

THE VILLAGE OF METTAWA
COMPREHENSIVE PLAN
(UPDATED 2016)

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INTRODUCTION

The Village of Mettawa is a unique rural residential community including woodlands and open lands covering a five and one half (5-1/2) square mile area in Lake County, Illinois. Characterized by its large properties and unurbanized landscape, its natural features convey a strong and unique community identity. This updated Village of Mettawa Comprehensive Plan is adopted to protect and enhance the particularly sensitive relationship between Village residents and their natural surroundings. The Village of Mettawa is a low-density rural residential community with many acres of private open space acting as a buffer for public open space and protecting the diverse habitat for wildlife.

Consistent with existing conditions, the Comprehensive Plan adopted in 1994 outlined the recommended land use, community facilities and thoroughfares within the Village, and identified goals and objectives for the Village. In 1998, the Village upgraded its 1994 Village Comprehensive Plan by completing and adopting a Comprehensive Plan Amendment. The Village updated the plan again in 2006, adopted a new strategic plan in 2011, and chose to incorporate and reflect the goals of both in this 2016 update.

PURPOSES OF THIS COMPREHENSIVE PLAN

This Comprehensive Plan is adopted as an update and replacement of previously adopted Comprehensive Plans. The overall purpose of the Plan is to provide guidance to the Village in advancing the welfare of residents by creating a sustainable environment composed of three interrelated parts – social, economic, and physical. The intent of this Comprehensive Plan is not to stop growth; rather, it is to guide development to ensure it conforms to the goals of Village residents.

As described in the Illinois Municipal Code, a comprehensive plan is an advisory document "...and itself shall not be construed to regulate or control the use of private property in any way, except as...has been implemented by ordinances duly enacted." 65 ILCS 5/11-12-6. As such, the adoption of various regulations and codes is necessary to implement this Comprehensive Plan. State law does not specifically require that a plan be prepared to support zoning controls, however case law reveals that land development regulations cannot be arbitrary. Therefore, it is in the best interest of the Village to ensure that there is consistency between the recommendations of the Comprehensive Plan and the regulations contained within the Zoning Ordinance.

This Comprehensive Plan is intended to provide the substantive and legal framework in support of zoning and other day-to-day land use decisions required of the Village. This Comprehensive Plan provides an overall policy framework against which individual proposals will be evaluated by the Zoning, Planning and Appeals Commission and the Village Board. This Comprehensive Plan is not synonymous with a zoning map that gives specific regulations regarding land use, density, and other development standards.

In addition to having home rule powers as described in the Illinois Constitution, the Village is also granted zoning and other regulatory authority by the State under the Illinois Municipal Code (65 ILCS 5/1-1-1, *et seq.*). The Village's Zoning Ordinance regulates land use (including but not limited to lot size, building height and massing, building setbacks and parking requirements), and it also establishes definitions, standards and procedures that enable the Village Board President and Trustees to review and approve specific land development proposals. There are additional development control ordinances that supplement and support the zoning ordinance, such as subdivision regulations and sign and building codes.

In most instances the recommendations of this Comprehensive Plan can be achieved on a project-by-project basis through the development review process and only with cooperation of property owners. This is true for many areas designated "conservation" which consist of floodplains, woodlands along creek corridors, and scenic easements along roads. Many of these conservation areas, if acquired by the public and connected as recommended in this Comprehensive Plan, could become an extension of the "Lake County Regional Greenway Plan." These scenic corridors, created through the grant of scenic easements and front yard setbacks, would provide additional opportunities for the extension of additional equestrian/pedestrian/bike trails and would have the beneficial effect of protecting existing high quality environmental habitats. Acquiring and connecting greenways and scenic corridors will enhance the surrounding environment, and consequently the quality of life in the Village, a key objective of this Comprehensive Plan.

Another purpose of this Comprehensive Plan is to inspire and ideally affect desirable public and private improvements throughout the Village. This Comprehensive Plan, underpinned by the Strategic Plan is the "overall blueprint" for future Village development. It is a policy document and "vision" statement that defines the Village's future economic, natural and social environment, as desired by its residents. Unlike the Strategic Plan which looks at shorter term project goals and objectives, the Comprehensive Plan is complete in scope, whereby land use, major streets, utilities, facilities and land management plans are incorporated into a unified vision of the future. This Comprehensive Plan does not advocate a rigid approach to the long-term development of the Village. Rather, it is the approach to planning commonly used in modern business – where "targets" or goals are set that are then used to guide the decision process on "objective" projects. The intention, therefore, is to have a plan which provides a vision of a future-state for the Village.

This Comprehensive Plan is a long-range guide for growth, affecting land use and investment decisions of both public and private interests. This Comprehensive Plan is long-range because it states a vision of the Village through a planning period of twenty (20) or more years, and recites many ways to achieve that vision. A shorter planning period like the one used in the Strategic Plan requires the Village to re-evaluate and update this Comprehensive Plan more often to ensure that it reflects the desired direction of community.

