Bureau, 1,654 Hainesville residents work outside the Village, 9 individuals both work and live in Hainesville, and 232 individuals work in Hainesville but reside elsewhere. Since 2009, those living in Hainesville, but employed elsewhere increased by 56%, equivalent to 593 people. The number of individuals working in Hainesville, but living elsewhere increased by 85.6% over the past decade, a rise of 107 people.



Sources: U.S. Census Bureau, Longitudinal Employer-Household Dynamics program (2020).

Existing Land Use

Existing land use has been inventoried based on research conducted in 2022. Parcels within the Village have been categorized into the following land use classifications.

Single Family Detached

Single-family detached areas includes housing units contained in stand-alone structures on individual lots. This is the predominant residential land use and is concentrated on the northern half of the Village.

Single Family Attached

Single-family attached areas include residential uses that share a wall, but are typically arranged horizontally and have separate entrances to the outside. Examples of this housing type include townhouses and duplexes. Hainesville's single-family attached areas are clustered within their own subdivisions, north of Belvidere Road.

Multifamily

Multifamily areas include apartment and condominium complexes with units that are stacked vertically and share a common entrance. A condominium community is located on the northeast corner of Fairlawn Drive and Main Street at 43 Fairlawn Drive.

Commercial

Commercial uses include retail and service businesses, shops, and restaurants. Commercial uses are concentrated along Belvidere Road and Main Street.

Office

Office uses professional offices. There are few office uses within the Village, with the one use located on 4 N Deer Point Road, along Belvidere Road.

Public/Semi-Public

Public/Semi-Public areas include a variety of uses that support residential, commercial, and industrial development. These include government offices accessible to the public, educational facilities and religious institutions.

Industrial

Industrial uses include distribution facilities, light manufacturing, and other uses that typically operate indoors. In Hainesville, this use is found along the Metra MD-North railroad, Main Street, and Belvidere Road.

Agriculture

Agriculture includes land that is actively being used to produce crops and farming-related activities. Farmhouses and low-density, single-family detached homes within the same parcel utilized for agricultural production are also included in this land use category. This use is found in the Village's core, north of the Northbrook Sports Club and south of the Metra MD-North railroad.

Public Open Space

This land use includes parks that provide both active and passive recreation options as well as open space areas. Parks within this use include the Cranberry Lake Natural Area, Union Square Park, Brittany Park, Antler Park, the Gathering Place north of the Village Hall Pond, the open space east of Cranberry Lake Road and the soccer field/playground west of Jubilee Court.

Non-public Open Space

This land use includes open space that can only be accessed by paying to use services as well as private parks in planned subdivisions. In the Village, Non-public Open Space is only located within the Northbrook Sports Club.

Utility/Right-Of-Way




The Utility/Right-Of-Way designation includes properties that accommodate transportation systems, utilities, municipal infrastructure, and Village operations not generally accessible to the public. These include the Metra MD-North railroad, and other utility equipment.

Vacant

Areas identified as vacant or undeveloped include both natural areas, such as fields or wooded areas that have not been prepared for development or set aside for conservation, as well as properties and parcels that can be considered available for development/redevelopment.

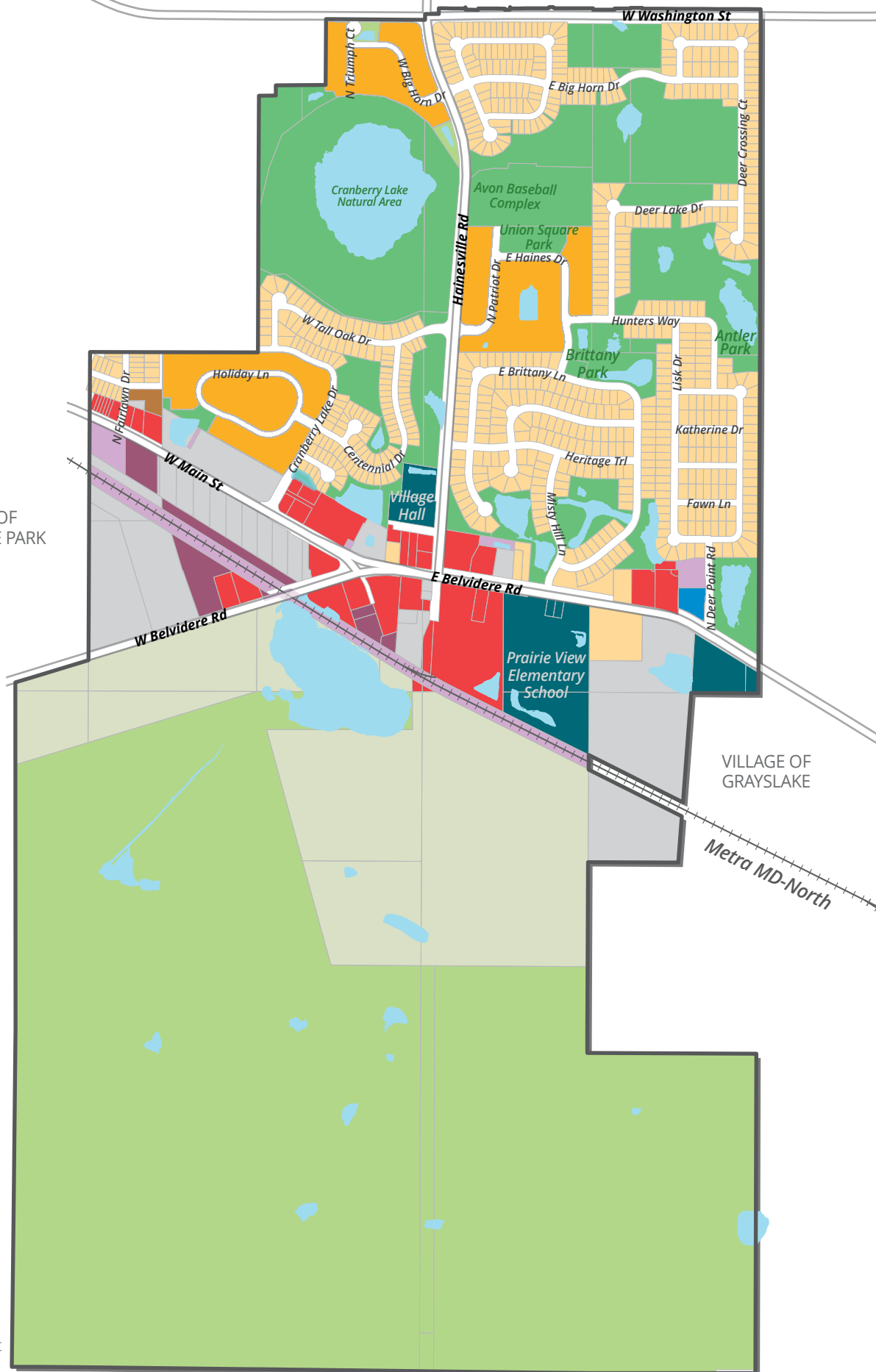
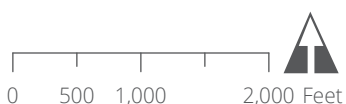
EXISTING LAND USE

Legend

-  Village Boundary
-  Water
-  Railroad

Existing Land Use

-  Single Family Detached
-  Single family Attached
-  Multi Family
-  Commercial
-  Office
-  Public/Semi Public
-  Industrial
-  Agriculture
-  Public Open Space
-  Non-public Open Space
-  Utility/Right-Of-Way
-  Vacant





CHAPTER

2

VISION, GOALS, AND OBJECTIVES

The Vision Statement reflects the notion of continuing and increasing Hainesville's distinct and desirable status in the region for the people who live or work in the Village, and for those who love to visit. The Vision Statement describes what Hainesville will achieve in the future, following the adoption of the Comprehensive Plan. Looking ahead, the community's vision incorporates central ideas, aspirations, and themes generated during the community outreach process and provides a guiding framework for the Plan.

Places such as inviting residential areas, location to the northern Illinois region, and accessible open spaces make the Village great today. The Vision Statement articulates how these aspects of Hainesville will continue in the future.



VISION STATEMENT

Hainesville is a charming, welcoming, and prosperous community with attractive neighborhoods, a diverse mix of local businesses, quality schools, an efficient road system, and accessible trails and open spaces. Collectively, these community characteristics provide a high quality of life for residents and help to establish Hainesville as a highly desirable community in which to live, work, visit, and enjoy. While continuing to support and promote desirable new development to enrich its residential offerings and strengthen its business environment, Hainesville is committed to maintaining and enhancing its unique identity, sense of place, and overall appeal as a vibrant, thriving, friendly, “small town.”

Neighborhoods & Housing

Hainesville will continue to be known for its attractive neighborhoods and range of housing options. Neighborhoods and housing in Hainesville will continue to meet the needs of current and future populations by providing housing for residents at all stages of life.

Commercial & Industrial Areas

Hainesville is home to a diverse mix of shops, restaurants, and service uses that draw people from within the Village and surrounding communities. While conveniently accessed from Main Street and Belvidere Road, the commercial areas are easy and safe to walk and bike to with the connected network of sidewalks and trails. Commercial development is high quality and reflects aspects of the small-town charm and

rural character of the community. Industrial areas are attractive and well maintained, having a commercial quality appearance when viewed from the street. Attractive landscaping significantly enhances the appearance of commercial and industrial properties, creating a welcoming and pleasant environment along the Village’s corridors.

Transportation and Mobility

Hainesville is a connected and easily navigable community that safely accommodates drivers, pedestrians, and cyclists to allow residents of all abilities to easily navigate the community. Pedestrian and bicycle mobility is a priority, and a fully connected sidewalk and trail network provides easy access to residential, recreation, commercial, and employment areas.

Community Facilities, Parks, and Open Space

Hainesville will continue to be an amenity-rich community with responsive local services and facilities. By maintaining parks and prioritizing green space, Hainesville has become a more livable, active, and healthy community, and responsible stewards of the natural environment. Expanded and connected trails ensure convenient access to local recreation and open spaces, and coordination with regional agencies and neighboring communities ensure regional trail connectivity and access.



GOALS AND OBJECTIVES

The Village of Hainesville Comprehensive Plan looks toward the coming decades and expresses what the Village desires to become in the future. This section presents the Plan's goals which outline how the Village can achieve its desired outcomes. The goals and objectives form the framework for planning recommendations, policies, future projects, and actions.

