

# Greenleaf Corridor Improvement Plan



City of Park City, Illinois  
prepared by  
Lake County Planning, Building and Development

Adopted  
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# Greenleaf Corridor Improvement Plan

## Introduction

Greenleaf Street is a major transportation route and commercial destination within the City of Park City. The purpose of this plan is to provide a consistent design theme and strategic direction for improving the aesthetic and functional quality of the Greenleaf Corridor for transportation, commercial, governmental, and residential uses.

The plan includes design recommendations and implementation actions that can be taken by the City, other government agencies, and private property owners. The plan serves as a foundation for the City to establish a Greenleaf Corridor Zoning Overlay District. It also serves as a basis for the City to apply for corridor improvement grants.

The Greenleaf Corridor study area is depicted in Figure 1. Within this study area, the plan addresses the public road right-of-way and adjacent properties. Based on analysis of existing conditions within the corridor, this plan identifies possible functional and aesthetic improvements for the following elements of the Corridor:

1. The Roadway Corridor;
2. Infrastructure;
3. Design Standards; and
4. Implementation.

The plan includes graphic and photographic illustrations to portray desirable designs for each element, as necessary, as well as a streetscape design cross section.

The City established an eight-member steering committee to oversee development of the plan. The Lake County Planning, Building, and Development Department provided technical assistance. The Lake County Division of Transportation provided traffic studies and transportation related data. The County is providing this assistance in conjunction with its plans to construct a Branch Court Facility at the location of the former Greenleaf Grill.

A central component of the planning process was a visual preference survey in which the steering committee evaluated the appropriateness of various site layout, building, landscape, lighting, and signage designs for the Greenleaf Corridor.

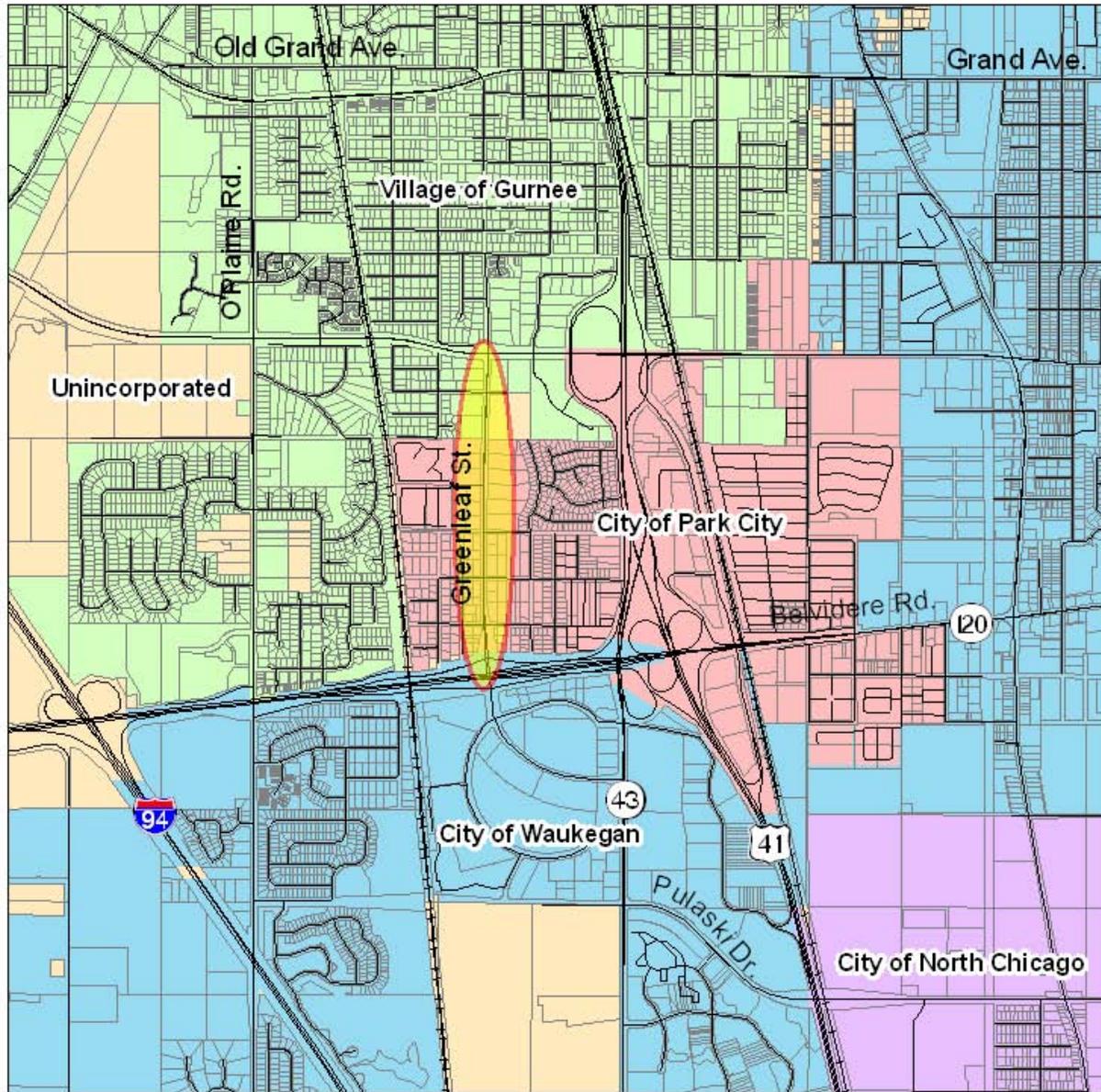
The City is responsible for the content of the plan and conducting the public review adoption process. The City is responsible for implementing the plan, including development and adoption of the proposed Overlay Zoning District. Any improvements within the Greenleaf Street right-of-way must be designed and constructed in accordance with Lake County Division of Transportation, regulations<sup>1</sup>, standards, and permits.



*An existing welcome sign on Greenleaf Street.*

<sup>1</sup> See regulations listed in the Reference section of this report.

