

OPEN HOUSE

The Consultant conducted an Open House with interested residents of Mundelein on July 20, 2004. The Open House was held at the Police Station and was attended by 56 people. The Open House was designed to update the residents and stakeholders on the progress of the Transit Oriented Develop study and to gather feedback on the Project Team's preferred concept plan.

Below is a summary of the results of the Open House. The summary reflects the input submitted to the Consultant via the questionnaire. The responses are listed in order of frequency. The number in parenthesis indicates the number of times a response was heard during the workshop. If no number is included, the response was only recorded once.

1. How important is commuter parking on the east side of the railroad?
 - Not important (10)
 - Good idea (6)
 - Important, but Village residents should have first dibs
 - Not until train traffic is a reality
 - Only of the Greenhill site is developed
 - The local residents will use the train line more if parking is available

2. Are there features from Scenarios 1-3 that were not carried over into the hybrid plan that you would like to see on the hybrid plan?
 - No (4)
 - Prefer Scenario #1 due to less changes (2)
 - Extending Division across the train tracks
 - Extending McKinley across the railroad tracks to connect east west traffic
 - Get rid of existing industrial in the downtown
 - Hawley Street could use a pedestrian crossing at the railroad tracks
 - More East-West connections to center of town
 - Street scene from 176 south to Courtland
 - Would like to see Archer stay

3. Assuming the Village Hall is relocated within the study area, where would you prefer it to be located?
 - As shown on Hybrid Plan (6)
 - By the police department (3)
 - No opinion (2)
 - North of Police Station (2)
 - Anatol site
 - At the old Fire Station
 - Downtown
 - East of Archer
 - East of Seymour near the Water Tower or north of Division

- North of Kracklauer Park (Scenario 1)
 - Should not be a focal point
 - South of Police Station
 - The Village should purchase the property to the west of existing Village Hall for expansion
4. Assuming the retail/customer service portion of the Post Office is relocated within the study area, where would you prefer it to be located?
- As shown on Hybrid Plan (6)
 - No opinion (2)
 - Between the Train Station and Village Hall
 - Downtown
 - First level of a retail shop with ample parking
 - Near the Village Hall
 - North of the Metra Station (Scenario 1)
 - North of the Village Green, separate from Village Hall
 - North side or outside the new proposed downtown
 - Should not be a focal point
 - South end of green space
5. Please record any thoughts, comments, or concerns in regards to the street layout, as shown on the hybrid plan.
- Like Chicago Avenue extension (4)
 - Like the main loop around the Green (3)
 - Too Costly – too many changes (2)
 - Facilitates access to the Metra Station
 - More East-West connections to center of town
 - Not sure about closing Hawley at the RR crossing
 - Interesting and ambitious
 - If fully accomplished, will be great
 - Road around Village Green will be too congested
 - New road north of Village Green is too close to Chicago Avenue extension
 - Consider moving Chicago Avenue to the east, closer and parallel to the tracks
 - Would like angled street parking
 - The traffic pattern is a concern
 - What about Carmel High School traffic?
 - Traffic control
 - More beautification north of Hawley
 - It is too bad additional railroad crossings can not be included
 - Is there a need to rezone if McKinley changes the nature of residential?
 - Looks good
 - Access to the train station is key
 - Hope people will park their cars once downtown and walk
 - Make some of the existing railroad crossings into bridges

6. Please record any thoughts, comments, or concerns in regards to the Village Green and the expansion of Kracklauer Park, as shown on the hybrid plan.
 - Like the concept of a Village Green (8)
 - Hope it will be usable for community events such as Fourth of July, Farmer's Markets (3)
 - Do not like (2)
 - Concern about taking property from homeowners
 - Don't think Kracklauer Park should be extended
 - Has the potential to be a big community draw
 - Hope it will attract unique stores and specialty restaurants, etc
 - Hope it will include gardens
 - Need to balance the size so it is large enough for special events, but not too large that retail is unapproachable
 - Should be used to connect the existing Fairhaven Park and Seymour areas to newer area
 - Uncomfortable about losing existing business, i.e., Citgo and McDonalds
 - Village Green might be better at the location of the cinema and commuter parking or along Seymour and Hammond
 - Would like street level retail to line the green
 - Would like the green to run north south
 - Would like to see a children's fountain

7. Do you have any additional comments or thoughts in regards to the hybrid plan? (Please use the back if extra space is needed)
 - Like Scenario #1 (2)
 - Pedestrian and bicycle tunnel/s should go under Route 45 connecting to the Village Green, Train Station, and retail areas (2)
 - A long term plan is essential
 - Already a big investment in Downtown - need to make sure this investment pays off
 - Calm the coordination plans
 - Can we add a teen center?
 - Concerned about the amount of multifamily housing
 - Consider on going community involvement through block meetings, etc.
 - Consider the feelings and concerns of all the residents
 - Consider the phasing of the project
 - Great opportunity for Mundelein residents
 - Hope the new development fits in with the existing housing
 - Hope the style and the new area is eclectic and we maintain some of the heritage buildings
 - Hope we can attract more places that are open later in the evening, ie, restaurants, coffee shops, music venues
 - Less industrial space in the downtown area
 - Let's move forward
 - Metra Station should be further north with parking on the east side of the tracks
 - Must try to plan for the impact of redevelopment on the east side of the railroad tracks

- Route 45, just south of 176, should be visually pleasing, i.e., a greenway or meeting area
- Tang proposal needs some work
- The Village must actively seek out issues and answers from residents and listen to its citizens
- Too many changes
- What effect will the Hawley/176 split have on the grid?
- Would like an underpass under the railroad tracks at Park or Hawley
- Would like incentives for people to walk or bike to the downtown
- Would like the development to reclaim Mundelein's small town feel - similar to Libertyville
- Would like to see the market demand from developers
- Would like unique stores, possibly locally owned, that will entice people to hang out downtown