Goals

Goals describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

Objectives

Objectives describe more specific actions that should be undertaken by the Village to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives provide specific direction and serve as a guide for the evaluation of development proposals and land use alternatives. Goals and Objectives have been established for:

- ▶ Residential Areas
- ▶ Commercial and Industrial Areas
- ▶ Transportation and Mobility
- ▶ Parks, Open Space and Community Facilities

Residential Areas

Goal

Protect and enhance the quality of existing neighborhoods.

Objectives

- ▶ Support Hainesville's continued vision as a primarily single-family detached and attached residential community by promoting the construction of new homes in neighborhood areas where possible and the rehabilitation and expansion of existing homes to increase their value and better meet the needs of residents.
- ▶ Consider the construction of appropriately scaled multi-family or mixed-use development near the Village's commercial areas to offer more housing options.
- ▶ Continue to maintain the appearance and character of established neighborhoods through streetscape enhancements, pedestrian mobility enhancements, and enforcement of the Village codes and ordinances.

Commercial and Industrial Areas

Goal

Maintain and enhance the Village's commercial and industrial areas along Main Street and Belvidere Road as a vibrant and attractive district that serves the day-to-day needs of residents, draws customers from neighboring communities and the greater region, and provides enhanced employment opportunities.

Objectives

- ▶ Attract a more diverse range of shops and restaurants to strengthen the tax base, make Hainesville more unique, and give residents a greater variety of commercial/retail options.
- ▶ Support the development of new commercial buildings on vacant parcels along West Main Street and West Belvidere Road.
- ▶ Prioritize pedestrian and bicycle access and mobility within the commercial areas through better on-site design, additional facilities and amenities, and better direct connections to public sidewalks.
- ▶ Continue to support local economic development efforts to retain, expand, and attract commercial and industrial businesses including marketing the community, its amenities, and available sites.
- ▶ Support development and expansion of light-industrial businesses in the area north of West Belvidere Road and West of the Metra train tracks. New light industrial development would complement the multiple businesses currently operating in the vicinity.
- ▶ Ensure commercial and industrial development is attractive when viewed from public streets, with quality building design and materials, extensive landscaping, appropriate screening of outdoor storage areas and activity, and buffering/screening from adjacent residential areas.

Transportation and Mobility

Goal

Provide a safe and efficient road network, sidewalk and trail system, and access to transit in a manner that meets the needs of all users.

Objectives

- ▶ Prioritize pedestrian and bicycle access and mobility in all areas of the Village. Consider investing in amenities such as new sidewalk connections, street furniture, unique landscaping and more street trees to beautify the streetscape and improve the pedestrian experience.
- ▶ Make traffic safer and more efficient by minimizing curb cuts and providing internal cross access of adjacent sites.
- ▶ Work with IDOT to improve conditions, including sidewalks and crosswalks, intersections, and signalization along Belvidere Road and Main Street.
- ▶ Formalize a Capital Improvements Plan process to create a working blueprint for sustaining and improving the Village's car, bike and pedestrian infrastructure.
- ▶ Continuing working with Metra and Pace to coordinate efforts to maximize access and efficiently to regional transit services.

Parks, Open Space, and Community Facilities

Provide residents with quality Village services and facilities, access to a variety of green spaces and recreation opportunities, and reliable and effective infrastructure that support safe, active and healthy lifestyles.

- ▶ Support improvements to existing parks and green spaces in the village. This may include maintaining and modernizing facilities as needed and exploring new amenities to further enhance offerings to residents as recreational demand changes over time.
- ▶ Protect and enhance the water features, wetlands, and open spaces, including areas around detention areas, as vital habitat areas and attractive features that contribute to the Village's rural atmosphere and natural environment.
- ▶ Enhance the trails system to better connect to all local and regional open space amenities.
- ▶ Investigate the feasibility of transforming underutilized open spaces in residential areas (such as the areas around retention ponds) into pocket parks for use of nearby residents.
- ▶ Continue to coordinate with Lake County, Grayslake Fire District, and Greater Round Lake Fire Protection District to continue to provide adequate emergency services to existing and future development in accordance with the Land Use Plan.





CHAPTER

3

FUTURE LAND USE

This section identifies the preferred use of land throughout the Village of Hainesville. All parcels within the Village and its planning areas have been assigned to one of nine land use categories. These categories cover the full range of Hainesville's land use types and should serve as the basis for development review and approval, future zoning amendments, and the overall development character of all areas of the community. Having a well-structured land use plan will assist Village officials, property owners, developers, and other stakeholders to guide development, foster balanced growth, and create sustainable and vibrant neighborhoods that enhance the quality of life for all residents.

The Village is essentially divided into three functional areas, with each being very distinct in terms of land use, development, and overall character. The northern portion of the Village is residential in character and home to the Village's established neighborhoods. The central areas along Belvidere Road and Main Street are home to the community's commercial and industrial uses. The area south of railroad tracks primarily consists of open space and the Northbrook Sports Club. Collectively, the three distinct areas accommodate the wide mix of different land uses in the Village. The Land Use Plan map is presented in this section and each land use designation is identified and characterized on the following pages.



LAND USE CATEGORIES

As a cornerstone of the Comprehensive Plan, the Land Use Plan is a general guide for growth and development within Hainesville. Parcels within the Village have been assigned nine general land use categories to serve as the basis for development review and approval, as well as for future zoning amendments.

Single-Family Detached

Single-family detached residential consists of single-family homes on an individual lot. These single family homes define much of the Village's residential neighborhoods within the North Focus Area.

Single-Family Attached

Single-family attached homes are dwelling units connected horizontally, with a dedicated entrance for each unit. This housing type is found in the Village's North Focus Area, within and adjacent to single family detached areas, in single-family attached subdivisions.

What is Land Use Planning?

Land use planning allows communities to consider the impacts of land use decisions on immediate and future growth and development. Local governments create land use plans to respond to these potential impacts and guide desired development. Hainesville's Land Use Plan evaluates what the Village will look like if the Comprehensive Plan's land policies, implemented to reach the desired future, are successful.



Multifamily

Multifamily residential structures contain multiple dwelling units stacked vertically. While there are few multifamily structures in the Village, they offer diverse housing options for residents in all stages of life.

Commercial

Commercial uses include retail, restaurant, office, and services uses geared toward serving the daily needs of residents as well as providing for the shopping, dining, and service needs of people within the Village, passing through the Village, or visitors coming from surrounding communities.

Public/Semi-Public

Public/semi-public uses include local government and municipal facilities, community service providers, schools, and religious institutions.

Industrial

Industrial uses include low intensity assembly, fabrication, story/distribution, contracting yards, outdoor storage businesses, and related office and service uses.



Public Open Space

Natural open spaces, parks, and recreation areas such as Union Square Park and the Cranberry Lake Natural Area are included in this land use designation. These areas contribute to Hainesville's residential areas and overall community character and should be preserved and enhanced for outdoor use and enjoyment.

Non-Public Open Space

This designation supports land that is privately owned and used for sporting and recreational activities, with complimentary/accessory facilities or leisure facilities. This designation includes the Northbrook Sports Club and communal outdoor spaces within residential neighborhoods.

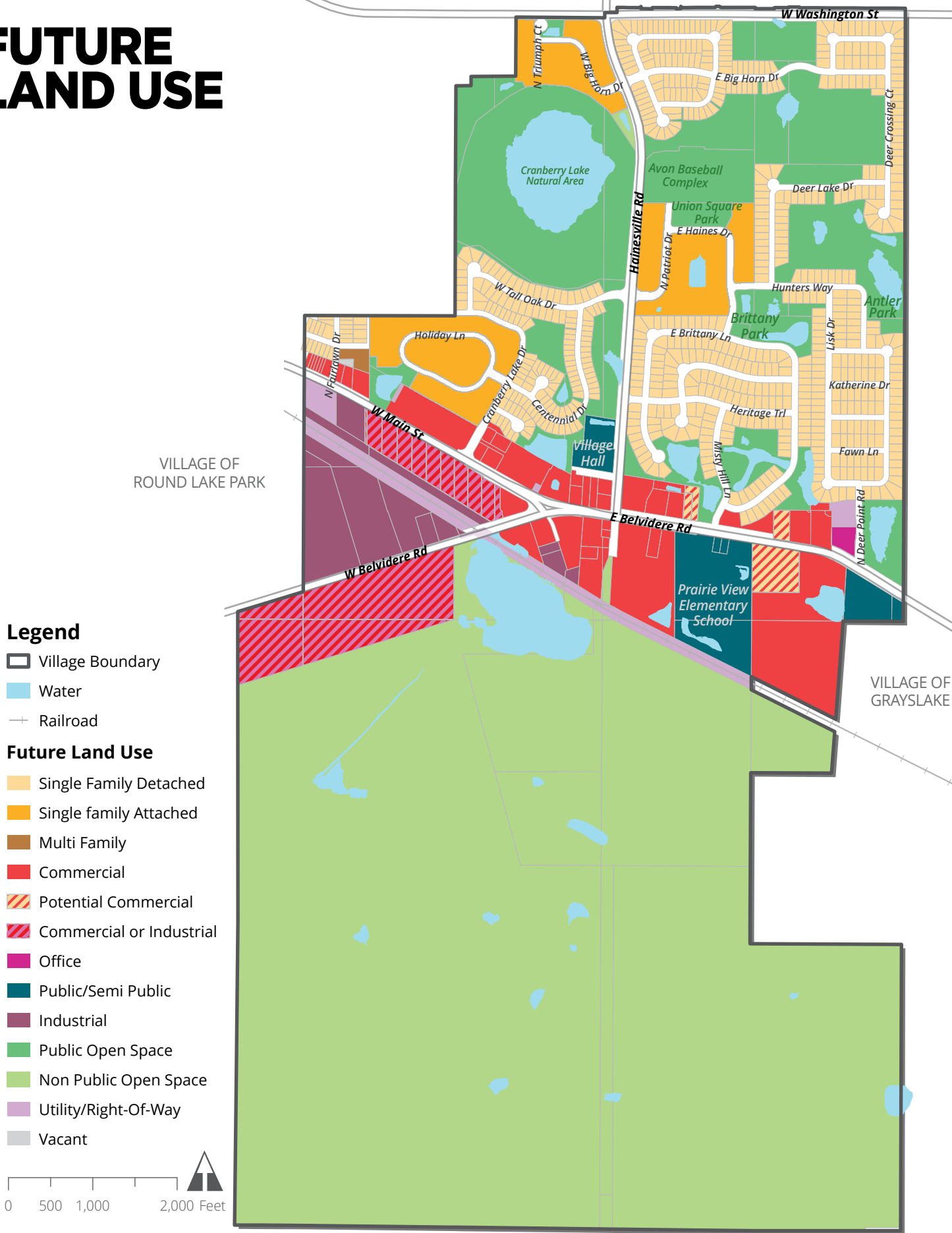
Utility/Right-of-Way

Utility properties support local infrastructure and provide easements for the transmission of gas, electricity, water and sewer. Transportation rights-of-way, like the Metra MD-North rail line, allow for commuter rail lines into the Chicagoland northern suburbs.

