

Form Name: Community Planning
Submission Time: March 21, 2024 2:26 pm
Browser: Chrome 122.0.0.0 / Windows
IP Address: 50.196.214.153
Unique ID: 1207132937
Location: 41.5335, -87.8931

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For which project type are you applying? (Choose one – You may apply for more than one type of assistance by completing a separate application form.) Developer Dialogue

Developer Dialogue

Describe the location for which you are seeking to solicit development strategy advice from a panel of developers. (Which parcels, block, etc.)

Priority 1: Core Downtown (Parcels between Route 134 and Nippersink Road)
Pin: 06-29-100-088 Address: 501 Railroad Ave Size(Acres): 6.26
Ownership: Municipal-Village
Pin: 06-29-100-061 Address:0 Nippersink Rd Size: 4.24 Ownership: Village

Priority 2: North Downtown (Parcels between Hart Road and Route 134)
Pin: 06-29-100-069 Address: 0 Cedar Lake Rd Size: 8.45 Ownership: Village
Pin: 06-29-100-004 Address: 525 Hart Rd Size: 2.22 Ownership: Village

Priority 3: West Downtown (Parcels at corner of Hart Road and Route 134)
Pin: 06-29-100-077 Address: 0 Hart Rd Size: 10.33 Ownership: Village
Pin: 06-29-100-073 Address: 0 Hart Rd Size: 2.1 Ownership: Village
Pin: 06-29-100-074 Address: 0 Railroad Ave Size: 0.4 Ownership: Village

The Village of Round Lake is looking to make improvements to and expand the downtown area. The Village owns several parcels in the downtown that are now under a golden opportunity to be developed. Partnering with IDOT, Lake County, and Metra; Cedar Lake Road will be realigned to better facilitate the flow of traffic. This road currently runs through the center of downtown and will be realigned to the west, extending the boundaries of downtown.

Core Downtown: The road will be going through two parcels between Route 134 and Nippersink Road and will create new economic opportunity for commercial and mixed-use development. The main priority and focus of the downtown redevelopment would be on these two parcels that will be intersected by the realignment of Cedar Lake Road. These will be the most visible extensions of the downtown. The two parcels are adjacent to each other with Aylon Avenue bisecting the two properties.

North Downtown: A new intersection will be created near two properties between Hart Road and Route 134, north of the Metra tracks. These properties are additional resources for development, close to where the road is realigned, close to the downtown, and close to transit access. These will also be part of the extended downtown footprint. The road realignment will bring the property on a major route through town and on a more direct route to the downtown.

West Downtown: The Village also owns three properties on the periphery of the downtown area. These properties would also be available for residential, commercial, and mixed-use developments. These properties provide an opportunity to create a more vibrant downtown by creating new spaces that have TOD focus, mixed use, and increasing the pedestrian scale of the area.

Describe property ownership of the parcels. Are they under municipal control or are they privately owned?

The seven parcels ready for development are under municipal control. With the road project pending, the Village has enhanced motivation to sell and approve development of the Village owned properties that have been vacant and under Village control for many years. This is the opportunity that the Village has been waiting for, at this moment we are looking to have the resources to further create a revitalized downtown. The Village believes that this is the time to progress and move to the future thinking of years to come. To participate in trends and create a place where the community can work, live, and play in a connected location. Developing these parcels will provide a more walkable communities with varied tenant space, outdoor parks, and the space for multi-tenant residential buildings.

Which existing transit services are adjacent to or are near by the location? (Name rail station and/or bus routes)

There is the Milwaukee District North (MD-N) Metra station in the downtown at Cedar Lake Road and Route 134. There is a Pace bus stop for route 570 - Fox Lake - CLC, at Railroad Avenue (IL Route 134) and Cedar Lake Road. The sites are approximately a 5-minute walk from the middle of the property to the Metra and Pace Stations. There also is a Pace on demand route for the Round Lake Area. With the road realignment there will be improved bike paths and sidewalks. The interconnectivity of the area will be improved with the road project.

Have there been any long-range plans (i.e., comprehensive plan, TOD plan, land use plan, transportation plan, etc.) that identify the need to target economic development to this location? (include link to plan)

Downtown Streetscape Plan - The purpose of the Round Lake Downtown Streetscape Plan was to engage the community, envision and document improvements to the public way within Downtown Round Lake. The recommended downtown improvements include enhanced entrances, attractive business areas, and vibrant gathering spaces (Round Lake Downtown Streetscape Plan page 3). Introduced in the Streetscape Plan on page 10, the key placemaking objectives explored throughout the plan include an emphasis on Future Downtown Developments.
(<https://www.roundlakeil.gov/files/documents/DowntownStreetscapePlanFinal9523133211045111523AM.pdf>)