Figure 1



### Greenleaf Corridor Vicinity Map

 Study Area



2,400 1,200 0 2,400 Feet



Planning, Building,  
and Development

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### **Section 1 - The Roadway Corridor**

The roadway corridor consists of various existing and potential functional and aesthetic components including the roadway and bicycle ways; the drainage system, street lighting, traffic control, road name, and other street signage; trees and other landscape plantings.

Within the City, the roadway corridor has a rural cross section with gravel shoulders, no curbs, and open drainage. To the north, the Village of Gurnee has improved its section of the roadway corridor to include an urban cross section with concrete curbs and gutters, underground storm sewers, and sidewalks.

The City has two basic options for improving the roadway corridor: maintain and enhance the existing rural cross section or re-construct the roadway with an urban cross section. Improving the roadway corridor to an urban cross section will allow the City more options for providing sidewalks, bikeways, street lighting, trees, and other landscaping and aesthetic improvements. With the rural cross section, the City has a limited ability to make such improvements within the existing right-of-way. Additional improvements would require that the City acquire additional right-of-way or easements.

Making improvements to the roadway corridor will be a major project. The City will be responsible for hiring a consulting engineer to design the roadway corridor improvements based on LCDOT ordinances and standards. The City will also be responsible for obtaining construction permits, posting construction bonds, and hiring the contractors to construct the improvements based on the approved engineering plans.

The City should evaluate the cost of reconstructing the corridor with a full urban cross section compared to more limited improvements, based on the financial costs and the social and economic benefits to be received. Social benefits that should be considered include vehicle, bicycle, and pedestrian safety; water quality improvements; esthetics; and community image. Economic benefits would be achieved by the City if the improvements spur new development and increase property values along the corridor.

### **Automobile Circulation**

Greenleaf Street is Lake County Highway 72 and is maintained by the Lake County Division of Transportation (LCDOT). Within Park City, the highway has a single through-travel lane in each direction with turn lanes along limited sections, gravel shoulders, and open drainage. Because it is a county highway, on-street parking is prohibited. The *Lake County Year 2020 Transportation Priority Plan* does not identify any improvements for Greenleaf Street (LCDOT:2002).

Pavement markings on Greenleaf Street are either paint or thermoplastic. Paint is used on County highways only for areas with a white edge line and a yellow centerline; other areas have thermoplastic pavement markings. The County inspects pavement markings on an annual basis and replaces them as necessary.

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At the City's request, during the summer of 2007, LCDOT conducted traffic studies at the intersection of Greenleaf Street and Lake Park Avenue and at the intersection of Greenleaf Street and Greenleaf Court. The traffic study indicated that the intersection of Greenleaf Street and Lake Park Avenue does not have sufficient traffic volume on the side street to satisfy any of the three traffic volume warrants in the Manual on Uniform Traffic Control Devices (MUTCD). The traffic study indicated that the intersection of Greenleaf Street and Greenleaf Court has sufficient traffic volume to satisfy all three traffic volume warrants: Warrant 1 – 8 hour volume; Warrant 2 – 4 hour volume; and Warrant 3 – peak hour volume (LCDOT memo 6/13/07).

Based on this analysis, the City can install traffic signals at the intersection of Greenleaf Street and Greenleaf Court in accordance with the Lake County Division of Transportation traffic signal policies and a financial participation agreement. The City will be responsible for obtaining any additional right-of-way required for the project. The City will need to obtain construction permits, post construction bonds, and hire the contractors to construct the improvements based on the approved engineering plans. The City will also be responsible for the signals' long term operation and maintenance cost.

The City could request LCDOT to fund a portion of the traffic signal installation and operation costs. LCDOT's decision would be based on an analysis of the benefits provided to motorists traveling on the county highway. County participation in the traffic signal costs would be subject to the availability of funding and approval by the County Board.

Despite the difficulty of signaling the Greenleaf Court intersection, an important benefit would be the ability to include a cross walk, as discussed in the next section.

### **Transit**

The Greenleaf Corridor is served by Pace Routes 572 and 568. The Route 572 bus stops are located at the north end of the corridor in the Village of Gurnee at the northwest and southeast corners of Greenleaf Street and Washington Street. Routes 568 and 564 stop at the south end of the corridor at the location of the current Lake County Branch Court, which is located in the City of Waukegan.