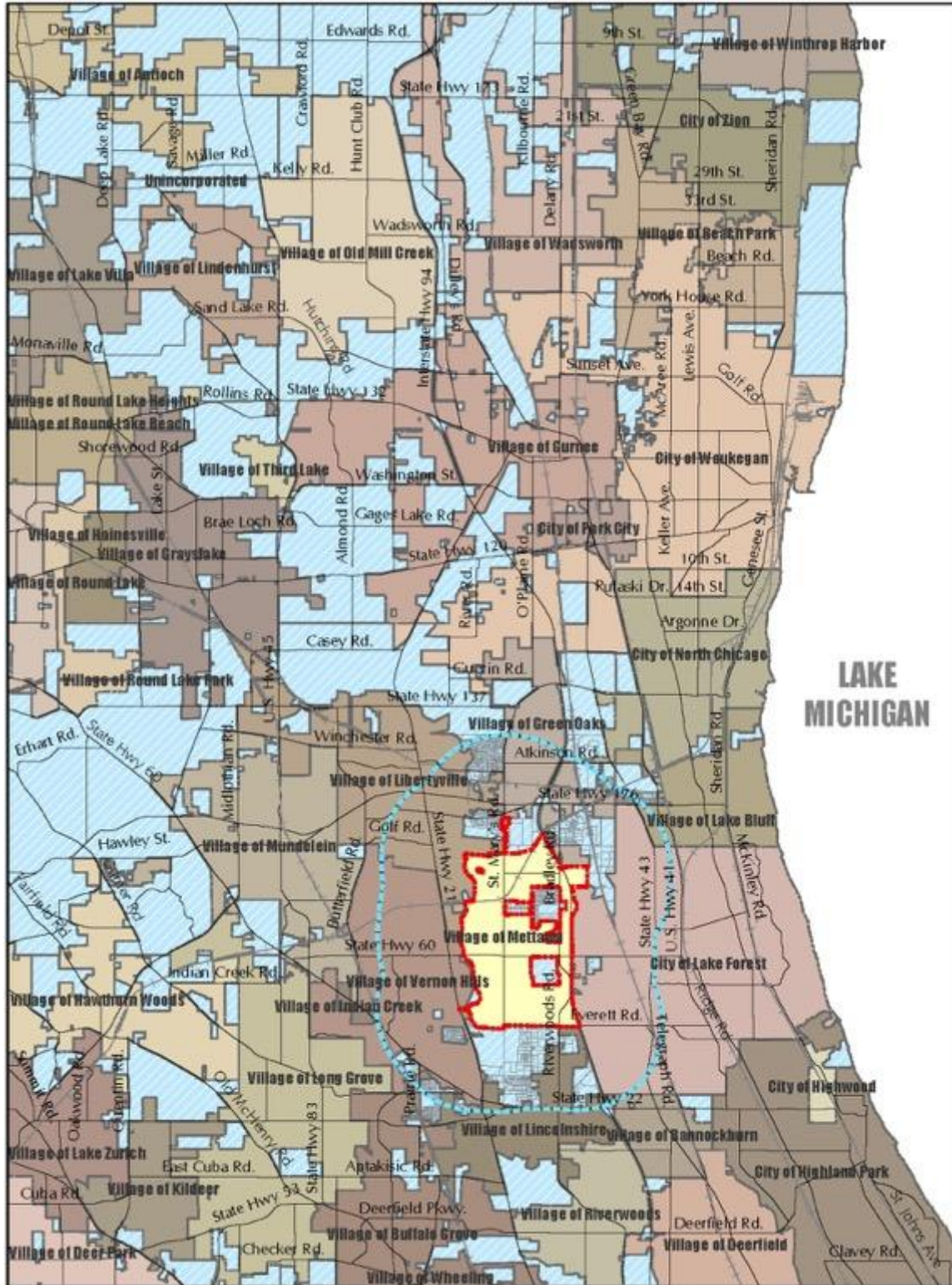
REGIONAL PLANNING AREA

As in prior amendments and updates, the Comprehensive Plan is applicable to the “Regional Planning Area” that encompasses all unincorporated areas of Lake County within one and one-half (1-1/2) miles of the Village’s borders (herein the Village’s “Extraterritorial Limits”) and all of the land located within the Village’s corporate limits. The Regional Planning Area includes approximately 19,500-acres (30.45 square miles) of land area. Within the Extraterritorial Limits portion of this total Regional Planning Area are approximately 4,060-acres, or 6.34 square miles of unincorporated land. The remaining incorporated land within one and one-half (1-1/2) miles of the Village’s borders is located within the corporate limits of Bannockburn, Buffalo Grove, Green Oaks, Lake Bluff, Long Grove, Libertyville, Lincolnshire, Mundelein, Vernon Hills, and Lake Forest. While there is no stated intention for the Village to annex any of the land in its Extraterritorial Limits, the Village can influence land use decisions in its Regional Planning Area.

REGIONAL LOCATION

The Village is best described as an island of low-density wooded and open lands surrounded by commercial, office, and higher density residential uses. The Village has distinct physical boundaries to both the east and the west. The western edge is generally bordered by the Des Plaines River. The Des Plaines River valley contains vegetation which forms a dense buffer and visual barrier. The eastern edge is bordered principally by Interstate 94, the Illinois Tollway.

Situated to the north of the Village are the Villages of Libertyville and Green Oaks, both with comparatively higher density residential development, as well as commercial and industrial development. To the west is the Village of Vernon Hills which has the second largest retail shopping center in Lake County. To the south is the Village of Lincolnshire with a balanced mix of residential, commercial, office, hotel, and industrial development. To the east is the City of Lake Forest, an established, mature community that is comprised of residential and urban land uses of a higher density.



Regional Location Map

- Regional Planning Area (Extraterritorial Limits)
- Unincorporated Property

Base Map Data Provided by the Lake County Department of Information and Technology
GIS/Mapping Division - 2004

Figure 1 Regional Location Map



Village of Mettawa 2025 Comprehensive Plan

PLANNING HISTORY

In 1950, the residents of what is now the Village of Mettawa took a significant step to ensure that the development trends in their area did not significantly deviate from the rural residential development concept in existence at that time. Residents prepared a petition, subsequently adopted by the Lake County Board, which declared that the area bounded by Old School Road to the north, the Des Plaines River to the west, Everett Road to the south, and Bradley/Riverwoods Road to the east was to be established as an area of five-acre residential zoning, with minor variations to permit existing non-conforming, one to two acre lots. Five-acre zoning is the foundation for the sound preservation of this rural residential community.

To further ensure the survival of the community, in 1959 the residents unanimously petitioned for incorporation as a Village of the State of Illinois. Upon hearing the petition, the County Court directed an election for incorporation be held, and in 1960 residents voted in favor of incorporation.

The Village is unique in the context of the ever-increasing urban character of Lake County and the Chicago Metropolitan Area, and is illustrative of how a community with foresight and planning can preserve its natural resources and desired quality of life.

VILLAGE DEMOGRAPHICS

POPULATION GROWTH TRENDS

The Village experienced moderate growth from 1960-2000, and then rapidly grew over the next 10 years. The growth trend during the period from the date of its incorporation in 1960 to 2010 represents a population increase of 421 people, with a markedly accelerating growth rate between 2000 and 2010. The following table reflects the US Census Bureau population figures for the Village for the years 1960 through the 2011 estimate:

YEAR 1960 – 2014 VILLAGE POPULATION GROWTH

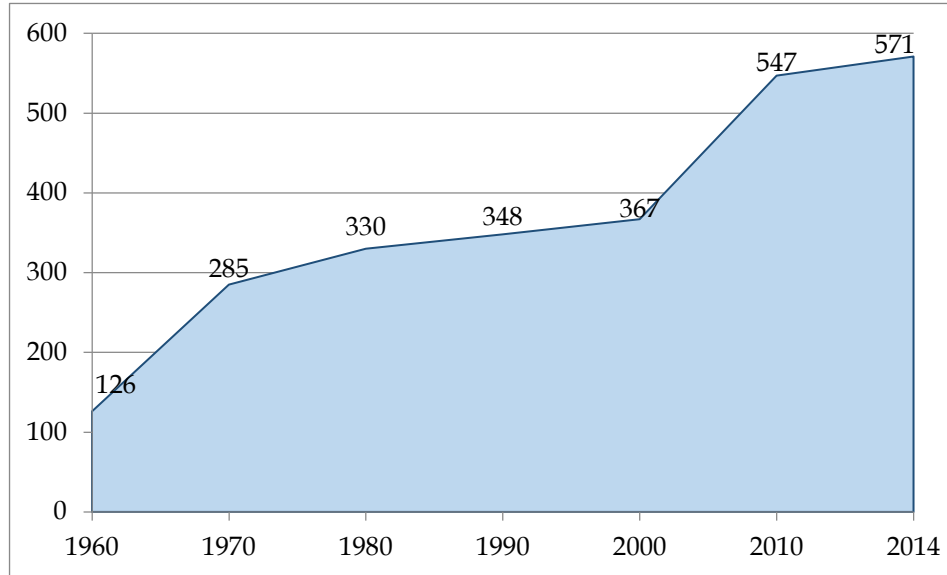
Census Year	Population	Percent Increase
1960	126	-
1970	285	126.2%
1980	330	15.8%
1990	348	5.5%
2000	367	5.5%
2010	547	49%
2014 (estimate)	571	

Figure 2 Year 1960-2014 Village Population Growth

Source: US Census Bureau

The following exhibit reflects the population growth trend for the Village of Mettawa from 1990 through 2014, including the 2014 estimate:

Mettawa Population, 1960-2014



Source: US Census Bureau

Figure 3 Mettawa Population, 1960-2014

The US Census Bureau estimated population of 571 persons for the year 2014 represents an approximate 4.3 percent increase from the Year 2010 Census figure, or an overall increase of 24 persons. The Chicago Metropolitan Agency for Planning (CMAP), the official regional planning agency for the seven counties of Northeastern Illinois, generated a Year 2040 Population Forecast for the Village at 1,117 persons. This forecast growth figure is an approximate 104 percent population increase from the US Census Bureau year 2010 population and reflects an overall increase of 991 persons from the population of 126 in 1960, the year the Village of Mettawa incorporated. The limited number of undeveloped properties in the Village, the unlikely subdivision of property to essentially double the number of home sites in the village, and national and regional trends toward smaller households strongly suggest that the CMAP estimates for 2040 are unrealistically high.

