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‘We made a lot of compromises’

Mundelein balks at revisiting Ivanhoe Village impact fees

By Joseph States

The debate between Mundelein and its school districts over the planned massive Ivanhoe Village development has returned to public view once more after the passing of state legislation earlier this month that opened the door to raising impact fees.

However, it seems unlikely village leaders will revisit the impact fees for the development, with Mayor Robin Meier putting out a letter calling for the community to look ahead rather than continue the controversy that has led to months of late-night meetings, critical public statements by districts’ leaders and residents alike, and even a protest resignation by a member of Mundelein’s Historical Commission.

The controversy centers around Ivanhoe Village, which is expected to bring thousands of residential

units to Mundelein over 25 years. The developer is the Wirtz family, which has owned the land for more than 150 years. The family also owns the Chicago Blackhawks, and has partial ownership of the United Center in Chicago.

Fremont School District 79 and Mundelein Consolidated High School District 120 have warned that the development will strain their resources and require the building of a new school. They’ve repeatedly called for the village

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A crowd of people with the Mundelein school districts attended Monday's Village Board meeting, as debate over Ivanhoe Village and developer impact fees returned. Recently passed state legislation opened the door for the fees to be increased, although village leaders didn't seem to be open to the idea. JOE STATES/PIONEER PRESS



Someone spray-painted a message in the work zone on Lake Shore Drive in Lindenhurst. ERIN YARNALL/PHOTOS FOR THE NEWS-SUN

‘It’s like a ghost town’

Lindenhurst residents frustrated by stalled road construction project

By Erin Yarnall
Lake County News-Sun

Dozens of Lindenhurst residents have been left in limbo for about eight months as road-construction equipment and supplies — including excavators and massive cement blocks — have been left laying in yards, and roads have been reduced to one-way traffic, because the initial contractor was pulled off the project.

“There’s big holes. There’s rocks. There’s equipment that’s just been left,” village resident Nancy Filippo said. “It’s like a ghost town. They left everything for us to deal with.”

The unfinished project was intended to upgrade two roads in the village — Sprucewood Lane and Lake Shore Drive, which are home to about 65 houses — by adding gravel shoulders and sidewalks, widening the roadway and enhancing stormwater drainage.

Construction began on the project in October, and was supposed to be finished “about a year later,” according to Lindenhurst Mayor Dominic Marturano.

For two months, crews worked and were able to install stormwater drainage structures, catch basins, manholes and pipes along the two roads. But in December,

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An excavator has sat in a Lindenhurst resident’s yard since October. No work has taken place since January.

Metra plans to expand Union Pacific North line service

By Daniel I. Dorfman
Pioneer Press

Metra’s Union Pacific North (UP-N) line riders will soon have more opportunities to take the train on the weekends as the commuter rail agency plans to expand service next month.

Metra has announced that starting Sept. 20, a new UP-N schedule will go into effect featuring four new trains on Saturdays and 12 on Sundays. With the additional service there will now be 15 trains in each direction on each weekend day on the line that stops in many North Shore communities.

“The expanded schedule will significantly improve service to and from Kenosha on weekends, providing a total of eight inbound and eight outbound trains,” a Metra statement added. “The schedule will also decrease gaps in weekend service by offering hourly departures from Waukegan or Chicago throughout most of the day.”

Metra spokesman Michael Gillis described the additional service “technically” as a pilot program.

“This is how we have been introducing new schedules post-COVID; the idea is that we may adjust them after implementation based on factors such as ridership, customer feedback, and on-time performance,” he said.

One highlight of the service expansion are additional northbound trains on Sunday morning. Under the current schedule, the first northbound train doesn’t depart from Chicago until 10:35 a.m. Under the new plan, there will now be three new trains going north starting at 6:32 a.m.

That will create identical schedules on both weekend days and holidays.

“Lengthening the service span on Sunday was one of the goals but so was simplifying the service in general,” Gillis explained. “Making the service the same on both Saturday and Sunday makes it a little easier for customers to get used to the schedule and not have to look at it when they plan to ride.”

Gillis noted in July Metra had an average of 10,263 passenger trips on the UP-N Line on Saturdays

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Starbucks baristas and others rally in support of a strike outside the Ridge Avenue and Clark Street Starbucks in Chicago’s Edgewater neighborhood on March 11. CHRIS SWEDA/CHICAGO TRIBUNE

Labor making slight gains in organizing drives



Charles Selle

The lady of the house stopped for her usual flat white at a nearby Starbucks, a treat for a week of working out. Opening the lid at home, she discovered it was only half full.

But the barista, one of the thousands of Starbucks workers who want to unionize, did print her name with floral flourishes and drew a smiley face on the to-go cup. For that, she paid nearly \$6.

Perhaps a manager should have checked the barista’s work. Other Starbucks customers, too, have

found frequent subpar service at the ubiquitous coffee chain.

The company’s baristas have complained about what they say are issues of understaffing, low pay, training, safe working conditions — after all they are working with boiling water — and benefits. It’s why employees in hundreds of company coffee shops across the nation have been organizing since 2021, when the first Starbucks in Buffalo, New York, sought union representation.

Starbucks has some 15,000 company and franchised stores in the U.S. During the labor drives, the company has consistently said it offers industry-leading benefits to its workers.

With Monday being Labor Day, the unofficial end of summer which has snuck up on many of

us, and a salute to our laborers, unionization in areas considered not to be traditional workplaces — like coffee houses — is happening successfully. As another sign that fall is in view: Starbucks’ pumpkin spice latte went on sale Aug. 26.

Labor Day was first marked in New York City in 1882, when an estimated 10,000 workers took unpaid time off to march in solidarity. It became a national holiday in 1894, when President Grover Cleveland, a Democrat, signed into law a bill designating the first Monday in September a federal day off for workers.

From the hospitality industry to nonprofit organizations, to museums and e-commerce warehouses, 21st century workers are

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