Land Use and Zoning

Zoning regulations are the legal tool used to implement the Land Use Plan. Zoning addresses physical characteristics of development such as height, bulk, density, and lot coverage. It also defines allowable uses within zoning districts. Zoning regulations should align with the Land Use Plan to achieve the desired land use and development patterns within a community.

FUTURE LAND USE



DEVELOPMENT CHARACTER AND DESIGN

Hainesville is known for its small-town charm, appeal, and rural character. These attributes are desirable and help to establish the community's overall identity and sense of place, distinguishing the Village from other nearby communities. Welcoming neighborhoods, open spaces, and attractive and inviting commercial areas set the tone for the Village.

Development should utilize traditional high-quality building materials such as masonry, stone, and wood, and architectural styles should reflect a more residential scaled aesthetic, including such elements as pitched roofs, dormers, façade detail and articulation, and earth tones. Rather than dictate specific design guidelines, the Village should work with developers to ensure future development is reflective of and reinforces Hainesville's desired character and aesthetic.

Example images from are provided below to help guide developers, Village officials, and other decision-makers when considering and evaluating future development proposals.

Commercial Character



Residential Character



Industrial Character





CHAPTER

3a

RESIDENTIAL FRAMEWORK

The North Focus Area is located in the northern portion of the Village, north of the commercial areas along Belvidere Road and Main Street and extending to the Village limits along Washington Street. The area is comprised primarily of single-family detached and attached residential homes, along with some parks and open spaces. This residential area is essentially built out and offers limited opportunity for new development. Any new development in this area should be residential and compatible with the existing homes and neighborhoods.

Parks and open spaces in this area are an important part of the established character and these features should be maintained, protected, and enhanced. These areas include Union Park, Brittany Park Antler Park, the Avon Baseball Complex east of Hainesville Road, the Gathering Place north of the Village Hall Pond, and the soccer field/playground west of Jubilee Court. These areas together with other open spaces such as Cranberry Lake and its surrounding woodlands and wetlands contribute significantly to the residential quality of life.

IDENTITY

Hainesville is known for its quaint and quiet residential neighborhoods, providing attractive homes in close proximity to parks, open spaces, and commercial shops and services. This residential area is a defining characteristic of the Village and the integrity of the area should be preserved, protected, and enhanced as new development is considered.

GREEN SPACES

According to outreach comments made by Hainesville residents, open space should be incorporated wherever possible into the Village's neighborhoods and residential areas. These spaces invite individuals to spend time and relax in Hainesville's quiet natural spaces and parks. Green spaces can include attractive landscaping, signage, and passive and active recreation opportunities. It is important these spaces be easily accessible and available to all residents and maintained and enhanced as a valuable neighborhood resource.

HABITAT AND ECOSYSTEMS

Floodplains, watersheds, natural habitat, and other environmental features are found throughout Hainesville, and its residential neighborhoods are no exception. These features are essential for healthy ecosystems and are needed to assist with stormwater management, flood control, biodiversity, and sense of place. Conservation design principles can guide responsible new development to ensure environmental assets are protected.

PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Being more walkable and bikeable was identified as a priority by Hainesville residents. To this end, every opportunity should be taken to improve the pedestrian and bicycle facilities and infrastructure in this residential area. Circulation within the neighborhoods and connection to the adjacent commercial areas, schools, and other destinations should be a focus of the Village going forward. Gaps in the sidewalk network should be filled to provide a connected system, with trails enhanced and extended to improve access to parks, open space, and regional trails and destinations. All intersections should be examined for possible improvements that would increase safety and visually enhance and reinforce the pedestrian environment.

TRAILS




The multi-use paths on Washington Street and Hainesville Road are excellent options for cyclists to travel to their destinations. Pedestrians can take leisurely walks on them or on the Cranberry Lake Trail. The Village should consider additional enhancements to these trails such as adding seating along the trails, wayfinding, and waste bins. Additionally, the Village can continually monitor these trails and paths with the Village's Public Works Department so that resurfacing can be completed when needed.

PROPERTY MAINTENANCE




Hainesville's neighborhoods are characterized by well-maintained homes in a comfortable and attractive setting. It is important for the Village to continually monitor the state of its homes and properties in its neighborhoods to ensure they are high-quality and reflect the identity and character of the Village.

RESIDENTIAL AREA FRAMEWORK

Future Land Use

-  Single Family Detached
-  Single family Attached
-  Multi Family
-  Public Open Space
-  Water

Existing Infrastructure

-  Trail
-  Traffic Light
-  Crossing with HAWK Signal



Screening from Commercial Uses

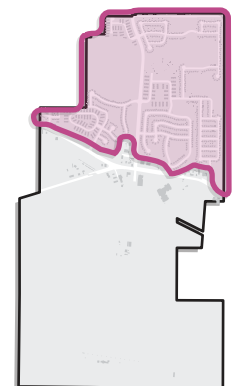
Landscaping and fencing should be used to effectively screen commercial uses and activities from adjacent residential properties.

Gateway Sign Improvement

The gateway sign at the northern entrance to the Village on Hainesville Road should be improved to match the design and quality of the more prominent gateway signs on Belvidere Road..



Examples of effective commercial screening from adjacent residential areas





CHAPTER

3b

COMMERCIAL AND INDUSTRIAL FRAMEWORK

The Central Focus Area is anchored by Hainesville's commercial and industrial corridor that extends along Belvidere Road and Main Street. These roadways experience the highest daily vehicle traffic and provide valuable first impressions to those traveling through the Village. While there are thriving businesses on Belvidere Road and employment centers throughout this area, there is still much room for opportunity. From vacant opportunity sites to enhancements along the major roadways, the Central Focus Area will continue to evolve as a welcoming environment for visitors and residents to shop, dine, work, and socialize.

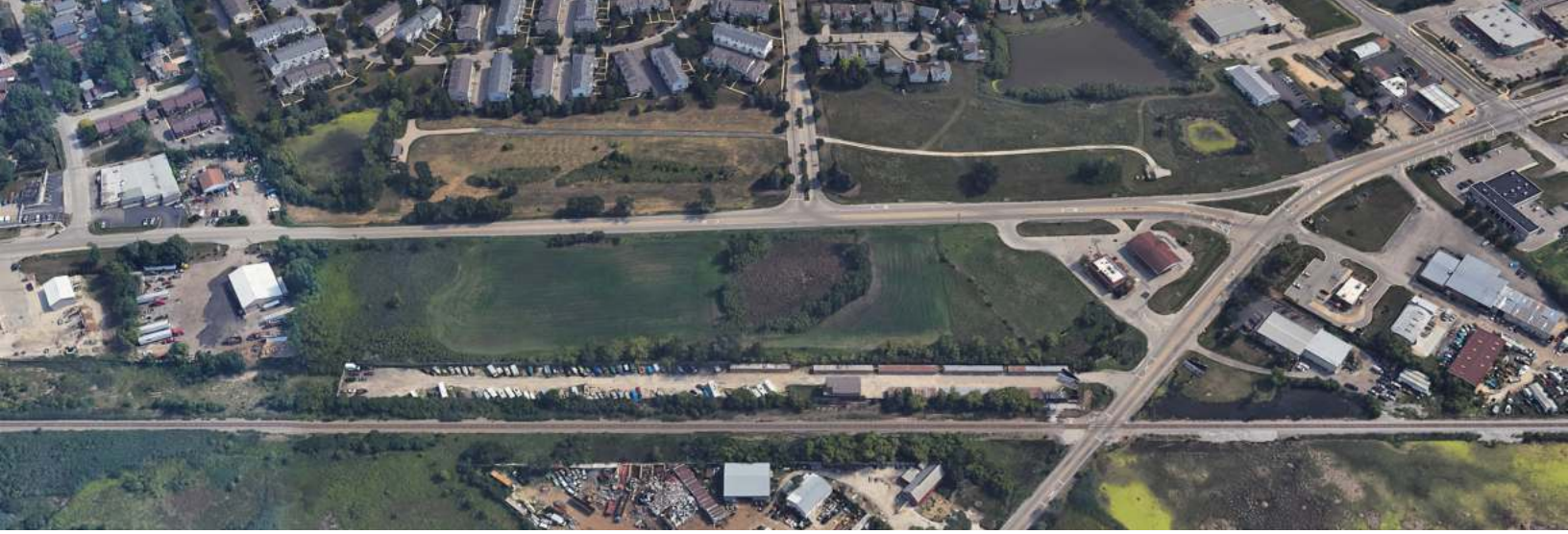


GATEWAYS FEATURES

As the center of Hainesville's economic activity, Belvidere Road is the focal point of the Village. As motorists enter Hainesville along Belvidere Road from the east or west, there are simple, but attractive gateway signs welcoming people to the Village. Heading into town from the west along Main Street or from the north along Hainesville Road, the gateway signage is different and not as substantial. Gateway signage, along with decorative landscaping, provides a visual queue that one is entering Hainesville. Although the Village has gateway signage along the four major approaches into the community, the signage should be uniform and of the same design and quality. Additional landscaping and hardscaping could be used to further enhance the visual appeal and significance of the existing gateway signage/features.