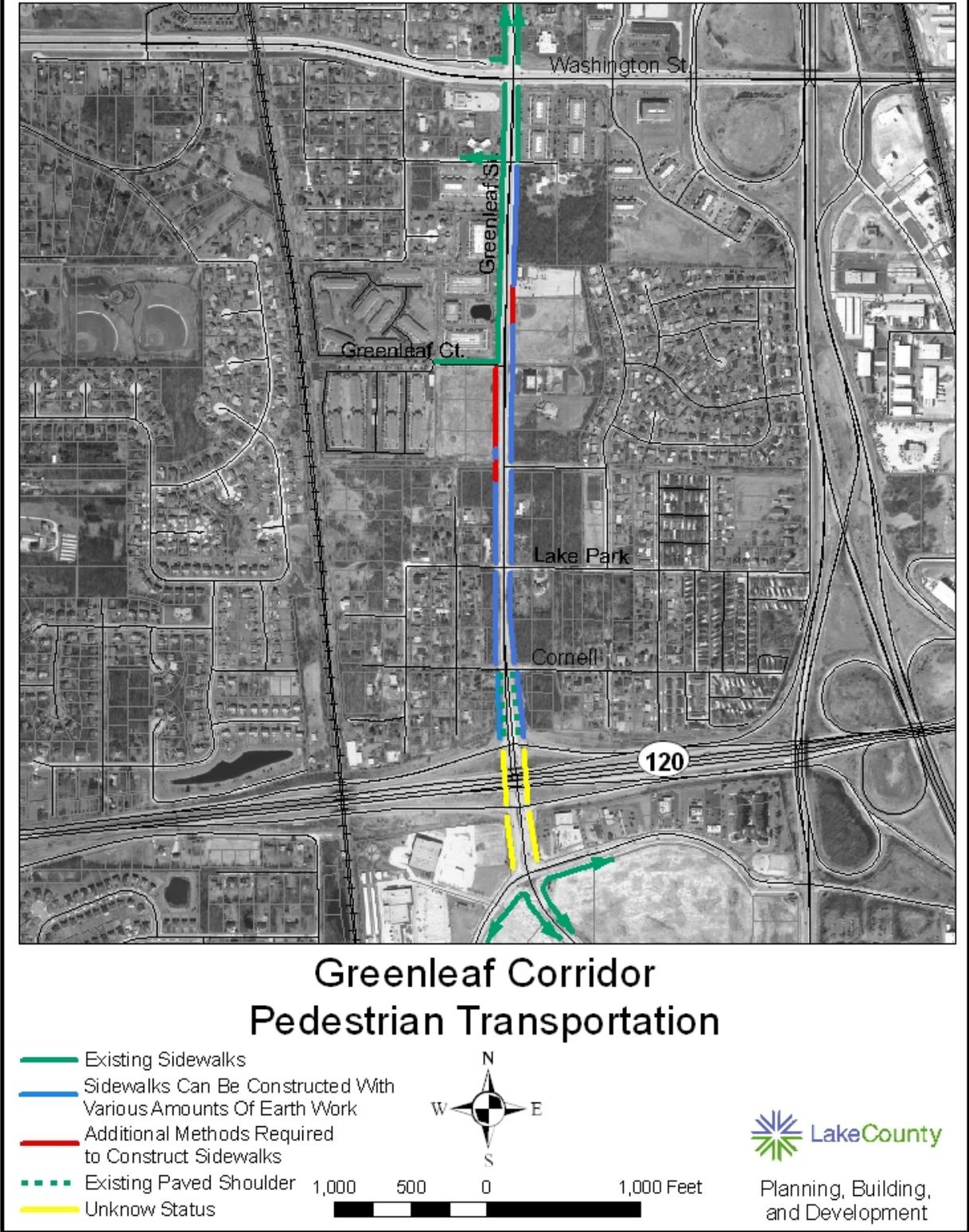
The County should consider making a request that Pace consider reviewing the feasibility of rerouting bus routes to provide more direct service to the proposed Lake County Branch Court facility and other Greenleaf Corridor businesses. Pace Officials have expressed a willingness to review transit options, within the constraints of their budget limitations.



*The Greenleaf Corridor is served by Pace.*

Pedestrian access to and from the existing bus stops and the Greenleaf Corridor is impeded by an incomplete sidewalk network, as discussed in the next section.

Figure 2



## Pedestrian Circulation

Residential and office development within the Greenleaf Street Corridor area contains sufficient densities to create moderate pedestrian activity. This activity is bolstered by the location of the Pace bus stops and Fountain Square retail.

Greenleaf Street has an incomplete sidewalk network and no east west cross walks between Washington Street and North Point Boulevard. As shown in Figure 2, Greenleaf Street has sidewalks on the eastside from Washington Street to Oglesby Avenue and on the west side from Washington Street to Greenleaf Court. Sidewalks should be extended along one or both sides of Greenleaf Street south to North Point Boulevard, in the City of Waukegan.

Based on available data provided by LCDOT, a 5 foot wide sidewalk could be constructed from on the east side of Greenleaf Street from Oglesby Avenue to the Illinois Rt. 120 exit/entrance ramps (except for one section) and on the west side of the road from Greenleaf Court to the Illinois Rt. 120 exit/entrance ramps (except for two sections) (LCDOT email 5/15/07). The new sidewalk would be located one foot inside the existing right of way line. Limited sections of the sidewalk could be built outside of the existing drainage way; other sections would require varying amounts of earthwork to reconstruct the drainage ditch, primarily by creating a steeper foreslope and moving the ditch/swale bottom closer to the roadway.



*A well-beaten path and pedestrians walking along the roadway demonstrate the need to continue the sidewalks south of Greenleaf Court.*

Sidewalks cannot be installed in three sections, as shown in Figure 2, without more substantial improvements. Sidewalk options for these section include re-constructing the roadway with an urban cross section; constructing an extended storm sewer/culvert; or acquiring additional right-of-way or sidewalk easements. For the section located on the west side of Greenleaf Street south of Greenleaf Court, it may be possible to install a concrete block retaining wall or some other method of connecting the sidewalk edge to the ditch bottom.

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The section of Greenleaf from Cornell Ave to the Rt. 120 ramps has curbs and paved shoulders, which are maintenance strips used for snow removal, along both sides of the street. Pedestrians are not encouraged to use the paved shoulders as walkways. If sidewalks are installed, it may be desirable to remove the paved shoulders.

Sidewalks along the section of Greenleaf Street from the Rt. 120 ramps to North Point Boulevard will need to be coordinated with the City of Waukegan, which owns and maintains this section of roadway, based on a 1969 agreement with Lake County (LCDOT 6/4/07). This section of sidewalk should include the addition of pedestrian signals to the traffic signals on the IL 120 ramps, which belong to and are maintained by IDOT. The feasibility of this section of sidewalk depends on whether or not there is sufficient room adjacent to Greenleaf Street to construct a sidewalk under the IL 120 overpass.

At the north end of the Greenleaf Corridor, additional pedestrian improvements should also be considered for the eastbound Pace bus stop at the southeast corner of Washington Street and Greenleaf Street, which is in the Village of Gurnee. The existing bus stop consist of a metal sign and gravel platform. Transit riders are forced to walk on the edge of Washington Street in order to access the bus stop. In cooperation with the Village of Gurnee, a concrete platform and shelter, similar to the west-bound bus stop, should be constructed in conjunction with a sidewalk to access the bus stop.

New sidewalks would require ramps that comply with the American with Disabilities Act (ADA) at all street crossings. Marking the crosswalks on the side streets would be done in conformance with the Manual of Uniform Traffic Control Devices. Marked crosswalks across Greenleaf Street would not be permitted at the un-signalized intersections as crosswalks across arterial streets are generally unsafe. A traffic signal at Greenleaf Court would provide the best opportunity for a marked crosswalk, which would allow pedestrians a safe location to cross Greenleaf Street at a location near the most intensive residential and commercial development.