Cedar Lake Road Realignment - Lake County Division of Transportation with the realignment of Cedar Lake Road will direct traffic west of Downtown Round Lake, allowing Downtown to return to its originally intended uses: strolling, shopping, dining, and community gathering. The purpose of the project is to improve the safety and capacity between Nippersink Rd and Hart Rd, improve operations at Cedar Lake Road and the crossing of the Metra Milwaukee District North Line, and to improve bicycle and pedestrian connectivity within the study area (Supplemental Exhibits from Public Hearing on 5/18/22 page 9).
(<https://cedarlakeroadrealignment.org/about/background-and-history/>)

Comprehensive Plan - The strategy of the Village is to promote an active mix of land uses that advance a range of living options, retail, entertainment, office, government/institutional, and recreational related development. Providing Round Lake residents with a mix of uses fosters greater vitality in the Village and improves the overall quality of life. Residents have the option to live, work, and play in close proximity, while positively contributing to the local economy (Round Lake Comprehensive Plan page 44).
(<https://www.roundlakeil.gov/files/documents/RoundLakeComprehensivePlan1313112558011416AM.pdf>)

Downtown Plan - The Downtown plan calls for the Core Downtown to be a mix of downtown commercial, park/open space, and public/quasi-public. The North Downtown area under the Land Use Plan as Mixed Residential. The West Downtown parcels are planned for Corridor Commercial uses. (Round Lake Downtown Plan page 30).
(<https://www.roundlakeil.gov/files/documents/DowntownPlan1329041749020619PM.pdf>)

All Plans are located on the Village website on the Planning & Zoning page:
<https://www.roundlakeil.gov/pview.aspx?id=20859&catid=559>

What is the goal of this panel? What questions do you have for developers?

This panel would start the conversation that is necessary to accomplish major goals for the Village. To have a connected, destination location within the downtown limits. Plans that manifest into and transform the downtown to a TOD developed, mixed-use, multi-tenant spaces with increased built height and density to transform the landscape to be an attractive destination where people spend time. This opportunity would build momentum to have investments that create a compact downtown area and increasing the walkability to focus on prioritizing pedestrians. In collaboration with Lake County and IDOT Cedar Lake Road will be realigned as the major road through town and our downtown. Through this plan there is opportunity to reorganize and revise to address the challenges in the area. The Village also recently adopted a downtown streetscape plan that reframed the focus of the pedestrian by decreasing the street parking spaces with a wider sidewalk area and furnishings. The Village would like to encourage an extended period spent in the downtown, with the addition of public open space to enhance community gathering spaces. With the road realignment and the streetscape, we are providing a strong foundation to build a plan that focuses on the longevity of a place.

The Village of Round Lake has a vibrant Hispanic community, with visibility in the downtown tenant spaces. We would like to cultivate and embrace the mingling of cultures and bringing people together in a space that is inclusive and equitable for all to participate. Community members will be celebrated, with the streetscape plan the Village is extending an invitation to more people to spend time in Round Lake. Along with new furnishing and wider walkways, minimized cross walk distances, a new open space will be developed. The space will provide opportunity to program events, and keep visitors longer.

The main goal would be to have the downtown and periphery be a success for a variety of uses. The Village already has plans for improving roadways with additional bike paths, wider sidewalks, better connection to the transit center, downtown. A priority of this project is the safety of pedestrians. The connected paths also will be used to decrease the number of trips taken by vehicles, and trips taken that are less than 5 miles. An amenity that is important to see in the downtown are safe, accessible pathways to destinations that are built for the community. This is a time for the Village to build community spaces that are lacking, and enhance the use of multi modal transportation. Creating protected, safe access to the train, expanded bike paths, and bus network. Enhancing walkability and providing a location that residents and visitors spend time in while offering more diverse and varied spaces to connect.

The Village has a downtown TIF District. How should an incentive package be laid out to help entice mixed-use development? What other incentives would be feasible and attractive to developers?

Who are the active developers in the area that specialize in downtowns?

We have Metra parking lots to service the downtown shopping, with additional developments and housing we envision in the future, what parking would be required if we have a true TOD Development?

Is it feasible to have commercial, and residential, mixed-use tenant spaces in this location?

Is there any additional information you want us to know?

The Village is doing a strategic plan and downtown visioning with Village Board over the next few months. Staff believes with all of these projects occurring simultaneously, development would be well positioned for the area.

Closing Questions

How did you find out about the call for projects? (Select all that apply)

Email from my CMAP local government network (LGN) liaison
Other: Email outreach from RTA Planner

What resources did you find helpful as you apply for the call? (Select all that apply)

Instructional videos
Web page FAQ
Receiving assistance from CMAP or RTA staff
Technical assistance flow chart

How difficult was it to fill out this application?

Very easy