According to the 2010 US Census Bureau figures, there were 229 households occupying homes within the five and a half (5-1/2) square miles that comprise the Village. This is an approximate increase of 69.6 percent over the 135 households reported in the 2000 Census. CMAP anticipates a continuation of this trend, with their Year 2040 forecasts indicating an overall increase to 631 households, which is an approximate 175.5 percent increase from the year 2010. The following exhibit graphically represents the historic and forecasted trend in households for the Village:

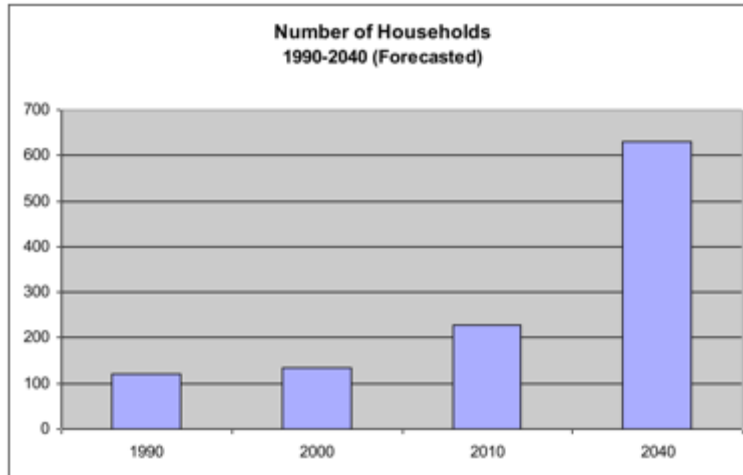


Figure 4 Number of Households 1990-2040

Source: US Census Bureau, 2010 and CMAP

The Year 2010 Census figures report an average household size for the Village of 2.63 persons per household. This figure is a slight decrease from the 2.9 average persons per household reported in the 1990 Census, and is consistent with national trends. Nielsen SiteReports estimate there are 2.57 persons per household in 2012, showing a continuous gradual decrease from 1990. In comparison, the average household sizes reported in the 2010 Census for the United States, Illinois, and Lake County were 2.58, 2.59, and 2.82, respectively.

The 2010 Census figures indicate that there are 229 housing units within the Village. Of this total, 202 units were reported as occupied and 27 were reported as vacant, 4 of the latter being identified as “seasonal, recreational, or occasional use.”

AGE DISTRIBUTION

According to the US Census Bureau figures for the year 2010, the largest percentage of the Village’s population, approximately sixteen (16%) percent, or 149 persons, falls within the age bracket of 50 to 64. Approximately thirteen (13%) percent of the Village’s population, or 121 persons, is under 18, and the retirement aged population (65 years of age and older) decreased from the 13 percent figure reported in 2000 to the approximate 9 percent figure, or 82 persons, reported in the Year 2010 Census. Furthermore, the reported median age for the Village in 2010 was 44.6 years of age, which is higher than the median age of 36.7 reported for Lake County. The following exhibit offers a graphic representation of the age distribution of the Village as reported in the 2010 Census.

There have been changes in the formation and occupations of households due to economic conditions between 2007 and 2014. This may change again as a result of an improved economy and housing market.

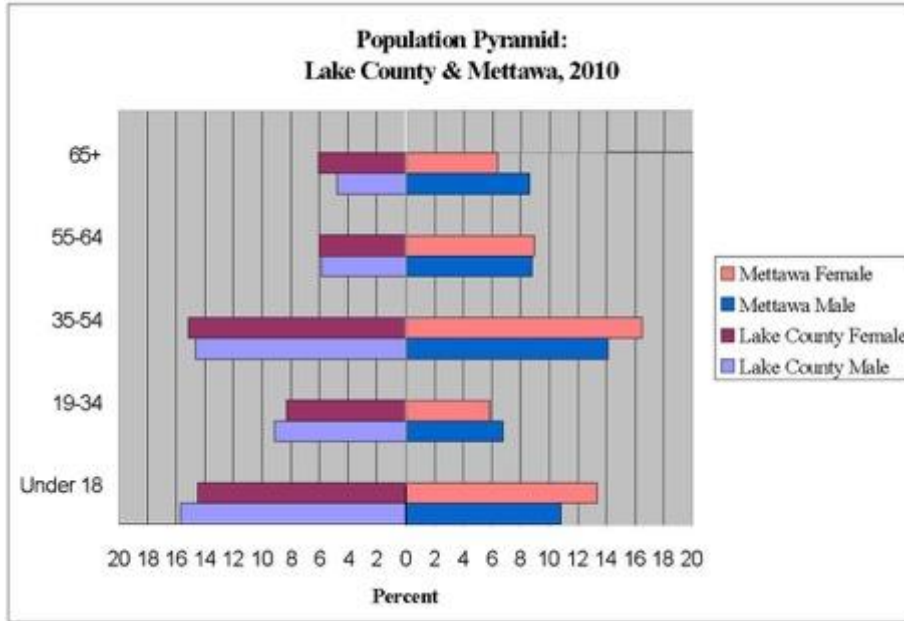


Figure 5 Population Pyramid, Lake County & Mettawa, 2010

Source: US Census Bureau, 2010

In comparison to Lake County, the Village’s population has a few more residents over the age of 55 and far fewer residents under 34.

EXISTING LAND USES

VILLAGE CORPORATE LIMITS AND EXTRATERRITORIAL LIMITS

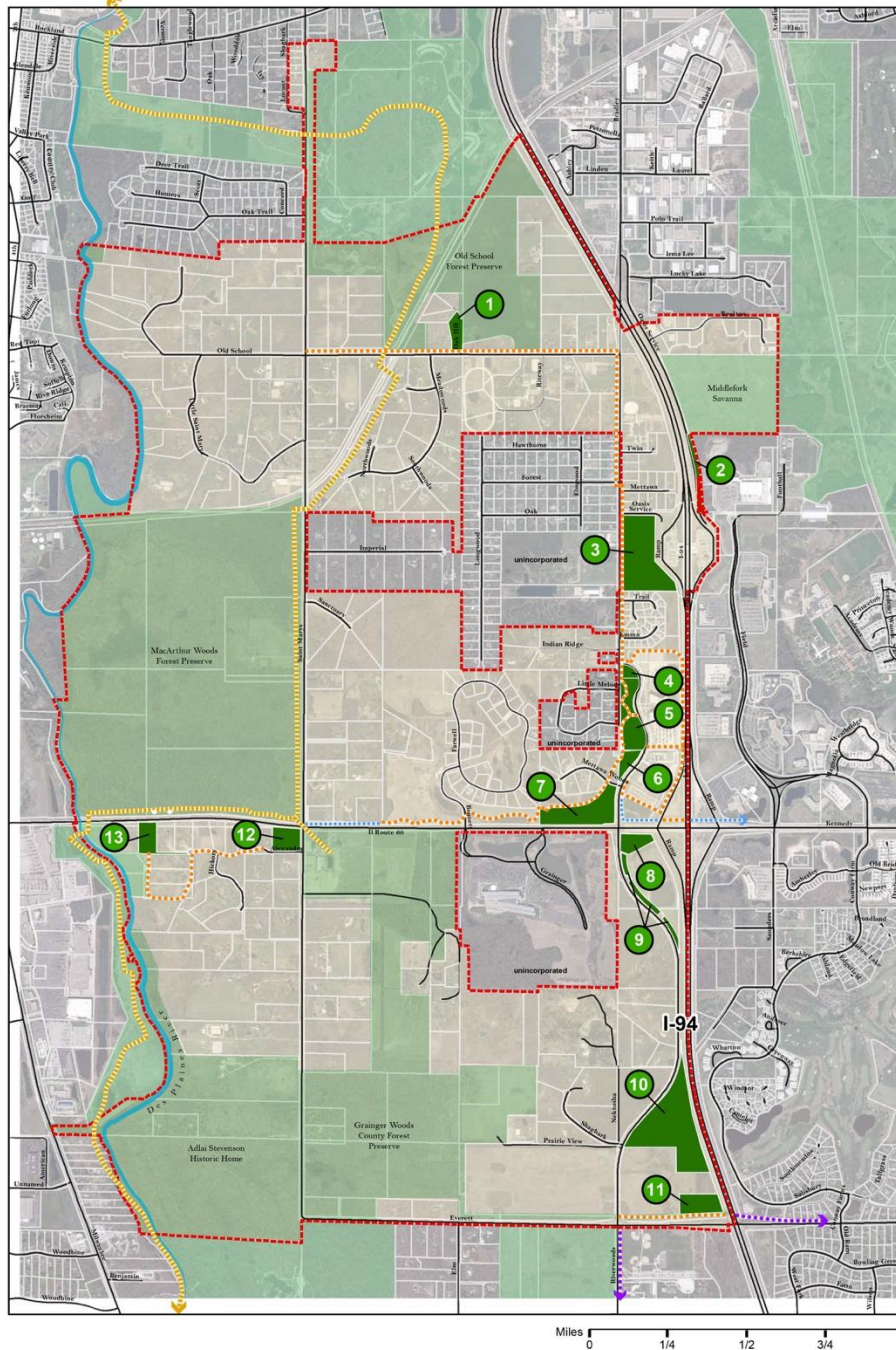
Existing land uses within the Village limits are single-family residential, dedicated open space (forest preserve), office, business park, hotel, office/research, certain retail service and sales uses, and undeveloped land zoned for single family residential use. The Village has no control over the zoning of unincorporated property within the Village’s Extraterritorial Limits, (see Exhibit 1) but it does have authority to accept or reject the subdivision of property within the Extraterritorial Limits. The existing use of unincorporated parcels located within the Village’s Extraterritorial Limits include single family residential (some lots of which are one (1) acre or larger), Lake County Forest Preserves, open space, recreation areas, retail, light industrial and office, including the W.W. Grainger Office Campus.