*Existing Pace bus stops at the northwest corner (left) and southeast corner (right) of Washington Street and Greenleaf Street.*

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This plan includes only a rough assessment of the potential for installing sidewalks along Greenleaf Street. The analysis provided by LCDOT did not quantify the amount of earthwork required to construct the sidewalk; nor did the analysis consider aesthetics, existing trees and bushes, landscaping, or utility locations. A design study would require a new survey of the corridor to assess the current existing conditions.

The City should carefully consider the opportunity and advantages of re-constructing Greenleaf Street with a full urban cross section, prior to proceeding with more limited sidewalk improvements. If reconstructing the street is not feasible, the most practical approach for the City may be to complete the sidewalk network on one side of Greenleaf Street – probably the west side.

### **Street Lighting**

Existing street lighting is provided by utility pole mounted lights. The City would like to supplement or replace this lighting with decorative, pedestrian scaled lighting. This type of lighting is available through ComEd's Rate 23 program. Under this program, ComEd installs, owns, and maintains the street lights. The City pays a flat monthly rate. Various types of decorative light fixtures and pole heights are available, which are discussed in Section 3 – Design Standards. Sodium and mercury vapor bulbs are available. The monthly rate varies based on the type of light fixture and bulb. The installation of lighting will require LCDOT permits.



*Existing street lighting located on utility poles.*

### **Section 2 – Infrastructure**

#### **Sewer and Water**

The City of Park City provides public sewer and water within the Greenleaf Corridor. The City's sewage is transferred to the Northshore Sanitary District's Des Plaines River facility for treatment. The City's water is obtained from the City of Waukegan. City sewer lines do not run parallel to Greenleaf Street. City water lines run parallel to Greenleaf Street from Northwood Avenue to Greenleaf Square. City sewer lines and water lines cross Greenleaf Street at Cornell, Lake Park Avenue, and Greenleaf Court.

According to the City Engineer, sewer and water service are adequate to meet demand. Existing sewer lines and water lines can be expanded to serve potential new development along the corridor.

#### **Stormwater And Drainage**

Extensive sections of the Greenleaf Corridor are located in mapped wetlands and floodplains, as shown in Figure 3. Greenleaf Street has gravel shoulders and open

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drainage. According to the City Engineer, the ditches on Greenleaf Street are well maintained and drain adequately. However, ditches along some of the intersecting streets need to be cleaned and/or re-graded to improve drainage. Ditches along vacant portions of the corridor should be re-seeded with maintenance-free no-mow grass.

### Electricity/Telephone/Cable

Within the Greenleaf Corridor, electric, telephone, and cable services are provided by ComEd, AT&T, and ComCast respectively. There are no reported deficiencies with any of these service. All three service providers have overhead lines that run parallel or perpendicular to Greenleaf Street, as shown in Figure 4.

As part of the aesthetic improvement of the corridor, the City should consider burying overhead utility lines. If pursued, this should be considered a long term project given the significant cost of burying the lines. Upon request, ComCast will provide the City with a free cost estimate for burying its overhead lines. The other service providers charge a non-refundable engineering fee for this service.

### Roadway Corridor and Infrastructure Recommendation Conclusions

1. Explore the feasibility of re-constructing Greenleaf Street with a full urban cross section including concrete curbs and gutters, underground storm sewers, and sidewalks, before embarking on more limited corridor improvements;
2. Request that LCDOT refresh the pavement markings along Greenleaf Street, as necessary;
3. In cooperation with the Village of Gurnee, construct an access sidewalk and bus shelter at the southeast corner of Greenleaf Street and Washington Street;
4. Complete the sidewalk network along the west side of Greenleaf Street;
5. Install pedestrian scale lighting along the west side of Greenleaf Street;
6. Clean, regrade, and reseed the drainage way along side streets within the corridor, as necessary;
7. Install the traffic signal at Greenleaf Court, complete with marked pedestrian cross walks and signals; and
8. Consider burying overhead utility lines as a long term project.



*Explore the feasibility of re-constructing Greenleaf Street with an urban cross section.*

Section 4 of this plan contains possible strategies for funding and implementing these recommendations.