PEDESTRIAN-FRIENDLY ENVIRONMENT

Overall, the Village's commercial/employment center does not provide a very pedestrian-friendly environment. With the exception of an existing trail/sidewalk along the frontage along the development at the northeast corner of Hainesville Road and Belvidere Road, and a segment of sidewalk along the south side of Belvidere Road between Hainesville Road and the elementary school, the rest of the commercial areas and properties are not connected by a safe pedestrian network. Understanding the challenges of jurisdictional issues with IDOT and Lake County, and the limitations of current constraints, the Village should continue to prioritize and push for the development of a fully connected pedestrian network (trails and/or sidewalks) along both sides of Belvidere Road, Main Street, and Hainesville Road. Any opportunity provided by individual developments or larger capital improvement projects such as street resurfacing, widening, intersection improvements, or utility work, should be explored and realized for pedestrian network enhancements, crosswalks, and a more complete and safer pedestrian network.



ACCESS MANAGEMENT

Numerous uncoordinated access drives to Hainesville's businesses create frequent breaks in the sidewalk network, leaving it incomplete and filled with dead ends. Ideally, additional sidewalks should be added to fill in the gaps so that a person could walk along the northern part of Belvidere Road from Walgreen east to the Deerpoint subdivision entrance. Another sidewalk should be added along the southern part of Belvidere Road from Dunkin' to Hainesville Road. Since these areas are controlled by the state of Illinois, the Village may plan to coordinate with the state to affect the possibility of adding such sidewalks.

DEVELOPMENT OPPORTUNITY SITES

According to Hainesville residents and the Plan Commission, the Village's business environment has room for improvement and expansion. There are several vacant sites that can be redeveloped for commercial use over the long-term. Filling these vacant sites will help strengthen the Village's tax base, offer local jobs to the region, and provide more retail and service needs to its residents and visitors. The Village should ensure adequate infrastructure exists to serve future commercial development of vacant and underutilized sites along Main Street and Belvidere Road, and market these sites to developers as ready for new development.

BUSINESS-FRIENDLY

In addition to filling vacancies along the Village's commercial corridor, Hainesville can also prioritize working to attract additional small businesses. Currently, many commercial users in the Village are national chains that dilute Hainesville's local image. Small businesses can help attract new visitors to spend time in a business corridor and improve sense of community. Hainesville residents have indicated a desire to strengthen the business community with additional small businesses.



COMMERCIAL EXPANSION OPPORTUNITIES

Some underutilized sites along the Village's commercial corridor are owned by adjacent businesses, such as the commercial use located at 39 E Belvidere Road. To ensure a lively commercial district, development is encouraged on the Village's underutilized sites. This can be an extension of the existing business or new commercial development of complementary scale. The Village should work with existing business owners to encourage new development and development that is fitting into the needs of the community.

RESIDENTIAL CONVERSION

To continue to create a thriving commercial center, the Village supports targeted redevelopment of properties along Main Street and Belvidere. Some existing structures along Hainesville's commercial corridor, such as single-family homes, are not well-suited for commercial activity. While these sites will not be developed in the near future, the Village should encourage the redevelopment of select incompatible residential properties to more intense commercial development in accordance with the Land Use Plan.

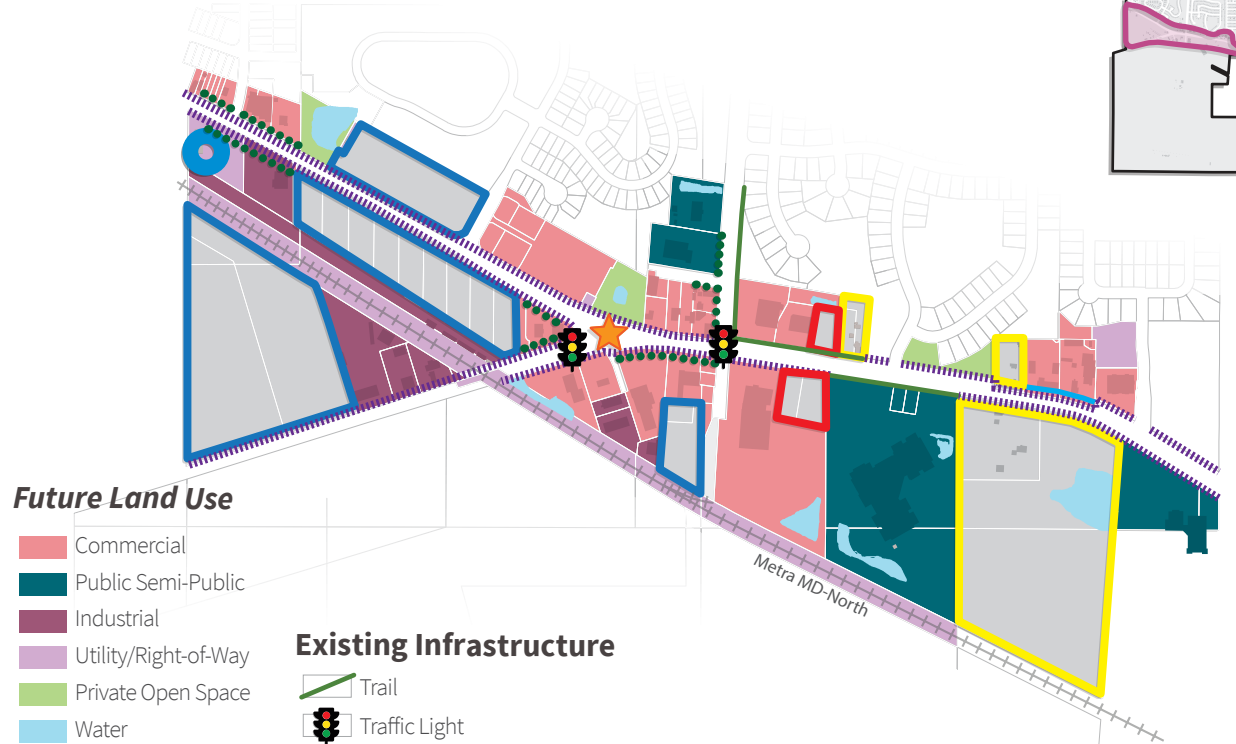
CENTRAL PLACEMAKING FEATURE

The Village should consider installing a landmark or placemaking feature within the commercial corridor to serve as a point of reference for visitors and provide a strong identity for the community. This feature can be prominent and incorporate the Hainesville logo and other brand elements. Additionally, landscaping surrounding this feature can beautify and enhance the commercial corridor. The northeast corner of Belvidere Road and Main Street is an appropriate location for the placemaking feature as it is an entryway into the Village and gives visitors their first impressions of the community. The Village should work with residents, local business owners, and Prairieview Elementary to develop a brand and design for the placemaking feature. Any implemented features should comply with sight line rules and other safety requirements.

FRONTAGE IMPROVEMENT

Well-designed frontages can contribute to a more attractive and pedestrian-friendly streetscape. By integrating thoughtful landscaping, proper lighting, and well-defined pathways, existing and future development will contribute to the overall vibrancy of the commercial corridor. Frontage improvements should be prioritized along Main Street, Belvidere Road, and Hainesville Road.

COMMERCIAL AREA FRAMEWORK



Development Opportunity Site

Vacant and underutilized parcels along Belvidere Road, Main Street, and Hainesville Road represent priority development opportunities, given their roadway frontage and high visibility.

Commercial Expansion Site

Commercial expansion sites are vacant portions of sites available adjacent to existing businesses on Belvidere Road and could accommodate new or expanded businesses.

Residential Conversion Site

Existing residential properties along Belvidere Road should be considered for future commercial conversion or development, taking advantage of visibility on Belvidere Road.



Existing Trail

The trail in front of the businesses at 40-80 E Belvidere Road should be extended along Belvidere Road if possible in the future, working cooperatively with IDOT and Lake County.



Sidewalk

To create an active environment, a connected sidewalk network should be constructed. Sidewalks should be built on both sides of Belvidere Road and Main Street.

Frontage Improvement

Landscaping improvements and other site enhancements should be undertaken to enhance the appearance of certain properties along Belvidere Road, Hainesville Road, and Main Street.

Access Management

Enhanced access management, including curb-cut consolidation and better delineated parking and driving areas, should be undertaken at key locations along Belvidere Road.

Placemaking Feature

A placemaking feature, such as a statue, public art installation, or other identifying monument, should be placed at the landscape triangle at the intersection of Belvidere Road and Main Street, further establishing an identity for the Village.

Gateway Sign Improvement

The gateway sign at the northern entrance to the Village on Hainesville Road should be improved to match the design and quality of the more prominent gateway signs on Belvidere Road.



CHAPTER

3c

SOUTHERN AREA FRAMEWORK

One of Hainesville's main recreation attractions is the Northbrook Sports Club, a premier shooting range in the region, which is located on the southern edge of the Village. The Southern Focus Area is primarily private open space and agricultural land with little room for development. Hainesville's South Focus Area should continue to serve as a private sports club, boosting the local economy. This section establishes a vision for Hainesville's South Focus Area, aiming to preserve the Village's private open space while considering environmental implications of the area as well as targeted areas for new development.

COMMERCIAL OPEN SPACE

The Northbrook Sports Club is a commercial, privately owned open space. It is an area used for outdoor recreation, however, membership fees are needed to participate in the open space. This sports club is situated on over 735 acres of open space and draws a large number of members daily. The Village should continue to work with the Northbrook Sports Club and adjacent municipalities to ensure that the sports club adequately serves its members and appropriately fits in with Hainesville's high-quality environment.

PRIVATE OPEN SPACE

The northeast portion of the South Focus Area is designated as agricultural land. This area is owned by the Northbrook Sports Club and development should be discouraged as the area acts as a buffer between the sports club and the commercial area along Belvidere Road. The private open space is necessary to provide a buffer from noise, light, and other activities along Belvidere Road and the Northbrook Sports Club, and can help maintain Hainesville's quiet environment.

DEVELOPABLE LAND

The northwestern edge of the South Focus Area contains underutilized agricultural land. This 28-acre site has the opportunity to be redeveloped into a commercial or industrial use that complements Hainesville's commercial corridor. Given that this site sits on one of the key entryways into the Village, regardless of end use, it is important that future development is well-designed with an emphasis on providing an attractive frontage as a gateway to the community.

ENVIRONMENTAL IMPLICATIONS

Located throughout the South Focus Area are the 100-year floodplain and the floodway of Manitou Creek. This area is susceptible to flooding and open space is an appropriate use to help mitigate flooding. Due to the floodplain, development should be discouraged within the Northbrook Sports Club, and low impact design elements should be incorporated into future improvements.

