



Village of Mundelein TOD Study

MEETING MINUTES

Number: 1

Meeting Date: 3/3/04

Purpose: Community Open House

Pages: 5

Distribution

Name

ATTENDEES:

Mark Abernathy	Lynne Kelley
Catherine Almanzo	David Kirkpatrick
Leondria Blackman	Elmer Klein
Tracy Bleers	Dave Knop
Elizabeth L DeGrazia	Steve Kovac
Rick DeLisle	Steve Lardner
John Dickson	Laura Loffredo
Walter Dost	Lou Mallo
David Drury	Ray Mallo
Rob DuPont	Doris McCarten
Ron Farland	Roger McCarten
Dale Freyermouth	Don McIntyre
Luis Fuentes	Dan McKenzie
Betsy Garcia	Tienne McKenzie
Stephanie Greene	Andrew Meyer
Ray Grinvalos	Gina Meyer
Gary Gunther	Donna Morrison
Bill Hahn	Matt Morrison
Neal Hall	Bob Oliphant
Kelley Happ	Jane Oliphant
Barbara Harrigan	Howard Patner
John Heinzinger	Maureen Rayunas
Maria Henderson	Kevin Rice
Jeff Hill	Marian Rodriguez
Jack Holm	Kristin Ruonavav
Gerry Howland	Bill Sarsok
Gregory Howland	Sherry Sarsok
Jacque Howland	Frank Schnitzcer
Mike Howland	Jim Schulte
Tricia Jarzembowski	Carol Schultz
Adam Josephson	Barbara Siebold
Matt Kastny	Margene Sinclair

Ann Sipkowicz
 Ray Sipkowicz
 Tony Skaronea
 Buzz Snavelly
 David Stamm
 Marrilu Summers

Jenny Trujillo
 Debbie Wagner
 Dottie Watson
 Patricia Waugh
 David Whitehurst
 Gary Wilson

Project Team:

John A. Lobaito	Village of Mundelein (Village)
Mike Cassata	Village of Mundelein
Ed Sullivan	Village of Mundelein
Mike Flynn	Village of Mundelein
Terri Voss	Village of Mundelein
Patty Mangano	RTA
Brenda Rancher-McGruder	Metra
Rick Mack	Metra
Jim Louthen	URS
Dave Landeweer	URS
Jen McNeil	URS
Catherine Murray	URS
Lauren Holtzman	URS

Action Item	Responsibility	Description
1.0		The purpose of this meeting was to introduce the TOD study to the public and provide them with a broad overview of transit-oriented development, and an understanding as it relates to Mundelein. Another goal of the meeting was to conduct an interactive <i>Visual Preference Survey</i> with everyone in attendance.
1.1		<p>The meeting was held at the Mundelein Police Station, and began at 6:30. Agenda for the meeting was as follows:</p> <ul style="list-style-type: none"> • Informal gathering prior to opening the program at 7 P.M. • Welcome and Introductions • Transit-Oriented Development Overview • Visual Preference Survey and Next Steps • Individual Discussion Stations for each of the following: <ul style="list-style-type: none"> ▪ Public Transportation ▪ Parking and Traffic ▪ Economic Development ▪ Urban Design • Wrap-Up
1.2		John Lobaito, Director of Community Development for the Village of Mundelein opened the meeting with a few words of introduction to the Project Team and about the project.

2.0 The Project Team presented an overview of the project, explaining the Regional Technical Assistance Program (RTAP) and highlighting the main goals of the study, which include increasing ridership from the Mundelein Metra Station and developing a comprehensive plan for the area around the Train Station.

2.1 An outline of the presentation made at the meeting follows.

Transportation:

The following are transportation issues that will be studied as they relate to Mundelein's Downtown and will effect development within the study area.

- Metra North Central Service (NCS) Line (Chicago to Anitoch)
- Pace Bus Route 572
- Bike/shared use trails

Metra NCS Line: Mundelein Station

Current and future transit amenity needs are central to the plan. The plan will take into account the following factors of the Mundelein Train Station in order to provide adequate amenities.