Figure 3

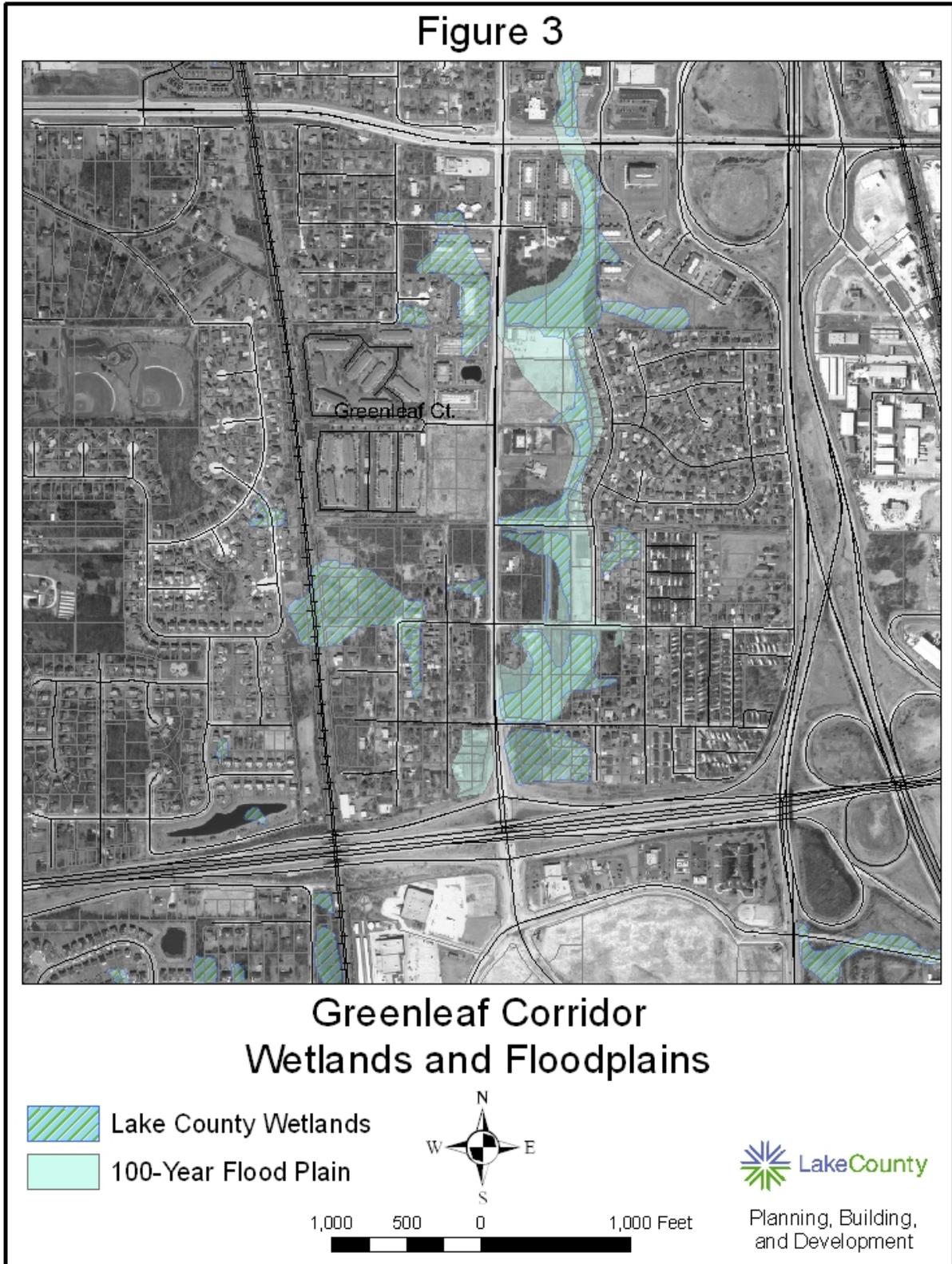
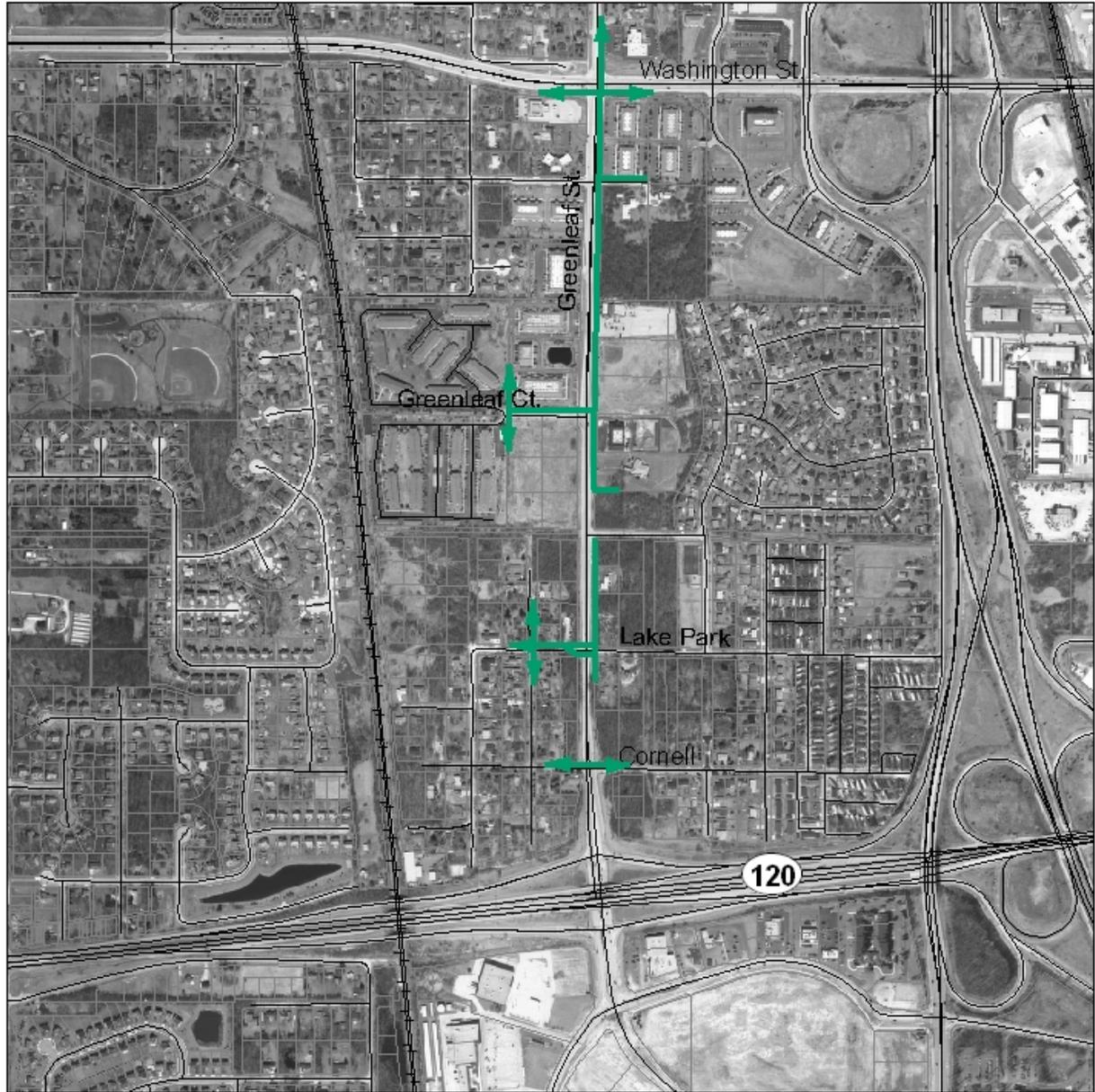
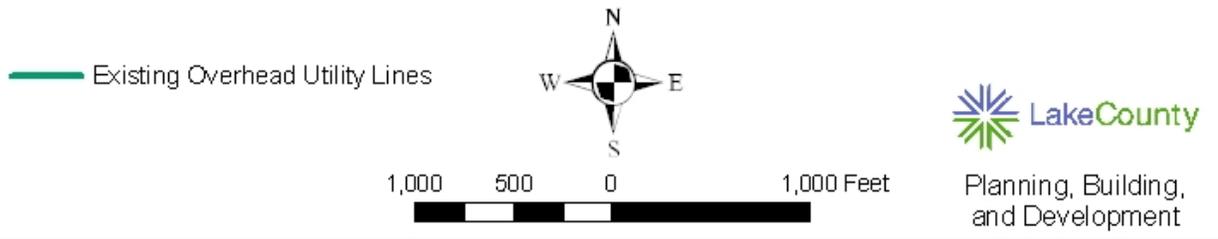