SOUTHERN AREA FRAMEWORK



Commercial / Industrial Opportunity Site

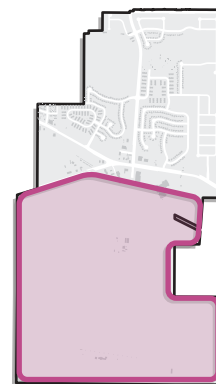
Due to this vacant site's location on Belvidere Road, with high visibility and traffic volume, it represents an excellent opportunity for development. The Village should encourage comprehensive redevelopment of these parcels to help better position Belvidere Road as a vital commercial and industrial district with regional employment opportunities.

Commercial Open Space

This area is home to the Northbrook Sports Club. Most of the club's activities are located in the southern portion of the area, near Townline Road. The larger open areas in the central and northern portions of the site serve the primary purpose of providing distance between the club's activities and the institutional, commercial, and residential uses in the Village, mainly located north of the Metra MD North rail line. Village should continue to maintain a good relationship with the Northbrook Sports Club and prioritize keeping club activities as far south on the property as possible.

Private Open Space

This area, also owned by the Northbrook Sports Club, is used for agricultural purposes and serves the primary function of maintaining open space around the club and its activities. The area should continue to act as an undeveloped buffer between the Northbrook Sports Club and properties along Belvidere Road, such as the Prairie View Elementary School.





CHAPTER

4

TRANSPORTATION AND MOBILITY

The Village of Hainesville is well-served by an existing network of roadways, pedestrian and bike infrastructure, rail, and regional and local public transportation. Main Street and Belvidere Road are major roadways and provide the Village with excellent access and direct connection to neighboring communities and the greater regional transportation network. Transit services are limited and consist of one Pace bus route and stop in the Village, and nearby Metra stations in neighboring Round Lake and Grayslake. Additionally, seniors and residents with disabilities can request a ride to travel throughout the County. Sidewalks can be found throughout the Village's residential neighborhoods and trails loop through recreational areas. The Transportation and Mobility Plan presents recommendations and policies to help build upon the existing transportation infrastructure systems, identifying strategic improvements to improve mobility within the Village for all modes of travel.



ROADS

Roads are divided into functional classifications that describe the character of the service intended for the roadway and degrees of travel, access, and overall mobility. The existing road network provides safe and efficient travel throughout the Village with connections to the regional network.

Functional Classification

The roadway network in Hainesville consists of the following classifications.

- ▶ Arterial – High-capacity thoroughfares that deliver traffic from local roads to highways. Arterial roads in Hainesville include the following:
 - ▷ Belvidere Road
 - ▷ Main Street
 - ▷ Hainesville Road
 - ▷ West Washington Street
- ▶ Local – Low-capacity and low-speed roads that are primarily used throughout residential areas.

Jurisdictional Cooperation

Roadway jurisdictional responsibility is determined by the Illinois Compiled Statutes, Chapter 605. Roadway segments under the jurisdiction of IDOT, Lake County, or the Village of Hainesville run through or adjacent to the Village. Continued coordination and cooperation with these other agencies are essential to maintain high levels of safety, efficiency, and service.

Congestion Management and Mitigation

The average driving delay, vehicle speed, and volume to capacity for each of the Village's roadways are monitored by Lake County Program for Arterial Signal Synchronization and Travel Guidance (PASSAGE). Lake County PASSAGE determines the congestion, incidents, roadwork, and travel times of all interstates, state routes, and arterial roads throughout the County.

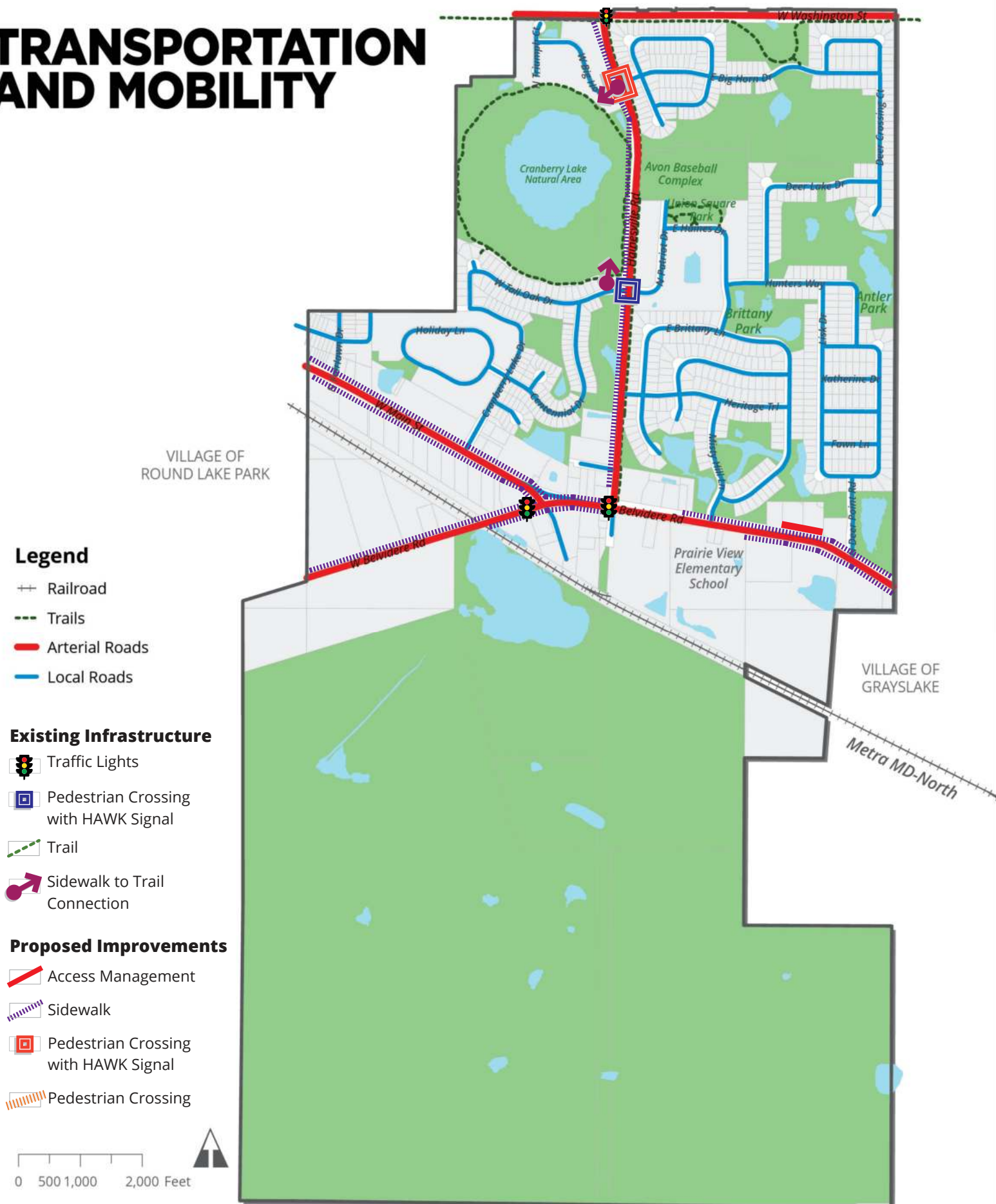
As of July 2023, construction on Belvidere Road in Hainesville contributed to significant congestion. It is important, therefore, to continue to monitor roadway maintenance, especially on the Village's major streets. The Village will continue to work with Lake County, Pace, and IDOT to implement congestion mitigation and travel demand techniques, including access management, signal phasing, varying work hours, and others.

Access Management, Driveways and cross access

Access management is the practice of designing streetscapes by strategically locating access points to increase road safety, manage congestion, and reduce roadway facility costs.

From a development and land use perspective, access management in the form of eliminating unnecessary or excessive driveway and providing internal cross access of adjacent commercial properties can significantly improve traffic safety and flow.

TRANSPORTATION AND MOBILITY





Example Image

PEDESTRIAN AND BICYCLE INFRASTRUCTURE

The desire for better pedestrian and bicycle mobility and safety was noted throughout the planning process. While the Village has an overall rural character and charm, and most people get around by driving automobiles, the ability to safely and conveniently access local parks, commercial and employment areas, and other destinations is important. Cycling and walking is also important as a leisure and recreational activity, underscoring the importance of the Village's and region's trail system.

HAWK Signals

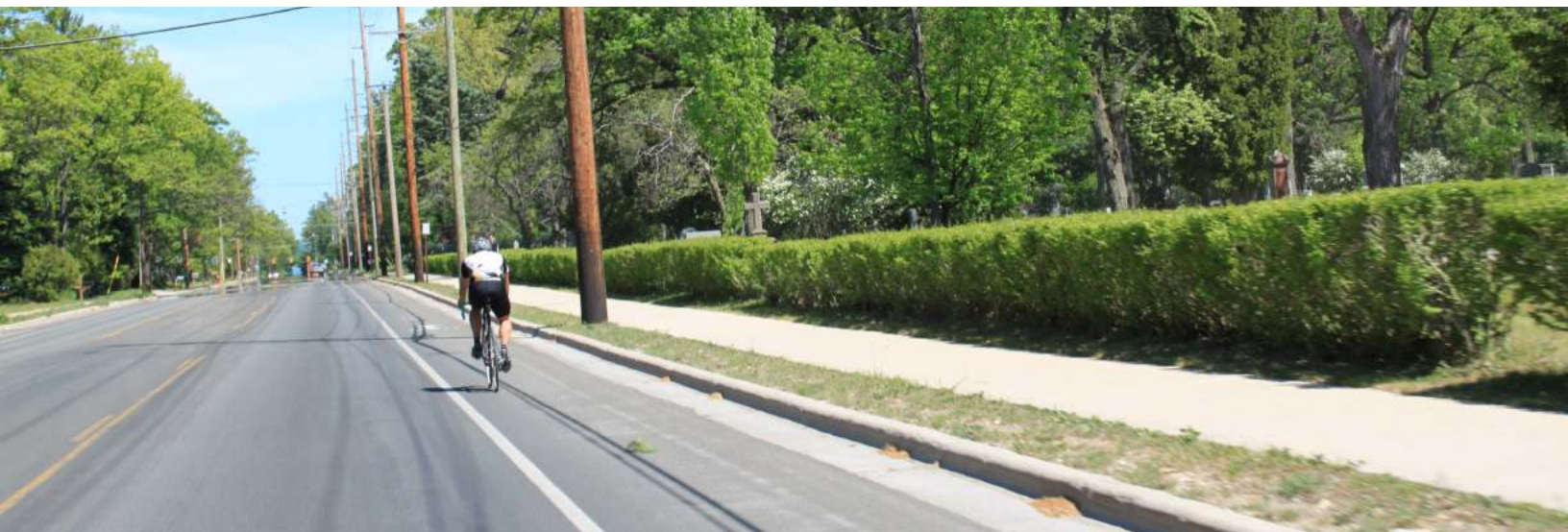
A HAWK signal (High-Intensity Activated crossWalk beacon) is a pedestrian-activated traffic signal that helps pedestrians cross the road safely. HAWK signals are designed for locations where high speed traffic is present and pedestrians often cross, but a traffic light is not present. A HAWK signal has been proposed at the intersection of Hainesville Road and Big Horn Drive.