OPEN SPACE AND LAKE COUNTY FOREST PRESERVE PROPERTY

Open space is very important to the residents of the Village, and in 2015, the Village completed and approved the “Village of Mettawa Open Lands Recommendations Report.” The Report records the existing conditions of open land parcels in the Village and lists both observations and recommendations for each one. In accordance with the Report, the Village now has an OS Open Space Zoning District in the Mettawa Zoning Ordinance, and suitable properties have been rezoned into this District, as reflected on the Village’s official Zoning Map. The Report also establishes priorities and a framework for future conservation, restoration and stewardship of these properties.

There are numerous natural resource areas within and surrounding the Village, including the 1,174 acres of Forest Preserve that are owned by the county but located within the corporate limits. In addition to the forest preserve, Village open space includes the 24.01 acres at 701 Riverwoods/Everett Pond North; the 20.89 acre Oasis Park; and the 11.18 acre Whippoorwill Park and Restoration Area. The Village also benefits from additional parks and smaller open spaces as indicated on the Parks, Trails and Open Space map included in this report (figure 6).

DRAFT



Village Owned Properties:

No.	Park Name	Acre	Ownership	Type
1	27570 Oak Hill	2.91	Village	Residential Lot
2	East Side Oasis Service Strip	1.23	Village	Right-Of-Way
3	Oasis Park	20.89	Village	Park/Open Space
4	Riverwoods Blvd.	0.92	Village	Park/Open Space
5	Riverwoods Blvd.	9.04	HOA/Village	Park/Open Space/ Conservation Easement
6	26230 Riverwoods Blvd.	2.41	Village	Commercial
7	Whippoorwill Preserve/Farm	11.18	Village	Park/Open Space
8	SE Corner of Rt. 60 & Riverwoods Rd.	2.80	Village	Open Space
9	Riverwoods Road Berm	2.19	Village	Right-Of-Way
10	701 Riverwoods/Everett Pond North	24.01	Village	Park/Open Space
11	Everett Pond South	5.23	Village	Park/Open Space
12	25960 St. Marys Road	3.95	Village	Residential Lot
13	16 Alexandra Drive	3.91	Village	Residential Lot

Legend:

- Village Properties
- Existing Open Space
- Mettawa Village Boundary
- Trails**
- Existing Mettawa Trail
- Proposed Mettawa Trail
- Existing Other Municipal Trails
- Existing Des Plaines River Trail

*Data Source: Lake County GIS

Parks, Trails & Open Space

Village of Mettawa, Illinois

3.31.2015

Figure 6 Parks Trails & Open Space Map

The majority of property within and surrounding the Village has been developed at a very low density and as such contributes to the “open space” character of the community. This includes many acres of wetlands, floodplain, and natural wildlife habitats located on private property. The Village residents benefit from these various open spaces through a system of trails that allow pedestrian and equestrian access to the forest preserves and the Des Plaines River Trail.

LAND USE CHANGES

In the decade following incorporation, the Village experienced its most significant and extensive development, predominantly low density residential estates. Since 1970, growth has been more moderated, and still predominantly residential estate development and residential additions and site improvements. Historically since 1970, other land use changes have included:

1. The W.W. Grainger disconnection from the Village of 535 acres of its property extending from the center to the south boundary of the Village, which became unincorporated Lake County, a portion of which was zoned by the County of Lake as “Urban” and the remainder as “Estate Residential” and “Open Space” — all located within the Village’s Extraterritorial Limits.
2. The construction of the W. W. Grainger corporate offices on their 155-acre office campus.
3. The re-annexation into the Village of Mettawa of a portion of the 535 acres disconnected earlier, some of which had been donated by W.W. Grainger to the Lake County Forest Preserve District to be held by it as open space.
4. The consent decree permitting office development upon the 85-acre unincorporated Korhumel property located between Interstate 94 and Bradley Road, north of Route 60.
5. The subsequent annexation of the Korhumel property for office/hotel and single-family residential development within the corporate limits of the Village. Two office buildings and two hotels have been constructed, in addition to 33 single-family detached residential homes.
6. The annexation of portions of the Interstate 94 including the Tollway Oasis complex.
7. The annexation and disconnection of various Lake County Forest Preserve parcels.
8. The 18-acre Oasis Park Property was purchased by the Village and is situated between Bradley Road and the Lake Forest Tollway Oasis.

9. The construction and operation of the Costco retail/warehouse and fueling facility, south of Route 60, between Riverwoods Road and Interstate 294.
10. In 2006, the 39-acre property east of the Tollway and north of Conway Business Park was disconnected from the Village.
11. Between 1994 and 2013 Lake County owned and administered potable water and sanitary sewer facilities were extended to serve the W.W. Grainger, Korhumel, Costco, and Deerpath Farm properties.

RESIDENTIAL GROWTH

According to Village records, between the years 2006 and 2012, a total of fifteen (15) building permits have been issued for new single-family homes. Nielson SiteReports estimate that the combined value for all housing units in Mettawa was \$525,000 in 2012. The following exhibit charts the residential building permit activity between 2000 and 2012:

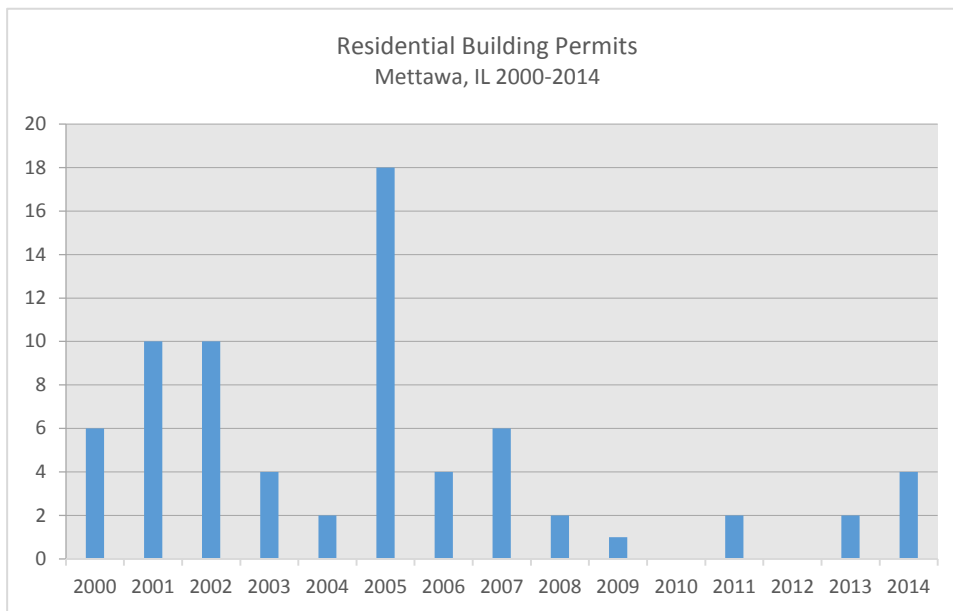


Figure 7 Residential Building Permits, Mettawa 2000-2014

Source: Village of Mettawa (January 2016)

NATURAL RESOURCES

GEOLOGY SOILS AND WATER QUALITY

Soils and water quality are major considerations in the planning of the Village. Large portions of land near the Des Plaines River are composed of silty clay loam with high water tables, and many of these areas are subject to periodic flooding. The river width along the western border of the Village varies from 150 to 200 feet and is bounded by silty banks 5 to 10 feet high. Water flow depth in the river fluctuates between 5 and 10 feet.