Figure 4



### Greenleaf Corridor Overhead Utility Lines



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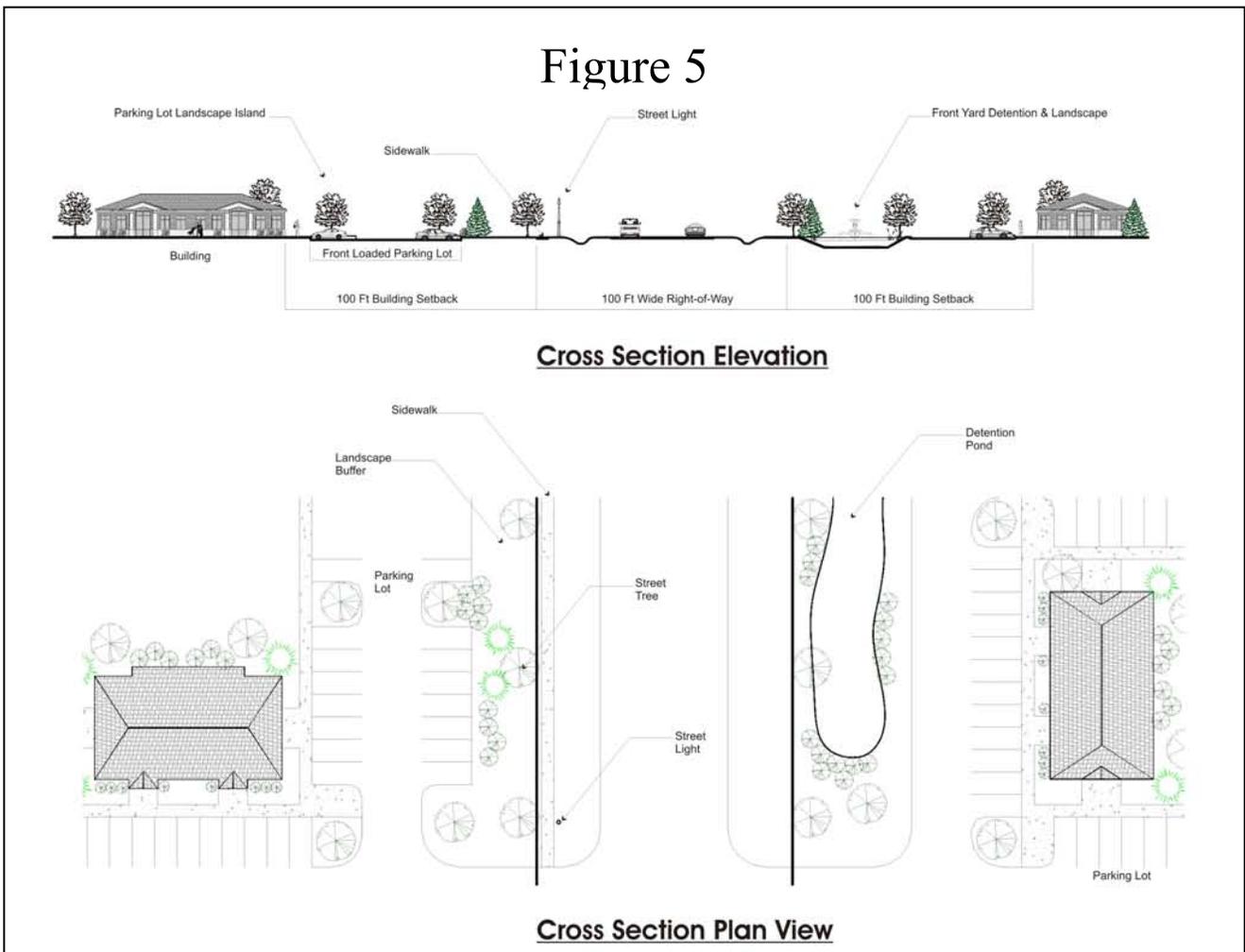
## Section 3 – Design Standards

The Design Standards contained in this plan are based on a visual preference survey, which was completed by nine members of the Greenleaf Corridor Committee. Participants were asked to rate photographs of various design features on a scale of very appropriate to very inappropriate for the Greenleaf Corridor. The design features included in the survey were site layout, buildings, landscaping, lighting, and signage.

The visual preference survey results were used to establish the preference patterns that are described below. Top-rated photographs have been used to illustrate design features that are encouraged along the Greenleaf Corridor; poorly-rated photographs have been used to illustrate design features that are discouraged. Additional photographs are utilized to illustrate existing characteristics that should be preserved or enhanced.

## Corridor Design

The cross section drawing (Figure 5 and at the end of the report) includes a recommended design concept for the public right-of-way corridor as well as a conceptual layout for



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development sites. The corridor design concept includes maintaining the existing rural cross section and placing a 5-foot wide sidewalk and pedestrian-scale lighting between the open drainage way and right-of-way line on one side of the street. With this design concept, street trees are located behind the right-of-way line on the private property. On the side of the street without sidewalks, street trees that meet LCDOT's specifications can be planted in the public right-of-way, if desired.