Sidewalks

Ideally, sidewalks would run along both sides of all streets, providing a fully connected pedestrian network with easy access to all areas of the Village. Some residential neighborhoods have sidewalks only on one side of the street, which serves the pedestrian needs of these low traffic areas. However, there are gaps in the sidewalk network in the commercial areas of the Village and priority should be placed on filling these gaps and completing the network, particularly along Belvidere Road and Main Street, west of Hainesville Road, and to provide connection to any new development that may occur along E. Belvidere Road in the areas adjacent to or near Prairieview Elementary School. Accordingly, the Village should coordinate with other agencies (IDOT and Lake County) to encourage and support the development of sidewalks at key locations along major corridors.

Crosswalks

The safe and easy crossing of streets is integral to fostering a pedestrian-oriented environment. Common tools utilized to aid in safe crossings include signage, striping, countdown timers, and bump-outs. The type and intensity of tools used should vary based on the functional classification of the intersecting roadways, surrounding land uses, and types of pedestrian route. At a minimum, every crosswalk along Belvidere Road and Main Street, whether parallel or perpendicular to, should be clearly striped and visually prominent as a pedestrian area.



Example Image

On-Street Bicycle Infrastructure

The Village does not have designated bike lanes on its street network. There are paved sidewalks and paths adjacent to Hainesville Road, portions of Belvidere Road, residential areas, and throughout outdoor recreational spaces; however, there are no signage in place indicating that bicycles can or cannot commute on the sidewalks. Further, there is no signage in place directing motorists to share the road with bicyclists. The Village should identify roads suitable for on-street bicycle infrastructure and consider off-street bicycle paths along the Village's major roads, such as Belvidere Road and Main Street. This will require coordination with nearby municipalities and IDOT to ensure there is adequate bicycle connections.

Trails and Paths

Multi-use trails and paths exist along Hainesville Road, Washington Street, and throughout the Village's public open spaces, like the Cranberry Lake Trail. The Village should proactively work with partners to add to its existing trail network. The village should also require developers to install neighborhood trails and connections to the larger trail network, such as the multi-use path along Washington Street and to the Cranberry Lake Trail.

Connections between sidewalks and trail should generally be supported. Two connections already exist between the sidewalk and Cranberry Lake Trail at the intersection of Hainesville Road and Tall Oak Drive, and near the gazebo on West Big Horn Drive near the Hainesville Road intersection.

PUBLIC TRANSPORTATION

The Village is directly served by Pace Regional Bus (Route 570), providing weekday service between College of Lake County and Fox Lake Metra Station during the weekdays, and between the College of Lake County and the Round Lake area on Saturdays. Pace also offers Para-Transit services where residents who are 60 years old or older may be transported throughout Lake County and the surrounding area. PACE also offers and On Demand service for the public at large. The Village should continue to coordinate with Pace to ensure proper signage and the Pace bus shelter along Belvidere Road is maintained in an attractive, safe, and comfortable manner.

The nearest Metra stations are in the neighboring communities of Round Lake (Milwaukee District North) and two stations in Grayslake (North Central Service – and – Milwaukee District North). Although not located in the Village, these nearby stations provide convenient regional transit access to Village residents and visitors.



CHAPTER

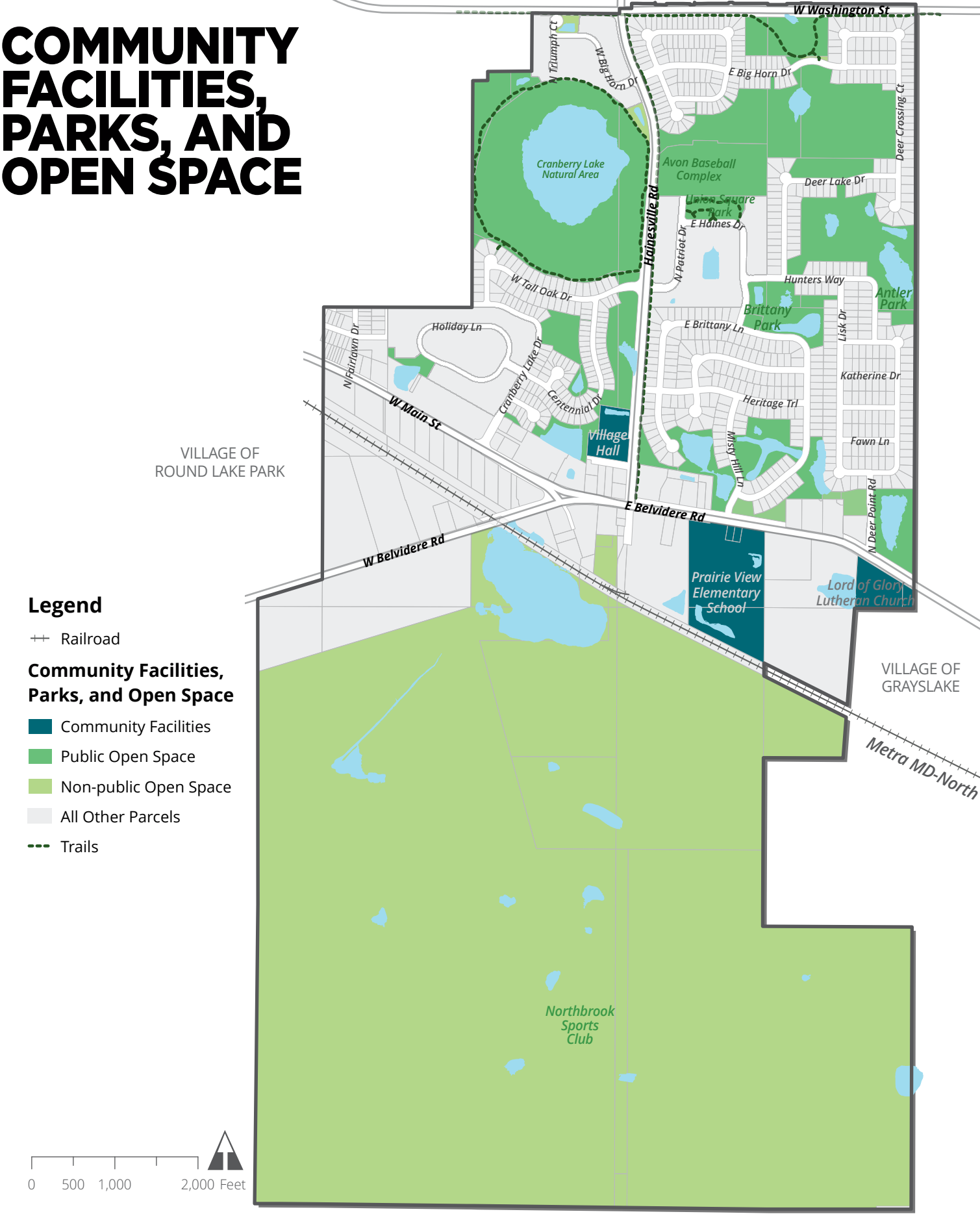
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COMMUNITY FACILITIES, PARKS, AND OPEN SPACE

Community facilities, services, and parks provide day to day services, support, and infrastructure and are essential for providing a high quality of life for residents, making a community more livable.

The Village will continue to be responsive to the needs of residents and businesses, open for development, forward-thinking, and easy to work with. While the Village partners with neighboring communities and organizations to provide for and deliver many of the community facilities and services, the delivery and access to these facilities and services is coordinated by the Village to ensure efficiency and effectiveness.

COMMUNITY FACILITIES, PARKS, AND OPEN SPACE



COMMUNITY FACILITIES

Community facilities and services typically include administrative services, police, fire, public works, library, schools, utilities, and more. While many of these services are provided by organizations other than the Village of Hainesville, they are provided in a coordinated manner that ensures a high service standard for Village residents and businesses.

Village Governance

The Village is governed by a Board of Trustees which is composed of the Mayor, six Trustees, and a Village Clerk. The Mayor and Trustees are elected at large on staggered four-year terms every two years. The Village Clerk is appointed by the Mayor with the concurrence of the Village Board.

Public Works

The Village's Public Works Department is composed of two full-time year-round employees and between five to seven seasonal employees. The Village's Public Works Department handles landscaping; minor street and sewer repairs; tree trimming, cutting, and planting; and snowplowing. The Village's public works and maintenance is also regularly supplemented by contracted services on an as-needed basis.

Village Hall

The Hainesville Village Hall is located at 100 N. Hainesville Road. Village Hall hosts Board Meetings and includes Village Clerk and the Treasurer's offices. The Village will monitor the condition of Village Hall, the public works building, and public works equipment to identify necessary upgrades, replacements, renovations, and long-term maintenance projects as needed. Additionally, the Village should emphasize Village Hall as a community focal point for activities and events to cultivate a sense of community.

Police

Hainesville utilizes the Grayslake-Hainesville Police Department for its police and emergency services. The Grayslake-Hainesville Police Department is located at 10 S. Seymour Avenue in Grayslake. The Police Department serves the Village of Hainesville in conjunction with several Lake County interagency units, including the Major Crash Assistance Team (MCAT), the Lake County Major Crimes Task Force, Lake County Metropolitan Enforcement Group (MEG), and the Northern Police Alarm System (NIPAS).

Fire

The Grayslake Fire Protection District handles Paramedic and Fire Services for Grayslake, Hainesville, and other surrounding communities. The Round Lake Area Fire Protection District handles Paramedic and Fire Services for all of the Round Lake Villages and Hainesville, primarily west of Hainesville Road.