- Track improvements
 - Double track installation to NCS Line through Mundelein to allow for increased service – 22 trains per weekday from current 10 trains per weekday
- Current ridership: 235 commuters per day (average)
- Projected increase: 750 commuters per day (average) – increased parking required for additional commuters

Mundelein Station Area:

- Pace Bus Route 572
- Bike path, existing and proposed

What is Transit-Oriented Development?

- Compact and efficient
- Pedestrian-friendly
- ¼ to ½ mile walk from the Station
- Diversity and mix of uses
- Example communities: Deerfield, Historic Riverside and Arlington Heights

Characteristics of successful Transit Station Neighborhoods:

- Compact development
- Varied and complementary land use
- Mixed use development
- Access by all modes of transportation
- Pleasant pedestrian environment
- Safe and attractive bicycling environment
- Carefully planned on-street parking
- Structured/shared parking

What Does Mixed-Use Mean?

- Wide range of land uses
- Mixed- and multiple-use development
- Mixture of housing types
- Disallow auto-oriented development

Uses can be stacked on top of one another in multi-story structures.

Density of Station Types:

- Transit Support Area – outside of the ½ mile walking radius
 - Lowest density within station area, lowest mix of uses
- Transit Neighborhood – ½ mile radius to ¼ mile radius from station
 - Higher density than Support Area, lower density and mix of uses than the Transit Core
- Transit Core – Inside ¼ mile radius
 - Highest density and widest mix of uses

TOD Principles: Enhanced Station Environment:

- Create routes that encourage walking to and from the station
- Place buildings close to the sidewalk, parking in rear
- Interesting façades, windows and doors open to sidewalk
- Enhance pedestrian environment with streetscape improvements

TOD Principles: Supportive Access Patterns:

- Multiple and direct street connections to train station
- Priority of access to buses, bicycles and pedestrians
- Provide pedestrian shortcuts
- Plan convenient bicycle parking

Metra Commuter Parking:

- Location
- Size
- Pedestrian circulation
- Landscaping and lighting

Planning and land use tools to help us:

- Station area development plans
- Land use plans
- Zoning regulations
- Subdivision regulations

Key Elements of Transit-Oriented Development:

- A compact arrangement of four key elements
 - Variety of housing types
 - Commercial and civic buildings
 - Interconnected street patterns
 - Parking and circulation in an attractive public realm

- 3.0 The Project Team began the *Visual Preference Survey*. Attendees at the meeting were shown three series of slides, divided into the categories of Urban Design, Transit and Transportation Facilities, and Town Center. On handouts accompanying the slide show, participants were asked to rate each slide on a scale of -3 (least desirable) to +3 (most desirable). Following each series of slides, questions were asked in order to obtain directed input on various issues related to each category.
- 3.1 Surveys were then collected by the Project Team, and during the informal discussion session, initial tallying was done on selected slides in order to provide everyone who participated in the exercise with general findings.
- 3.2 URS The *Visual Preference Survey* will be available online until March 14th. Participants were encouraged to tell friends and family to complete the survey. Results will be compiled and posted soon after.
- 3.3 URS A summary of the survey results will be distributed with these minutes to team members.
- 4.0 During the informal discussion session, four stations were set up for each of the following topics:
- Public Transportation
 - Parking and Traffic
 - Economic Development
 - Urban Design
- Experts from the Project Team were available at each station to answer any questions regarding the topic. Display boards were placed at each station.
- 5.0 Following the discussion session, the Project Team reported initial preference results for selected slides, after which the meeting was adjourned.
- 5.1 The next Town Hall meeting date has not yet been scheduled, but is planned for June/July for the purpose of presenting Concept Plan alternatives to the public and receive input going forward.

Note:

If you have any corrections or changes to the meeting minutes, please provide to Lauren Holtzman via fax at 312.939.4198 or email at lauren_holtzman@urscorp.com.