Most of the properties in the Village are served by private well and septic systems. Therefore, development in the Village often requires special site sensitivity to prevent surface and groundwater contamination. In addition, intermittent streams, marshes and wet low areas must be protected, as they provide recharge for groundwater or feed eventually into surface streams, lakes or ponds. The difficulty in developing areas of wetlands in the Village is mentioned in the report “Planning Analysis for the Lake Forest, Mettawa, Lincolnshire Study Area” by the LML Joint Planning Committee (1993).

Most of the Village's soil types are not well suited for septic fields; however, low-density developments with large septic fields have worked satisfactorily. Detailed maps of the soils in the Village are available from the United States Department of Agriculture, Soil Conservation Service. The soil types listed below are representative of the soils found within the Village.

SOIL SERIES FOUND IN METTAWA

Soil Series	Name	Development Problems	Septic Field Problems
107	Sawmill	Severe: Wetness, Floods	Severe: Floods, Wetness
153	Pella	Severe: Low Areas	Severe: High Water Tables
228A-C	Nappanee	Severe: Wetness	Severe: Slow Permeability
320A-B	Frankfort	Severe: Wetness	Severe: Slow Permeability
330	Peotone	Severe: Wetness, Floods	Severe: Slow Permeability
365	Aptakistic	Moderate: High Water Table	Moderate: High Water Table
465	Montgomery	Severe: Low Strength	Severe: Slow Permeability
696A	Zurich	Moderate: Wetness	Moderate: Wetness
697A	Wauconda	Severe: Wetness	Severe: Wetness
981A	Wauconda & Frankfort	Severe: Low Strength	Severe: Slow Permeability
982A-B	Aptakistic & Nappanee	Severe: Low Strength	Severe: Slow Permeability
983B	Zurich & Nappanee	Severe: Wetness	Severe: Slow Permeability
BA	Borrow Area	On-Site Investigation Needed	
ML	Made Land	On-Site Investigation Needed	

Figure 8 Soil Series in Mettawa

FLORA AND FAUNA

Land of exceptional environmental quality can be found in and surrounding the Village. The Illinois Natural Areas Inventory has found the MacArthur Woods Forest Preserve, an Illinois Nature Preserve, to contain rare plants such as the rattlesnake plantain, hoary willow and the endangered purple-fringed orchid. Bobcats, coyotes, and red fox have been sighted; and red-shouldered and broad-winged hawks, screech and great horned owls have used the area for nesting. The wetlands located west of Riverwoods Road, 1/4 mile north of Everett Road, may contain nesting sites for Virginia rails and American bitterns. A privately commissioned wildlife survey in Mettawa during a three-day period in 1989 found thirty-nine species of birds and eight species of mammals. Part of the Middlefork Forest Preserve, east of Interstate 94, is in the Village and is also an Illinois Nature Preserve.

COMMUNITY SERVICES

PRIVATE WATER SUPPLY AND WASTE DISPOSAL (SEPTIC SYSTEMS)

An estimated 55% of Village residents obtain potable water from their own water wells. These private wells range in depth from shallow to over 1,000 feet.

The water varies considerably in quantity and quality. Reliance on well water places great importance on the management of wetlands, stormwater runoff, and pollutants, in order to preserve water quality and insure adequate groundwater recharge.

Approximately 90% of Village residents provide their own on-site wastewater disposal and treatment systems. Although the soil is generally a silty clay with slow percolation, septic systems with large areas for wastewater dispersion have worked satisfactorily.

PUBLIC WATER AND SANITARY SEWERS

About 45% of Village residents receive potable water service from Lake County, member of the Central Lake County Joint Action Water Agency, which also supplies water to many nearby communities. The corporate limits of the Village lie within Vernon Township and Libertyville Township whose common border is Townline Road, better known as Illinois State Route 60 (herein "Route 60"). Of those Village residences lying in Vernon Township on the date of this Comprehensive Plan, potable water is supplied by private wells, except for 3 homes. Approximately 50% of Village residences located in Libertyville Township are supplied potable water by Lake County, while the rest rely on private wells. In 2009 the Village petitioned the County to annex the Village into Lake County's Joint Action Water Agency (JAWA), which was granted later. JAWA granted connection to the Lake Michigan water system to any resident through January 1, 2016.

In Libertyville Township, approximately 6.5% of Village homes receive sanitary sewer service from Lake County. In Vernon Township, public sanitary sewers are virtually unavailable and Village residences located therein are serviced by private septic systems. Sanitary sewer service for seventy-nine (79) single-family homes located west of Interstate 94 and 41 homes north of Rt. 60 in the Deerpath Farms development has been provided by Lake County from its New Century Treatment Plant in Vernon Hills. An exhibit showing the current boundaries of the Lake County Public Works South Central FPA has been included in the Appendix of this document.

The North Shore Sanitary District (herein "NSSD") provides sanitary sewer service to the properties on Boulton Boulevard located in the Oasis Business Park east of the Interstate 94. Organized in 1914 under the North Shore Sanitary District Act of 1911, the NSSD is a municipal corporation that owns and operates more than 100 miles of intercepting sanitary sewer lines and pumping stations which collect and convey wastewater from local sewer systems to sewer treatment plants in Gurnee, Waukegan, and Highland Park, Illinois. An exhibit identifying the current NSSD District Boundaries has been included in the Appendix of this document.

Village of Mettawa - County Water and Sewer

Mettawa Subdivisions/Streets	Water	Sewer
Bradley Road	x	
Deerpath Farm Subdivision	x	x
Everett Road		
Hamilton Estates Subdivision	x	x
Indian Ridge Road	x	
Lake Forest Meadows Subdivision (Meadowoods)	x	
Little Melody Lane	x	
Little Saint Marys Road (St. Marys to 15141 LSMR)	x	
Little Saint Marys Road (15210 to West)		
Maureen Lane		
Mettawa Lane	x	
Mettawa Woods Subdivision	x	x
Nektosha Way		
Oak Hill Lane	x	
Oasis Business Park	x	x
Old School Road East (St. Marys to Bradley)	x	
Old School Road West (St. Marys to 15101 OSR)	x	
Old School West (15290 to West)		
Riverside Preserve Subdivision		x
Riverwoods Boulevard	x	x
Riverwoods Road (Costco)	x	x
Riverwoods Road		
Saint Marys Road North (Rt. 60-Limits)		
Saint Marys Road South (Rt. 60-Everett)		
Sanctuary Estates Subdivision	x	
Shadowbrook Subdivision	x	
Shagbark Road		
The Crest Subdivision	x	
The Enclave Subdivision	x	x
Twin Drive	x	

February, 2016

Figure 10 Village of Mettawa County and Sewer water chart

POLICE AND FIRE SERVICES

The Village does not operate a police or fire department. Police protection is provided through an agreement with the Lake County Sheriff. In 2011 the Village established a contract with a private company to patrol the Village. This service augments police services provided by the Lake County Sheriff's office with which the security team coordinates calls and events. Fire protection is provided by the Libertyville and Lincolnshire Riverwoods Fire Protection Districts. An exhibit identifying the Fire Protection District boundaries has been included in the Appendix of this document. The

Village works actively with each of these critical service providers in the areas of strategic and tactical preparedness in an effort to assure the greatest possible protection of life safety in the Village.