### Site Layout

Site layout refers the relationship of site improvements to each other, the parcel, and public right-of-way. Site improvements include buildings, landscaping, signage, and lighting, pedestrian sidewalks and paths, vehicle drives and parking lots, open space, and stormwater detention. The cross section drawing shows a proposed prototypical site layout.



*A well designed stormwater detention pond can be a site amenity.*

The major design theme for the Greenleaf Corridor is to keep the corridor green, while efficiently utilizing available land. Site layout for new development along the corridor should resemble the site layout of the existing, recently constructed office buildings located along the northern end of the corridor. In addition to the existing trend of development, site layout is somewhat dictated by the relatively small parcel sizes along the corridor. Existing vacant and developed lots range in size from 1 to 3 acres.



*Building should be located close to the street and have convenient automobile parking.*

New buildings should be located with a front yard-setback of approximately 100 feet, unless other site amenities, such as water features, are provided in the front yard area. This setback will maintain consistency with existing recently constructed office buildings along the northern portion of the corridor. Small commercial buildings should not be set-back too far from the street as the buildings will lose their visibility. As shown in the cross section drawing, buildings can be arranged with their longest façade parallel to or perpendicular to the street.

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*Signage should be located in landscaped medians or planting strip.*

Customer parking should be conveniently oriented to the buildings and street by being located in front and/or to the side of buildings. If necessary, additional employee or service parking can be provided behind buildings.

Pedestrian sidewalks and walkways should be provided between primary building entrances and parking areas as well as street side sidewalks, if any. In designing sidewalks, care should be taken to minimize pedestrian and vehicle conflicts.

Buildings and parking should be surrounded by foundation and perimeter plantings featuring a variety of plant species of various sizes. Parking lots should also contain substantial landscape islands. Site entrance drives should also be landscaped. Signage should be located in landscaped medians or planting strips near primary driveway entrances. Signage and landscaping must not interfere with the sight distance for the driveway entrance.

Lighting should be provided along public streets, in parking areas, and around buildings to ensure the safety and security of drivers, pedestrians, and building occupants. A single design should be selected for street lighting and parking lot lighting along the corridor, as discussed in the lighting section of this plan.

### **Building Design**

New buildings along the Greenleaf Corridor should be similar in scale and design to the existing, recently constructed office buildings located along the northern end of the corridor. New buildings should be one or two stories in height. Buildings should have a traditional or contemporary design. Modern, glass and steel designs should be avoided.

All building façades should use consistent building materials and be aesthetically pleasing, particularly if



*New buildings should be similar in scale and design to the existing office buildings.*

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they are visible from Greenleaf Street.

Large wall expanses (whether long or tall) should be eliminated through vertical and horizontal articulation (changes so the wall is not a straight horizontal or vertical line) and the use of architectural projections, such as porticos and recesses.



*Flat entranceways and featureless windows are discouraged.*

Large wall expanses can also be broken through the use of pilasters, columns, canopies, and windows. Changes in building heights and rooflines can also be utilized to soften the visual impacts of long building walls.

The exterior walls of new buildings should be constructed primarily of brick with accent materials, such as stone or architectural concrete. Glass, steel, wood, and vinyl exterior façades are discouraged. Buildings should be primarily darker earth tones with lighter accent colors. Bright, bold colors and sharp color contrasts should be avoided.

Buildings should feature prominent entrances that allow for easy access from parking areas. Primary building entrances should be easily identifiable through the use of design elements such as canopies, porticos, recesses, or archways. Flat entranceways are discouraged.



*Buildings should feature prominent entranceways.*

Single story buildings should have pitched roofs, which may include dormers to provide building massing, or well articulated roof edges, which may include decorative cornices. Two story buildings can have pitched roofs or flat roofs with gables or peaks to accent building corners or entrance ways.

New buildings should include windows to provide natural lighting for occupants as well as soften building appearances. The fenestration should be appropriately sized, arranged, and designed to enhance the overall appearance of the building.

Windows with a well-defined frame or sill are preferred. Featureless windows and “glass buildings” are discouraged.

## Landscape Design

The site design for new developments along the Greenleaf Corridor should incorporate a complementary mix of plant species of varying heights, sizes, colors, and textures. Existing developments that may not be as well landscaped can be retrofitted with similar landscape improvements.

Landscaping should include a mix of deciduous and evergreen species, while emphasizing deciduous species. Landscaping should maximize seasonal colors by including perennial flowers and opportunities for planning annual flowers that bloom in Spring, Summer, and Fall. Extensive area of mowed or manicured turf grass should be avoided.



*A small front yard setback featuring naturalized landscaping and a water feature.*

Trees (except for street trees) should be planted in random clusters, rather than straight rows. Like-species should be grouped only to maintain continuity. Naturalized landscaping is preferred; formal landscaping should be limited to small areas. Street trees should be planted 60 feet on center, at a setback of 5 feet from the property line.

The view of parking lots should be obscured or softened through landscaping, staggered landscaped berms, or preserved natural vegetation. At major building entranceways, soft massings of landscaping should be provided to complement signage and to create a focal point, while not impairing visibility of buildings nor impairing traffic safety. Pedestrian pathways should be integrated into landscaping to soften visibility, separate from vehicle traffic, and promote safety.



*Parking lot with naturalized landscape plantings.*

## Lighting

A single design should be selected for street lighting and parking lot lighting along the corridor, although the pole heights and fixtures styles may vary by application. Building and parking lot lighting should be appropriately-scaled and shielded to prevent off-site glare. Light poles along public streets and in large parking areas may be taller in order to provide better lighting for traffic. Parking lot lighting should be designed to minimize glare and spillover to adjacent residential uses.



*Existing lighting in the Greenleaf Corridor.*

Based on the Visual Preference Survey, the preferred light fixture is a coach lamp similar to those installed in recent office developments along the corridor. The second preference is for an acorn style light fixture. Streetlights should be simple in design with matte-black finishes. Street light poles should include options for integrated street signage and also for hanging flower baskets or decorative banners.



