

**Municipalities Near the Proposed Route 53/120 Corridor - Existing and Planned Land Use related to the Corridor**

Municipality / County	Comp Plan Year	Potential ROW and Community Interactions	Current Development in 53/120 Area	Planned Development for 53/120 Area
Arlington Heights	1997	Community encompasses eastern edge of existing route 53 in Cook County.	N/A. In Cook County, land along 53 is predominantly SFH and industrial.	Annexation area at southeast quadrant of 53 / Lake-Cook road intersection. Desired use is Moderate Density Multi-Family. Adjacent areas are SFH and moderate-density multifamily.
Grayslake	2005	Contains intersection of 120 and 53 within the southern third of community. <u>Potential interchanges (LCTIP):</u> 1) Northern half of the Peterson/ 53 interchange 2) Route 45 / 120 interchange 3) Allegheny Road / 120 interchange.	Mixed, with significant agriculture and open space. Eastern portion of proposed Route 120 is adjacent to Prairie Crossing. Route 45 area is developed with SFH, Institutional, and retail. Allegheny Road developed with townhomes and a Metra station.	Office/business park, industrial, commercial. Some preserved open space. Recently approved 640 acre mixed-use development with office, R&D, light industrial, retail and residential at the intersection of Peterson and Route 83, .
Gurnee	1997	Has improvements to the existing Route 120 only. Already limited access from I-94 through Milwaukee Ave. <u>Potential (LCTIP) /existing interchanges:</u> 1) I-94 / 120 - existing 2) Milwaukee / 120 interchange - existing 3) Hunt Club Road / 120 - new, unincorporated area 4) O'Plaine Road / 120 - new, northern half	In Gurnee and adjacent unincorporated areas there is a mix of SFH, golf course, and public & private nature preserves. Minimal amount of undeveloped area except for large acreage at Milwaukee/120.	Doesn't focus on 53/120. Proposed LU in 53/120 area is SFH, open space, and office & commercial at Milwaukee/120 interchange. Shows older alignment (FAP 342) that diverges from the existing 120 at Hunt Club Road. No plans dependent on extension.
Hainesville	2006	Route 120 Crosses through the full southern portion of the community	No. Agricultural land.	Industrial / business park, some retail. Major initiative in plan is proposed reroute of 120 bypass to provide better future access to Hainesville.
Hawthorn Woods	2004	Route 53 North to South crossing of the eastern portion of the community.	Yes. Mix of SFH and Agricultural land.	Commercial noted for arterials in the "Northern Planning Area" annexation area.
Kildeer	2001	Route 53 crosses the far northeastern edge. <u>Potential interchange (LCTIP):</u> Route 22/53 Interchange	Minimal. Agrucultural land with some commercial services.	Future LU map indicates "mixed use" for this area. Text indicates corporate office or research park with open space.
Lake County	2004	53/120 crosses multiple unincorporated areas of the county.	Generally unincorporated rural or agricultural land. Some large lot SFH. Contains Almond Marsh and related preserves, on the eastern edge of the Route 120 bypass.	See individual municipalities - all have plans for annexation of unincorporated areas adjacent to 53/120.
Lakemoor	1990	Does not intersect proposed new roadway. Located on the existing Route 120 at the western edge of the proposed bypass and related improvements. Does intersect the improvement area outlined in the Route 120 Unified Vision.	Predominantly agricultural. Some commercial at the intersection or Route 120 and Route 59/12.	Route 120/Route 59 Intersection is zoned for commercial uses.
Libertyville	2005	Does not currently intersect. Northwestern boundary is a quarter mile from the proposed Peterson Rd / 53 interchange.	Prairie Crossing Metra stations and an industrial area in the southeast quadrant of the proposed 120 / 53 intersection.	Designates an annexation area that includes the southeastern quadrant of the proposed Peterson Rd / 53 intersection. Proposes Office, Industrial, and Warehouse uses.
Long Grove	1999	Route 53 crosses North to South in two sections of the community - for southern chunk and small portion of northwestern edge. <u>Potential interchanges (LCTIP):</u> 1) Existing/reworked Lake-Cook Road / 53 interchange 2) Southern half of the Midlothian Road / 53 Interchange	Substantial large-lot SFH development. Agricultural land to the west.	Commercial district concept plans for existing IL53/Lake-Cook Rd intersection.
Mundelein	1995 (2011 in process)	Route 53 Crosses through the full community from north to south. <u>Potential interchanges:</u> 1) Southern half of the Peterson Road / 53 Interchange - unincorporated, annexation area 2) Northern half of the Midlothian Road / 53 Interchange	Substantial SFH development along most of the proposed ROW. SFH at 53/Midlothian Road interchange. Agriculture and some commercial service at 53/Peterson interchange.	Plans for annexation of the southern half of the proposed Peterson Rd / 53 interchange. Proposes commercial at Peterson / 53 interchange, industrial and retail south to Winchester, and multifamily at the southernmost extent of unincorporated area.