Schools

Prairieview Elementary School (grades K-4) is the only school within the municipal boundaries and is part of the Grayslake School District 46. Hainesville students living on the east side of Hainesville Road attend this school, then attend the Frederick School (grades 5-6), Grayslake Middle School (grades 7-8) and then Grayslake Central High School (District 127). Hainesville students living on the west side of Hainesville Road attend schools in Round Lake Area School District 116. They attend kindergarten at Pleviak School in Round Lake, Murphy School (1-5) in Round Lake Park, Magee Middle School in Round Lake (grades 6-8) and Round Lake High School. Nearby in Grayslake is the College of Lake County, the University Center of Lake County, and James Lumber Center for the Performing Arts.

The Village will continue to coordinate with Prairieview Elementary School and other nearby schools within CCSD 46 to ensure that the community is well served by high-quality public education.

Library

While there is no public library within the Village of Hainesville, residents fall within either the Grayslake Library district or the Round Lake Area Library. The Grayslake Library is located at 100 Library Lane and the Round Lake Area Library is located at 906 Hart Road. The Village should continue to coordinate with and support the Grayslake and Round Lake Area Library Districts to provide necessary services and community meeting spaces for Hainesville residents. All residents of Hainesville, regardless of where they live, can use either library.



PARKS AND OPEN SPACE

Parks and open spaces play a vital role in shaping the quality of life for Hainesville's residents and visitors. Parks provide opportunities for social activity, physical exercise, and interactions with nature. Parks, open space and the environment includes parks designed for both passive and active recreation, natural open space, wooded areas, water features, and more. These community amenities strengthen biodiversity, beautify the landscape, enhance community character and sense of place, and support healthy lifestyles.

Parks

There are several parks located within Hainesville's various residential subdivisions. These parks include Antler Park, Brittany Park, Cranberry Lake Park, the Gathering Place north of the Village Hall Pond, and Union Square Park. Hainesville residents can also use the Grayslake Park District or Round Lake Area Park District. Park amenities, playground and sports equipment, and other facilities should be constantly monitored, maintained, and updated to ensure quality, safety, and desirability. Parks should also be carefully monitored and maintained to ensure healthy landscaping, ecosystems, and natural features.

Park and recreation areas for Hainesville residents fall under the Grayslake and Round Lake Area Park Districts. The Park Districts should provide properties, facilities, and programs that directly benefit the community. Collaboration between the Park Districts and Village should continue to emphasize high-quality parks, open space, and recreation facilities.

Park Maintenance and Ownership

With the exception of the Gathering Place which belongs to the Village, all parks east of Hainesville Road are the jurisdiction of the Grayslake Park District, and the open space east of Cranberry Lake Drive and the soccer field/playground west of Jubilee Court are the jurisdiction of the Round Lake Park District. The Avon Baseball Complex is owned jointly by Avon Township, and the Grayslake and Round Lake Park Districts. As such, these entities have the responsibility for maintaining and enhancing those areas, not the Village of Hainesville. The Village's three public parks, Union Park, Brittany Park, and Antler Park, as well as the Cranberry Lake natural area and the Avon Baseball Complex are located in this residential area of the Village, and together with other open spaces, such as Cranberry Lake, contribute significantly to the residential quality of life.



Trails

Off-street trails are a great form of bike and pedestrian infrastructure as they provide a higher level of safety compared to sidewalks and on-street bikeways. Trails can contribute significantly to a community's overall character and quality of life by providing leisure, recreation, and alternative transportation opportunities.

The trails in Hainesville include the Cranberry Lake Trail and various multi-use paths providing trail connectivity between residential neighborhoods, parks, and other areas of the Village. Future trail connections should be undertaken to provide a more complete trail network. Major trails within the Village, such as the Cranberry Lake Trail and the multi-use path along Washington Street, should be connected by minor trails along Hainesville Road and Belvidere Road. This will offer residents alternative options to reaching their destinations, whether that be to their homes or the Village's commercial corridors.

Future trail improvements to be considered should also include: providing trail lighting where feasible, particularly along Washington Street; using highly visible crossings with signage and road markings at-grade trail and crosswalk crossings; and planning and designing new trails that are sensitive to unique natural environmental features.

Open Space

The Village contains a large amount of public and private open space. Public open space includes public parks or recreational areas while private open space includes privately owned land, such as the Northbrook Sports Club or privately owned green space in subdivisions.

Subdivision Open Space

Subdivisions within Hainesville contain a variety of open spaces that are not officially "parks," but provide a storm water function, contribute to a subdivision's character, or simply provide relief from the urban environment. The Village should continue to require open spaces within new development, recognizing their visual, recreational, and ecological benefits.

Northbrook Sports Club

The Northbrook Sports Club is a private, membership only club with private clay target shooting. The Club owns 735 acres of land within the Village, and its land falls under both the private open space and agriculture land use categories. Facilities in the Club include three complete 15-station sporting clays courses, ten trap fields, ten skeet fields, and a club house with offices, locker rooms, a kitchen, and pro shop.

The Club's facilities are located primarily within the southern portion of the property. Expansion of shooting facilities or the extension of shooting facilities further to the north on the site is not recommended. Shooting activities should be located as far away as possible from the Prairieview School and nearby residential areas.

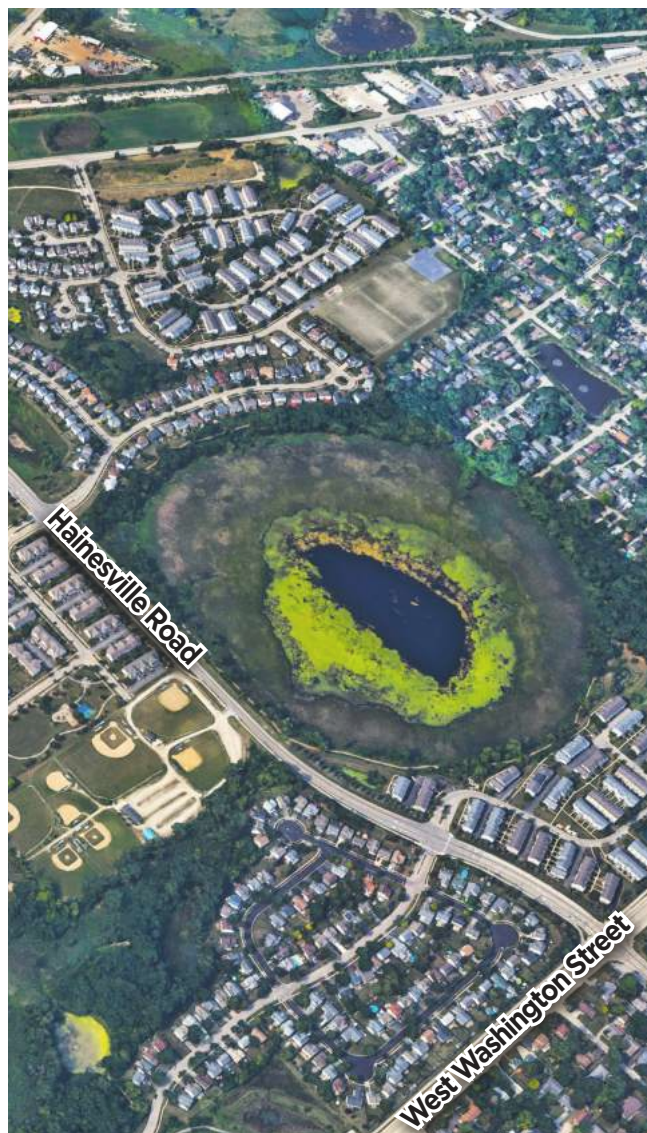


Cranberry Lake Natural Area

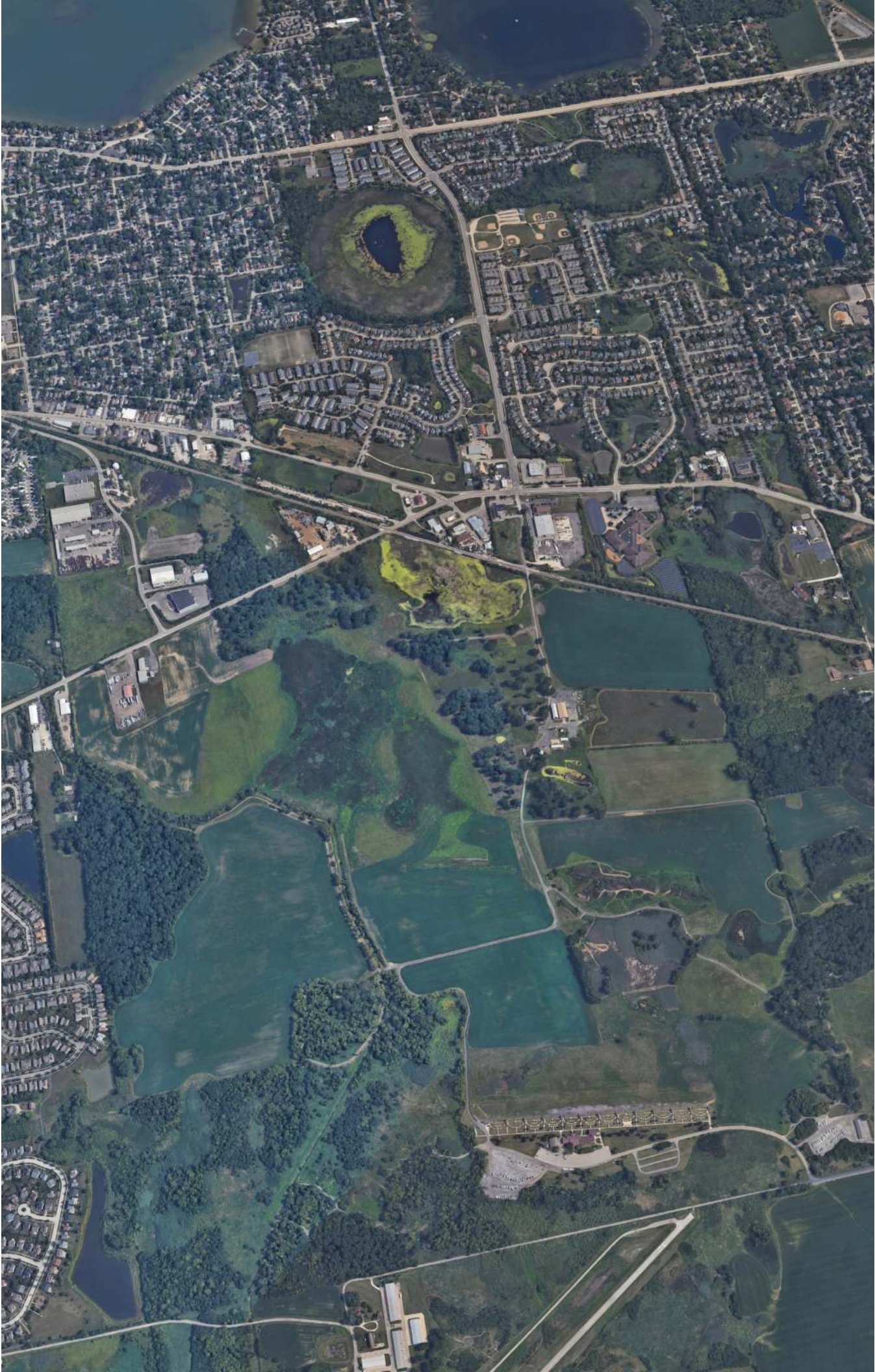
Cranberry Lake is a 17.5 acre glacial spring-fed lake and the area referred to as Hainesville Meadows are located on the northern edge of the Village along Hainesville Road. Surrounding the lake are wetlands and an oak savannah and the Cranberry Lake Trail. The land surrounding the lake is a perpetual conservancy area, created by an agreement between the developer of the Cranberry Lake subdivisions and the US Army Corp of Engineers. With the completion of construction of the Cranberry Lake subdivisions, the responsibility of the conservation activities transferred to the Village of Hainesville and those efforts are funded by a Special Service Area tax paid by the residents of the Cranberry Lake subdivision, Holiday Lane subdivision, and the Cranberry Lake North subdivision. The Cranberry Lake Trail is a 1.1-mile loop open to the public for walking and running.