*Coach lamp and acorn light fixtures available through the ComEd Rate 23 Program.*

Coach lamp and acorn light fixtures are available through the ComEd Rate 23 Program. The coach lamp light fixture is more consistent with existing lighting in commercial developments along Greenleaf Street and in the adjacent residential neighborhood to the east.

## Building and Development Signage

New signage should match the design and scale of the development. The preference is for wooden and brick signs that are similar in appearance to existing signs along the corridor. The preferred sign design includes the pitch roof as feature on many existing signs along the corridor. Individual tenant signage, whether on freestanding monuments or building walls, should use consistent font types and colors. Use of multi-color lettering should be avoided. Use of corporate logos should be context sensitive. Freestanding monument or

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pole signs should be landscaped with plant materials that will soften the appearance of the sign without obscuring its visibility.



*Tenant signage should use consistent font types and colors*



*The preferred freestanding sign includes a pitched roof design.*

### Section 4 – Implementation

The City has numerous opportunities and options available for implementing this plan.

#### Annexation Agreements

The Greenleaf Corridor contains two significant unincorporated parcels, which are located on the eastside of Greenleaf Street, south of Oglesby Avenue and immediately north of the proposed Lake County Branch Court facility. The parcels have a combined area of nearly nine acres. While the majority of the properties are floodplain and wetlands, a portion of the properties appear developable.



*Use of multi-color corporate logos is discouraged.*

If or when the property owners approach the City regarding annexation, the City should require an annexation agreement that mandates that the development to be consistent with this plan. As a condition of annexation, the City should require the property owner to engineer and re-construct the adjacent roadway with an urban cross section, including concrete curb and gutter, storm sewers, sidewalks, street trees, and burying existing overhead utilities. These improvements would be consistent with the existing improvements along the west side of this section of Greenleaf Street.

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The Village of Gurnee surrounds these parcels on three sides, making it also possible for that Village to annex the properties. Park City officials should approach Gurnee officials about the possibility of adopting an intergovernmental agreement that would commit each municipality to requiring the same level of improvement prior to annexing the properties. If requested, Lake County should facilitate and support the agreement.

### **Overlay Zoning District**

Park City should consider adopting a Greenleaf Corridor Overlay Zoning District that codifies the design standards contained in Section 3 of this plan. The Overlay Zoning District would enable the City to require that these standards be met, if any property within the Corridor is developed or redeveloped. The Overlay Zoning District would require a public hearing by the City's Zoning Board prior to adoption by the City Council.

### **Special Tax Districts**

The City could consider using a special tax district to finance the desired public improvements such as sidewalks, decorative street lighting, and burying overhead utilities. The available options include a Tax Increment Finance (TIF) District or a Special Service Area (SSA). Each of these options would give the City various different taxing and spending authorities, including the option of issuing bonds to cover the upfront cost of corridor improvements.

Each of these programs have requirements that may render them impractical or infeasible for the Greenleaf Corridor. A primary limitation for both programs may be the relatively small amount of developable and taxable property in the corridor. This limits the amount of revenue that could be collected from either program. In order to establish a TIF, the City would need to determine that the district meets the definition of a blighted area and that "but for" the TIF investment the area will not develop or redevelop. This may be difficult to demonstrate given the amount of recent development in the corridor. In addition, other taxing jurisdictions, primarily school districts, may oppose formation of the TIF district because it would negatively impact the tax revenue that they would receive from new development. Property owners, particularly residential property owners, may oppose a Special Service Area, which would increase the amount of taxes that they pay.

### **Community Development Block Grants**

The entire City of Park City east of Greenleaf Street is eligible for Federal Community Development Block Grants (CDBG) based on the percentage of its residents that are low and moderate income. In recent years (2000-2007), the City has received \$672,900 for a variety of infrastructure projects including water main, sanitary sewer, storm sewer and roadway improvements. Park City was awarded \$100,000 in CDBG funding in 2007 for water main and roadway improvements on Chestnut and 8th Avenues.

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The City could request future CDBG funding for the infrastructure improvements contained in this plan, including roadway and/or drainage enhancements, that would predominantly benefit local residents. Priorities in the adopted Community Development Consolidated Plan do not encourage CDBG applications for sidewalks or façade improvements. Those items could potentially be eligible for funding under the Economic Opportunities category, assuming new jobs for low and moderate income residents of Lake County would be created as a direct result of the CDBG funding. In order to apply for CDBG funding, the City should consult with Lake County Community Development staff.

### **Motor Fuel Tax**

The City receives approximately \$200,000 annually in Motor Fuel Tax Funds. This funding source could be utilized for certain Greenleaf Corridor improvements considered in this plan, including sidewalks and signalization of Greenleaf Court intersection.

### **Congestion Mitigation and Air Quality Program**

Sidewalks can be funded through the regional Congestion Mitigation and Air Quality (CMAQ) Program, if they are shown to reduce vehicle trips and emissions. Applications for CMAQ projects are submitted to the Chicago Metropolitan Agency for Planning (CMAP). CMAP establishes the trip reduction and air quality benefits of the project based on data provided by the local project sponsor. CMAQ projects require a 20% local funding match. Motor Fuel Tax Funds can be used for the local share. Additional information about the CMAQ program is available at [www.chicagoareaplanning.org/cmaq](http://www.chicagoareaplanning.org/cmaq).



*Sidewalks can be funded through the regional CMAQ Program.*

### **Implementation Conclusions**

The implementation measures discussed above are intended as a starting point for the City. The City should pursue these ideas and other creative methods of financing and implementing the recommendations contained in this plan in order to improve the aesthetic and functional quality of the corridor for transportation, commercial, governmental, and residential uses.

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### References

Lake County Division Of Transportation (LCDOT), 6/13/2007 memo from John Sauter to Anthony Khawaja, Subject: Greenleaf, Traffic Signal Study

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Lake County Division Of Transportation (LCDOT), 2002, *Year 2020 Transportation Priority Plan*, Libertyville, IL

Lake County Division Of Transportation (LCDOT), 2002, Lake County Highway Access Regulation Ordinance

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