**Municipalities Near the Proposed Route 53/120 Corridor - Existing and Planned Land Use related to the Corridor**

Municipality / County	Comp Plan Year	Potential ROW and Community Interactions	Current Development in 53/120 Area	Planned Development for 53/120 Area
Palatine	1990 (2011 in process)	Follows the western edge of the existing Route 53 in Cook County. Contains the southwestern quadrant of the existing Route 53 terminus at Lake-Cook Road.	Existing Route 53 characterized by a mix of SFH and multifamily, transitioning to mixed commercial at the Dundee Rd Intersection.	Notes support for completion of the 53 extension. Route 53 area within Palatine is fully developed, and future land uses are the same as the current uses. Dundee Road interchange is the leading edge of the comp plan's "Retail Center", which includes the full length of Rand and Dundee Roads in Palatine.
Park City	N/A	Far eastern edge of existing Route 120 improvements cross the City from east to west. Existing Route 120 is limited-access. <u>Existing Interchanges:</u> 1) Route 41/Route 43/Route 120 interchange 2) Greenleaf Road /120 - existing, northern half	Significant SFH. Industrial area between Skokie Highway (Route 41) and Old Skokie Highway.	N/A.
Round Lake	2006	Crosses southwest edge and bisects the eastern portion of the community. Community is an upside-down "J" with area in between outlined for annexation. <u>Potential interchanges (LCTIP):</u> 1) Junction of existing 120/120 bypass/Wilson Rd 2) Fairfield Road / 120 interchange - unincorporated, designated annexation area	Some SFH, some agricultural land. There is a significant unincorporated area between the two sections of RL that is Rural/Ag. Highlighted as annexation area.	Major retail node at 120 / Fairfield intersection - currently outside the village limits. Plan currently designates as SFH in the map, but written indicates that retail is the desired use if the 53/120 is constructed.
Round Lake Park	1992	RLP is a "dumbbell" shape. The Route 120 bypass crosses the center.	No. Agricultural and vacant land.	Industrial.
Volo	2003	Located on the existing Route 120 at the western edge of the proposed bypass and related improvements. Intersects the improvement area outlined in the Route 120 Unified Vision.	N/A. There is industrial on Route 120 in the areas closest to the proposed Route 120 bypass.	N/A. Proposes flexible standards for future development in the Route 120 / Route 60 / Fish Lake Road triangle. Indicates the economic development potential with the Route 120 bypass or the full 53/120.
Waukegan	1987	Far eastern edge of existing Route 120 improvements touch the western boundary of the City. Existing Route 120 is limited-access to the east of I-94 through the Skokie Blvd interchange. <u>Existing Interchanges:</u> 1) Southwestern quadrant of the Route 41/Route 43/ Route 120 interchange 2) Greenleaf Road /120 - existing, southern half 3) O'Plaine Road / 120 - new, southern half	Area near the Route 120 / I-94 interchange is largely undeveloped, with some SFH east of O'Plaine Rd and significant commercial development east of the Amtrak tracks. Fountain Square development at the 41/43/120 interchange.	1987 plan notes office for the 120 / I-94 interchange.

\* Municipalities were included in this review if their current boundaries or planned annexation areas overlap the Route 53 and Route 120/bypass corridors outlined by the LCTIP process and the Route 120 Unified Vision process.