ENVIRONMENT

Hainesville boasts natural features and areas throughout its residential and commercial areas, including wetlands, water features, wooded areas, flood plains, and more. Preservation of wetlands and other natural areas and features can provide numerous benefits, including stormwater management, wildlife habitat, and scenic beauty. Flood plains also exist throughout the Village and development within floodplains should continue to be restricted. Identified environmental areas should be protected and enhanced and any new development in areas near natural areas should utilize conservation design techniques to minimize any negative impacts.



Aerial of View of Cranberry Lake



CHAPTER

6

IMPLEMENTATION

The Hainesville Comprehensive Plan is a foundation for future decision-making related to land use, development, and community improvement. The Plan is intended to direct action within Hainesville that supports the established vision and core community principles. Implementation will be critical to this effort, ensuring that the goals, objectives, and recommendations of the Comprehensive Plan foster positive momentum and continue to elevate Hainesville as a premier community in Lake County.

This process will require the cooperation of a diverse range of organizations and stakeholders, including Village staff, elected and appointed officials, and community members. Working cooperatively, these groups will be essential to realizing the Village's vision for its future.

HOW TO USE THE PLAN

The Comprehensive Plan should be used daily as the official policy guide for planning decisions made by the Zoning and Planning Commission and Village Board. It is intended to be used as a primary resource to assist with policy formation, prospective projects, development proposals, and planning initiatives, ensuring that future decisions are in line with the Village's set goals. Further, service providers and partner organizations are encouraged to use the Comprehensive Plan when considering new development, facilities, infrastructure updates, and programming within their parameters.

The Plan will be used to:

- ▶ Evaluate and shape policies and regulations;
- ▶ Work with partner agencies and service providers;
- ▶ Review and evaluate development proposals;
- ▶ Prioritize public expenditures;
- ▶ Encourage private sector investment; and
- ▶ Ensure new facilities, infrastructure, and programming align with the Plan.

To promote regular utilization of the Plan, the Village will:

- ▶ Post the Comprehensive Plan document on the Village website and make it available in hardcopy at government buildings and nearby public libraries, such as the Round Lake Area Library and the Grayslake Area Public Library for easy public access.
- ▶ Educate the public in how the Plan is connected to development projects and other proposals occurring within the Village.
- ▶ Provide guidance to the Village Board and Plan Commission in the administration, interpretation, and continuous application of the Plan.
- ▶ Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- ▶ Provide new staff, officials, and board members with the highlights, key takeaways and major goals of the Comprehensive Plan which are essential to local policy and initiatives.
- ▶ Maintain a list of possible amendments, issues, or needs which may be the subject of change, addition, or deletion from the Plan.
- ▶ Coordinate with and assist the Village Board in the Plan amendment process as necessary.

WORK WITH PARTNERS

Implementation requires a coordinated effort between local service providers and community organizations. The Village of Hainesville assumes the leadership role in taking action on the Hainesville Comprehensive Plan, but it will need to maintain partnerships to facilitate regular communication and cooperation with the various local groups. Partnerships will help identify opportunities to work collaboratively toward mutual interests and create an organized approach to implementation.

Hainesville already has a variety of partnerships that are to be maintained, including nearby municipalities; federal, state, and county elected officials; school districts; the local business community; and other groups with a vested interest in Hainesville. The Village will continue to strengthen partnerships with or explore new opportunities with the following:

- ▶ Grayslake Park District and Round Lake Area Park District
- ▶ Grayslake Library and Round Lake Area Library
- ▶ Round Lake School District
- ▶ Grayslake School District
- ▶ College of Lake County
- ▶ Lake County Chamber of Commerce
- ▶ Utility and Service Providers
- ▶ Solid Waste Agency of Lake County
- ▶ Illinois Department of Transportation (IDOT)
- ▶ Pace Suburban Bus

UPDATE THE COMPREHENSIVE PLAN AS NEEDED

The Comprehensive Plan is not a static document and must be able to evolve and change over time. For example, if community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan will be revised and updated accordingly.

The Village should undertake a complete review and update of the Plan every five years, and intermittent evaluations every two to three years to identify smaller changes. The Village should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews can coincide with the preparation of the Village's budget and upcoming capital improvements. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

IDENTIFY FUNDING

The following is a list of possible funding sources that the Village could pursue to fund the implementation of the Comprehensive Plan. It is noted that while the information regarding these funding sources was deemed accurate at the time this Plan was written, the long-term availability of funds for these resources cannot be guaranteed. The Village will revise, update, and expand this list of potential funding sources as a component of any future comprehensive plan updates.

Economic Development

Tax Increment Financing (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used on infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area of district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village currently does not have any TIF districts.

Special Service Area (SSA)

SSAs, also known as Business Improvement Districts, can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects for things such as streetscape improvements, district marketing, and special events. Hainesville's Special Service Area 1 is located in the northern portion of the Village, within the Village's residential district. The goal of the SSA is the restoration and maintenance of Cranberry Lake woodlands and wetlands and is paid for by a yearly tax of the homeowners in the SSA 1 area.

Business Districts

As authorized by the State of Illinois, a municipality may designate an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional 1% retailer's occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district. Given the limited amount of funds that a BDD is capable of generating compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

Revolving Loan Funds

A Revolving Loan Fund is administered to provide financial support and assistance to new or expanding businesses. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things.

Façade Improvement Program

Façade and site improvement programs can be used to beautify the Village and improve the appearance of existing businesses by offering matching grants to improve the exterior appearance of designated properties.

Foundation & Specialized Grants

The successful implementation of the Plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific programs or programs are considered is the foundation grant.

Transportation

Fixing America's Surface Transportation (FAST) Act

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015 as a replacement for the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The FAST Act is implemented and administered by the Federal Highway Administration (FHWA). The Act aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. It authorized \$305 billion through 2020 for highways, vehicle safety, motor carrier safety, rail, public transportation, hazardous materials safety, and technology, research, and statistics programs.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers ITEP funds with federal reimbursement, which has historically been available for up to 50 percent of the costs of right-of-way and easement acquisition, and 80 percent of the costs for preliminary engineering, utility relocation, construction engineering, and construction costs. It should be noted that starting in the 2020 cycle, the ITEP no longer funds Phase I Engineering or Street Lighting that is not co-located with a transportation alternative facility. ITEP eligible projects include:

- Pedestrian/bicycle facility projects that create an alternative transportation option for access to workplaces, businesses, schools, shopping centers, and residential neighborhoods. Pedestrian/bicycle facility projects can be new construction or improvements to existing facilities.
- ▶ Landscape/streetscape projects.
 - ▶ Scenic beautification projects.
 - ▶ Conversion of abandoned railroad corridors to trails.
 - ▶ Vegetation management in transportation rights-of-way.
 - ▶ Stormwater management control and water pollution prevention or abatement related to highway construction or due to highway runoff.
 - ▶ Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
 - ▶ Construction of turnouts, overlooks, and viewing areas.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are administered by IDOT and allocated to coordinating regional councils to be used for roadway and roadway-related items. STBGP funds may be used for a variety of projects, including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signage improvements; and green infrastructure funding. Projects must be identified in the Statewide Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Urban STBG funds are programmed and awarded to communities by the region's Metropolitan Planning Organization (MPO), CMAP. Projects require a 20 percent match which is paid by the state and/or locally. Generally, these funds may not be used on local roads or other minor right-of-way projects. Exceptions include bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian, and bicycle projects; safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; and inspection/evaluation of bridges, tunnels, and other highway assets.

Surface Transportation Program (STP) Set-Aside

STP Set-Aside is a sub-program of the Surface Transportation Block Grant Program which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. Bicycle projects must be principally for transportation, rather than recreation.

Parks and Open Space

Illinois Department of Natural Resources

The Illinois department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restriction on the number of local governments that can be funded for a given location.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities such as playgrounds, outdoor natural areas, park roads, paths, and trails.

Land & Water Conservation Fund (LWCF)

LWCF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 55% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Transit-Oriented Development

The Regional Transportation Authority (RTA), in conjunction with the Regional Transit-Oriented Development Working Group, provides a comprehensive list of funding sources available for transit-oriented development (TOD). The list includes local, state, and federal resources, as well as private foundation grants. The Village should periodically review the RTA list of TOD funding sources to understand application deadlines and eligibility requirements.