SCHOOL DISTRICTS

The Village is served by four (4) elementary and two (2) high school districts. Hawthorn Community Consolidated Elementary District #73 generally services all areas west of St. Mary's Road, except the area north of the Old School Forest Preserve, which is served by Libertyville School District #70. Hawthorn District #73 also serves some properties east of St. Mary's Road near Route 60. Roundout Elementary School District #72 serves the area east of St. Mary's Road and north of Route 60 (except for the area served by Hawthorn District #73). Lincolnshire-Prairie Elementary District #103 serves the area south of Route 60 and East of St. Mary's Road.

The high school districts are Adlai E. Stevenson High School District #125 and Libertyville Community High School District #128. Stevenson serves the part of the Village south of Route 60 and east of St. Mary's Road. Libertyville serves the rest of the Village. Exhibits identifying the Elementary and High School District boundaries have been included in the Appendix of this document.

TRANSPORTATION

The automobile is the predominant mode of transportation in the Village. According to the Year 2000 Census data, approximately eighty-four (84%) percent of the work-force commutes to work, with seventy-five (75%) percent driving or carpooling, and nine (9%) percent using public transportation. However, residents using public transportation must drive to a train station. The remaining 16% of the population either walks (6%), travels by other means (9%), or works at home (1%). The METRA commuter rail service that operates from both of the Lake Forest train stations to downtown Chicago are assets to Mettawa residents, making it practical to work in or visit the urban core, while living in the countryside, rural setting.

Mettawa's road system is rural in scale and character and generally meets the needs of local residents. With the exception of the Interstate 94 and Route 60, most roads in the Village are paved and have two traffic lanes. It is Village policy to oppose the widening of any road in the Village except Interstate 94 and the Route 60 Bridge which crosses over Interstate 94.

Where streets abut a subdivision, it is Village policy that land must be dedicated to provide one-half the required right-of-way width as measured from centerline of such street. The minimum width of street rights-of-way is as follows:

1. Arterial/Strategic Regional: 80 Feet
2. Collector: 66 Feet
3. Local and Private Streets: 50 Feet

The following table identifies the street classifications and jurisdictions of the existing public road network within the Village of Mettawa:

Street	Direction	Classification	Jurisdiction
Alexandra Drive	E-W & N-S	Local (SSA)	Village of Mettawa
Bennett/Farwell Road	E-W & N-S	Local (SSA)	Village of Mettawa
Black Bird Court	E-W	Private	Village of Mettawa
Boulton Boulevard	E-W	Private	Village of Mettawa
Bradley Road	N-S	Collector	Village of Mettawa
East Oasis Service Road	N-S	Local (SSA)	Village of Mettawa
Emma Lane	E-W	Private	Village of Mettawa
Everett Road	E-W	Collector	Lake Co. Hwy. Dept.
Indian Ridge Road	E-W	Private	Village of Mettawa
Interstate 94	N-S	Tollway	Tollway Authority
Kotaba Drive	N-S	Local (SSA)	Village of Mettawa
Little Melody Lane (partial)	E-W	Local	Village of Mettawa
Little St. Mary's Road	E-W & N-S	Local	Village of Mettawa
Maureen Lane	E-W	Private	Village of Mettawa
Meadowoods Lane	N-S & E-W	Local	Village of Mettawa
Mettawa Lane DRAFT	E-W	Local	Village of Mettawa
Mettawa Woods Drive	E-W	Private	Village of Mettawa
Nektosha Way	N-S	Local (SSA)	Village of Mettawa
Northwoods Lane	N-S	Local	Village of Mettawa
Oak Hill Lane	N-S	Private	Village of Mettawa
Old School Road	E-W	Collector	Village of Mettawa
Penny Lane	N-S	Private	Village of Mettawa
Prairie View Lane	E-W	Private	Village of Mettawa
St. Mary's Road	N-S	Collector	Lake Co. Hwy. Dept.
Sanctuary Lane	E-W	Private	Village of Mettawa
Shagbark Road	E-W & N-S	Private	Village of Mettawa
Southwoods Lane	N-S	Local	Village of Mettawa
State Route 60 – Townline Road	E-W	Major Arterial	IDOT
Riteway Road	E-W & N-S	Private	Village of Mettawa
Riverwoods Boulevard	N-S	Major Arterial (SSA)	Village of Mettawa
Riverwoods Road/Cty W24	N-S	Collector	Lake Co. Hwy. Dept.
Trail Drive & Court	E-W & N-S	Private	Village of Mettawa
Twin Drive	E-W	Local	Village of Mettawa
Westwoods Lane	E-W	Local	Village of Mettawa

Figure 11 Street Classifications & Jurisdictions in Mettawa

The 1994 Lake County Framework Plan estimated that a number of roads within the Village would suffer from heavy congestion by the year 2000. The Village’s traffic network has been studied by the Lake County Highway Department, the State of Illinois Department of Transportation (herein “IDOT”) and by private traffic consultants. IDOT has installed improvements of Route 60 including the widening of the bridge over Interstate 94, the entrance and exit ramps at this full interchange as well as the intersection of Route 60 and Riverwoods Blvd.

The following table reflects the most recent available Average Daily Traffic Counts as reported by IDOT for various road segments throughout the Village (the Village should incorporate new counts as they become available):

AVERAGE DAILY TRAFFIC

Roadway Segment	Estimate	Year of Traffic Count
Bradley Road (between IL Routes 60 and the I-94 Bradley Road Bridge)	4,050	2014
Bradley Road (between the I-94 Bradley Road Bridge and IL Highway 176)	6,000	2014
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St. Mary’s Road (between IL Highway 60 and Everett Road)	4,950	2014
St. Mary’s Road (between IL Highway 60 and IL Highway 176)	9,800	2014
St. Mary’s Road (between IL 176 and Atkinson Road)	16,100	2014
Route 60 (between IL Route 21 and St. Mary’s Road)	39,300	2014
Route 60 (between St. Mary’s Road and Bradley Road)	36,400	2014
Everett Road (between I-94 & St. Mary’s Road)	5,100	2014
Old School Road (between St. Mary’s Road and Bradley Road)	1,250	2014

Figure 12 Average Daily Traffic Counts in Mettawa

Source: Illinois Department of Transportation (www.dot.illinois.gov/gettingaroundillinois/)

IMPROVEMENTS PROPOSED BY THE TOLLWAY AUTHORITY AND IDOT

Areas of Concern	Proposed Improvements
Route 60 between St. Mary’s Road & Route 83	Increase from 4 lanes to 6 lanes - IDOT*

* Illinois Department of Transportation

Figure 14 Proposed Roadway Improvements

Roadway improvements supported by the County of Lake and IDOT will not eliminate the congestion on Route 60. This congestion is caused by traffic generated outside of the Village’s borders.

The County’s concern over the continued congestion of Route 60 is addressed in the “Issues Report: A Compendium of Special Studies Providing Background for the Lake County Framework Plan Update” by the Advanced Planning Section of the Lake County Department of Planning, which states:

For example, the east-west portion of Route 60, from about Route 45 to I-94 which experiences congestion around the Hawthorn Center shopping mall in Vernon Hills – would be widened from 4 lanes to 6 lanes to allow a freer traffic flow and improve levels of service. However, even with these improvements, Lake County Division of Transportation projects that the segment from Route 83 to St. Mary’s Road will still be operating over capacity. There would then continue to be congestion at the major intersection of Route 60 and I-94 even after the proposed widening of both roads and improvements to this intersection.

The Village will be adversely affected by and is opposed to the increase in traffic volumes which will result from any widening of Route 60. Programmed road improvements should be undertaken in a manner which will have the least adverse impact on safety and the environment of the Village. In order to lessen the impact of traffic on the Village, Illinois State Route 176 (herein “Route 176”) should be widened to 4 lanes and its intersection with Interstate 94 should be converted to a full interchange. At the same time, Mettawa should continue to pursue its plan for low-density single-family residential development, which has negligible impact on traffic.

St. Mary’s, Bradley and Old School Roads are undergoing continuously more and more automobile travel as the development along and to the north of them increases. The Village opposes the widening of these roads. Additional and creative traffic management measures that encourage through traffic to use other routes (including Waukegan Road, the Tollway, Route 22, Route 176, and Milwaukee Avenue) should be introduced. The character of these routes should be enhanced with native landscaping, replacement of dead trees, and better summer maintenances routines. The Village should also continue the establishment of the scenic easement system wherever it will have a positive impact on the character of the roadway corridor.

DEVELOPMENT POLICIES – GOALS AND OBJECTIVES

The planning process is based on a continuum of personal and collective decision-making reflected in a shared vision for the community. The identification of goals and the formulation of objectives in support of these goals is the first step in the process of establishing a common vision. Goals and objectives statements establish the policy framework which underpins all land use decisions, both now and in the future. This Comprehensive Plan is a declaration of intent. It is advisory and does not in and of itself constitute a regulation. Adopted by the Village Board by ordinance, all goals, objectives, principles, and standards herein are now Village policy.

Based on the 1994 Village Comprehensive Plan, the following statements of goals and objectives are updated hereby to incorporate new information, ideas, and direction obtained from Village Staff and elected Officials. These same terms were used as the foundation of the Strategic Plan produced from resident input in 2014. The 2014 version of the Strategic Plan is included in the appendix.

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Village Mission Statement: The Village of Mettawa strives to preserve and nurture our authentic rural and horse friendly environment and to ensure the highest quality of family life for our residents.

Goals: Goals statements are the stated ends that form the vision; they are statements regarding general aims of the Village, with broad or long-range intended outcomes.

Objectives: Objective statements describe a more specific future condition to be attained; they outline a specific target established to achieve a goal.

Under each subject heading is a goal statement which is followed by a list of objectives established to achieve the associated goal. It should be noted that the listed objectives do not appear in a specific order of importance.

Source: Blue = 2011 Strategic Plan Content Red = Previous Comp Plan Content

VILLAGE CHARACTER

Goal 1:

To retain the unique qualities of a rural residential environment with a strong sense of community.

Objectives:

1. Encourage the use and maintenance of native flora to further accentuate the Village's rural heritage.
2. Communicate and encourage animal recovery through various outlets.
3. Nurture desirable and/or endangered wildlife and aquatic species and enhance their habitats.
4. Maintain a residential density requiring a minimum of five (5) builder's acres (a "builder's acre" is 40,000 square feet) per dwelling.
5. Through zoning enforce five (5)-acre density to keep the openness of the land.

LAND USE

Goal 1:

To develop a land use policy which assures the protection and preservation of the rural residential community.

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Objectives:

1. Continue the maximum residential density for developments of one (1) residential dwelling unit per five (5) builder's acres.
2. Continue to allow the option of use of Planned Unit Developments to meet overall density requirements as a means to preserve natural areas, to allow for creative site planning, or to avoid higher density development.
3. Ensure that all planning preserves Mettawa's natural resources and a desired quality of life as a low-density rural residential community.
4. Encourage the addition and designation of private and public open spaces, and where appropriate place conservation easements on open lands.
5. Establish a maximum residential density for new developments of one residential dwelling unit per 200,000 square feet of land, five (5) builder's acres, within the areas so described on the Future Land Use Map, Exhibit (to come).
6. Approve subdivisions of land within the Extraterritorial Limits, provided the lots reflected on the plat comply with this Comprehensive Plan.
7. Encourage existing stables to upgrade in order to increase the attractiveness and character of the Village.

Goal 2:

To retain a balanced relationship between the Village's natural ecological system and Mettawa's residents.

Objectives:

1. Retain as much of the natural topography, soils, and geology as is possible.
2. Conserve groundwater supplies and protect underground aquifers from contamination, overuse and misuse of septic system.
3. Provide for groundwater recharge; protect recharge areas.
4. Conserve and enhance native trees, plants, and other comparable vegetative cover, especially the woodlands.
5. Nurture desirable and/or endangered flora and fauna and enhance their habitats.
6. Protect lakes, rivers, streams, and wetlands from pollution and degradation.
7. Maintain adequate stormwater drainage capacities of drainage basins, floodplains, and waterways.
8. Mitigate adverse impacts of pesticides and fertilizers, air, noise, and light pollution.
9. Initiate an educational and outreach program that can become a “natural surroundings” resource for our residents.
10. Encourage individual residents to apply sustainability practices to their personal property.

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OPEN SPACE

Goal 1:

To protect, maintain or expand where possible, the supply of public open space in and around the Village.

Objectives:

1. Encourage support of open space with active collaboration with the Mettawa Open Lands Association (“MOLA”), Lake Forest Open Lands, or similar community organizations that will pursue the establishment, protection, enhancement, and the best possible management of all open space resources.
2. Encourage the maintenance of open space.

3. Establish and maintain a comprehensive trail system in accordance with the Village's Parks, Trails and Open Space Map (Figure 6) that allows residents to benefit from the open space and allows access to existing trail systems inside and outside the Village, forest preserves, and the Des Plaines River.
4. Educate and encourage the use of green infrastructure practices.
5. Discourage all development in County Forest Preserves within the Village except for trails and the existing stable in the Grainger Woods Forest Preserve.
6. Encourage the Lake County Forest Preserve District to provide the best possible maintenance for all of its properties in the Village, and also to enforce its rules against all violators.

SENSE OF COMMUNITY

Goal 1:

To establish events, activities, and facilities, as well as disseminate information that will reinforce a sense of community.

Objectives:

1. Build awareness that living in Mettawa is different from living in unincorporated Lake County, or in higher density municipalities.
2. Enhance communications and engage the community in public and civic affairs.
3. Communicate Mettawa's unique qualities of a rural residential environment.
4. Work to ensure public trust and encourage collaboration, participation and engagement with the constituency.
5. Encourage residents to volunteer to serve as Village officials. The Village is small and relies on volunteer officials to manage Village affairs.
6. Instill a sense of community that will motivate residents to respect Village ordinances as a means of protecting and preserving their property values and quality of life.

7. Support MOLA and similar community organizations which pursue the establishment and enhancement of open spaces contributing to sense of community in Mettawa.
8. Consider and evaluate the need for Village administrative and meeting facilities.
9. Plan additional Village events that build a sense of community.

TRANSPORTATION

Goal 1:

To develop transportation policy which preserves the atmosphere of the rural residential community.

Objectives:

1. Give special attention to the design of all roads, highways, and utility rights-of-way to achieve the desired level of safety and function within a rural environment. These design factors are to provide protection and preservation of native trees, plants and shrubs in their natural state, and discourage the installation of curb, excessive or unnatural looking berms and wide shoulders.
2. Enhance the aesthetic image of roadway corridors through the use of native landscaping, replacement of dead trees, and maintenance.
3. Discourage heavy, through-traffic movements on all roads in the Village.
4. Seek to introduce additional and creative traffic management measures in cooperation and collaboration with the County Sheriff's Department and/or other organizations and agencies.
5. Continue the establishment of the scenic easement system where it provides a positive impact on the character of the roadway system.
6. Continue to oppose the widening of roads in or through the Village.
7. Encourage the maintenance of the Mettawa Trail through the Village. This trail allows pedestrian, bicycle, and equestrian users to travel throughout the Village and connects to other trails inside and outside the Village. An important feature of a rural residential lifestyle is the freedom for pedestrians and horseback riders to move about. Design and utilization of trails should be sensitive to the privacy and use of privately owned properties.
8. Promote the improvement of air quality by developing the regional arterial system designed to minimize the disruption of traffic flow due to congestion without road widening.

9. Minimize noise and light impacts resulting from transportation related improvements on office, hotel, Interstate 94, and recreational properties. Encourage the Illinois Tollway Authority to maintain and extend the sound wall on the west Interstate 94 boundary adjacent to all residentially zoned property.

VILLAGE SERVICES

Goal 1:

Ensure that all residents have access to an affordable and reliable Lake Michigan water system that exceeds health and safety standards.

Objectives:

1. Investigate the feasibility of such a system and collaborate with Lake County on the development, planning and design.
2. Investigate preliminary engineering designs, investments, policies and actions necessary to construct and support such a water infrastructure and ensure efficient, sustainable locations to best support the Village.
3. Educate decision makers and citizens on the value of Lake Michigan water, water distributions systems and the services provided.
4. Research and ensure that the water system is robust, scalable, and cost-effective over its life cycle as well as being resource efficient and consistent with community goals.
5. Evaluate and communicate funding mechanisms, estimates and strategies for the offering of Lake Michigan water.

Goal 2:

To assure essential services for the health, safety and welfare of the residents.

Objectives:

1. Maintain as a high priority the protection of Village residents from crime, fire and storms. Take those steps necessary to ensure residents enjoy the same level of safety as provided by surrounding municipalities.
2. Insure that the private individual on-site wastewater treatment systems are designed and constructed to high standards in order to provide service indefinitely and not lead to pollution.
3. Discourage public sanitary sewer service unless the service is provided by other units of government, and is limited to a specific development and will preserve the goals and objectives of this Plan.

4. Encourage public water service access to residents, which may include the County of Lake, another unit of local government, or an agency of either. Private on-site wells must be provided by property owners when public potable water service is unavailable.
5. Maintain safety and the attractive appearance of Village roads, trails, utility rights-of-way, and other public properties.
6. See that utilities are located underground so as not to disrupt planned land uses or create hazards, while preserving the natural beauty of the landscape.
7. Continue to provide public services to protect the health, safety and welfare of Village residents.

ECONOMIC SUSTAINABILITY

Goal 1: DRAFT

To continue fiscally responsible budgeting and financial practices to ensure efficient Village services, financial solvency, and transparency.

Objectives:

1. Continue strong financial leadership combined with a skilled financial team to develop a unified and actionable plan for addressing and ensuring sound budgeting and financial practices.
2. Identify opportunities for cost reduction through innovation and planning which may include bidding, comprehensive infrastructure assessments, and capital outlay planning.
3. Communicate the financial conditions, benchmarks, and recommendations for achieving the goals to residents.
- 4.

LAND USE PLAN

Based on the foregoing discussion of development factors, the strategy for achieving community goals and objectives has three components: (1) perpetuating the rural residential development of the community; (2) protecting the Village's environmental resources; and (3) providing a viable alternative of a rural life-style in contrast to with a higher density urban or suburban life-style. Achieving these goals is the basis for the following recommendations.

LAND USE

The Village is characterized by large residential lots, and includes environmentally sensitive areas on private property and in Lake County Forest Preserves. The Village continues to foster large lot zoning in order to preserve its rural residential quality of life and to protect natural resources. Except for W. W. Grainger Office Campus, properties located in the unincorporated areas surrounded by the Village have comparable land uses.

The only exceptions to this land use pattern are the nonresidential developments east of the Tollway and Between the Tollway and Riverwoods Boulevard and Riverwoods Road adjacent to IL Route 60. In these areas the Village has provided for hotel/office-research/business park development zoning. This area is also targeted by Lake County as part of the County's economic development corridor, where future employment concentration is expected. To that end the Village must continue to encourage the widening of Route 176 so as to alleviate congestion at Route 60, and to establish the full interchange for Route 176 and the Tollway. Similarly, the Village must continue to oppose the widening of Old School, Bradley and St. Mary's Roads and Route 60 from their current width. The guidelines for future land use in the Village are as follows:

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1. Encourage five (5) builder's acre density rural residential development of the properties lying west of Interstate 94 (except for existing one (1) acre zoning east of Bradley Road), which is consistent with existing Village zoning.
2. Maintain the scenic qualities of all Village roads, and oppose the widening of these roads.
3. Encourage site design practices responsive to the relationships between land uses and existing environmental features.
4. Encourage designation of open lands.
5. Encourage the conservation of resident land and environmental features, including native trees and plants, wetlands and flood plains.
6. Maintain a Village trail system, an essential feature that promotes the rural lifestyle.

ENVIRONMENTAL CORRIDORS

Environmental corridors have long been established as a method of protecting linear geographic areas which have significant amounts of interdependent natural features. These features include floodplains, soils, water recharge areas, topography, vegetation and wildlife. These areas of natural resources must be protected from development impacts.

Two environmental corridors are found within the Village. The first area, the Des Plaines River Corridor, includes the floodplains of the Des Plaines River along the western edge of the Village. The second area, the MacArthur Woods/Shagbark Road area corridor, lies along a floodplain, which crosses the Village diagonally, from the area where

Riverwoods Road is adjacent to Interstate 94 south of Route 60 to the intersection of the Elgin-Joliet-Eastern Railroad and the Des Plaines River (in MacArthur Woods).

DES PLAINES RIVER CORRIDOR

The Des Plaines River Corridor is one of the major environmental features in the Village. The river extends along the length of the Village and beyond. The Corridor includes five (5) forest preserves (Old School, MacArthur Woods, Captain Daniel Wright Woods, Grainger Woods Conservation Preserve and the Stevenson Preserve) as well as the woodlands and marshes connecting these preserves. Two (2) known water recharge areas are located in this corridor. They are both located near the Adlai Stevenson Home Preserve, north of the intersection of Everett and St. Mary's Roads. This preserve harbors a rare stand of northern flatwoods, ecologically valuable wetlands, and several state-listed threatened and endangered species. Two natural communities found on the site include a wet-mesic prairie and a high quality sedge meadow that contain more than 165 native plant species. Healthy, native plants are now thriving in pastures where horses once grazed. Townline Stables operates a boarding stable at the northwest corner of the preserve.

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Problems which could arise from any significant development within the Des Plaines River Corridor, other than planned trails, include added storm water runoff, soil erosion, contamination of water recharge areas, sedimentation coming from exposed soils during construction processes, and disturbance of wildlife habitats due to encroachment.

With the exception of encouraging trail construction, development of floodplains and water recharge areas, the modification of river and stream channels and allowance of stormwater runoff into the river during construction must be prohibited. River bank stabilization, preservation of scenic spaces, and protection of the wildlife habitats should be encouraged.

THE MACARTHUR WOODS/SHAGBARK ROAD CORRIDOR

This Corridor originates at Interstate 94 where Riverwoods Road is adjacent to Interstate 94 just north of Shagbark Road. The Corridor crossing Riverwoods Road, crosses a lake, and continues northwest across the W. W. Grainger Office Campus to Route 60. It then crosses the Deerpath Farm property going northwest across St. Mary's Road through MacArthur Woods to the EJ&E Railroad where the railroad right of way crosses the Des Plaines River. Problems arising from development along this corridor include added storm water runoff, soil erosion, and sedimentation from exposed soils during construction, and diminishing woodlands. Measures have been taken to alleviate potential problems with development of the floodplain in order to preserve scenic spaces, protect wildlife habitats, and to protect wetlands and other environmentally sensitive land.

SCENIC CORRIDORS

The scenic corridors provide a landscaping buffer and transition between roadway traffic and adjoining properties. The corridors provide for the continual protection and preservation of native trees, shrubs, and herbaceous plants characteristic of the Mettawa community area. The establishment of a system of scenic corridors along all major collector streets through the Village's acquisition of scenic easements has been and continues to be a major component of the Village's Comprehensive Plan. The corridors establish a building setback measuring seventy-five (75) feet from the rights-of-way. Unless approved by the Village Board, development within a corridor is prohibited, except for driveways and utilities.

SUMMARY

The rural residential characteristics of development in the Village of Mettawa would be difficult to maintain if the Village encompassed a larger area or did not include many acres of environmentally sensitive land. It is the desire of the residents to protect and preserve the rural residential quality of life that they have inherited. Therefore, Village officials have chosen to maintain a level of control over land use and community services consistent with the overall goals and objectives contained in this Comprehensive Plan. This Comprehensive Plan and the Land Use Plan embodied herein delineate the aspirations of Mettawa's residents.