

ORDINANCE NO. 2021

AN ORDINANCE AMENDING THE 2004 COMPREHENSIVE PLAN UPDATE  
FOR THE VILLAGE OF NEW LENOX, WILL COUNTY, ILLINOIS

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WHEREAS, the Mayor and Board of Trustees of the Village of New Lenox, Will County, Illinois are desirous of continuing to further the reasonable degree of control of the use and development of land within the Village of New Lenox and the adjoining unincorporated areas, achieved by the Village's adopted Comprehensive Plan; and

WHEREAS, the Village's Comprehensive Plan recommends that the Village regularly review and amend as appropriate its Comprehensive Plan to ensure that it addresses the needs of the community and promotes the health, safety and welfare of its residents and provides for planned, orderly growth; and,

WHEREAS, the Mayor and Board of Trustees have deemed it necessary to update the 1997 Comprehensive Plan prepared by the Lannert Group; and

WHEREAS, the Village Board of Trustees has referred the 2004 Comprehensive Plan Update to the Village of New Lenox Plan Commission for review and recommendation; and

Ordinance No. 2021

WHEREAS, the Village Board of Trustees and the Plan Commission have considered the various elements of the plan in considerable depth during the past two years; and

WHEREAS, a public hearing was held on January 6, 2009 after due notice thereof was published fifteen (15) days or more for said public hearing, in a newspaper of general circulation in the Village of New Lenox and contiguous areas thereto within 1-1/2 miles of the corporate boundaries.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF NEW LENOX, WILL COUNTY, ILLINOIS, as follows:

SECTION 1: The Village Board of Trustees hereby adopts the amendment to the Future Land Use Map (attached as Exhibit A) to be included in the 2004 Comprehensive Plan Amendment prepared with assistance from Planning Resources, Incorporated.

SECTION 2: The Village Clerk is hereby directed to file with the Will County Recorder of Deeds a notice of adoption of the amendment to the Comprehensive Plan.

Section 3: Severability: That each section and part hereof of this ordinance is deemed to be severable and should any section or part hereof be held invalid or unconstitutional by any court of competent jurisdiction, such ruling shall not affect the validity of constitutionality of the remaining portion(s) of this ordinance.

Section 4: Repeal of Inconsistent Ordinances: That all ordinances or parts thereof in conflict with the terms of this ordinance are hereby repealed and of no further force and effect to the extent of any such conflict.

Section 5: Publication: That the Village Clerk is hereby directed to publish this ordinance in pamphlet form.

Section 6: Effective Date: That this ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

Ordinance No. 2021

PASSED THIS 26<sup>th</sup> day of January, 2009

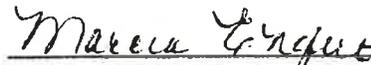
with six members voting AYE, with -0- members voting NAY, and with  
-0- members ABSENT, the Mayor voting aye; and said vote being, TUMINELLO  
aye, DYE aye, BOWDEN aye, SMITH aye, BUTTERFIELD aye, and  
MADSEN aye.

  
VILLAGE CLERK

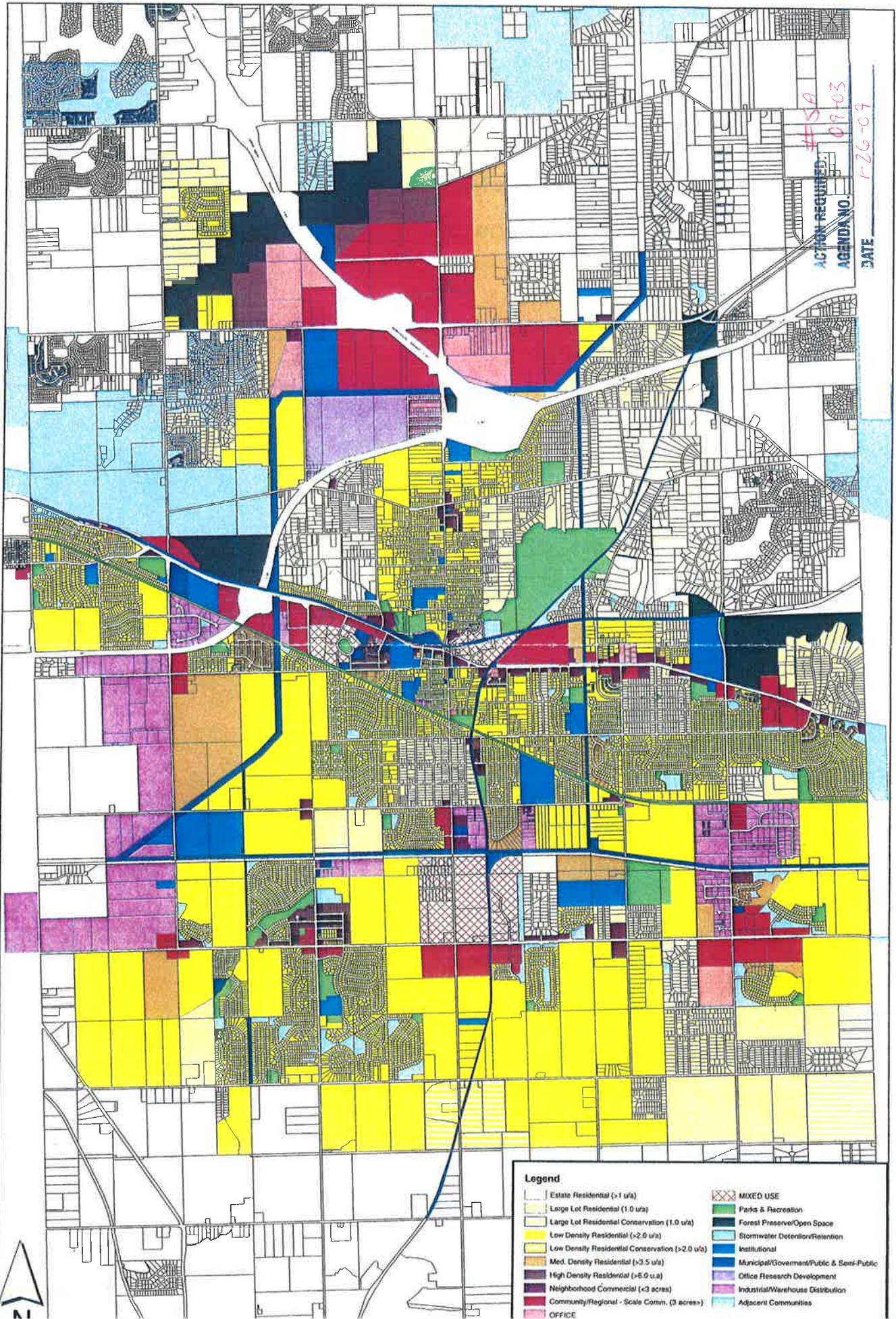
APPROVED this 27<sup>th</sup> day of January, 2009.

  
MAYOR

ATTEST:

  
VILLAGE CLERK

# 2009 FUTURE LAND USE MAP



## Legend

- |   |   |
|---|---|
| Estate Residential (>1 u/a)                     | MIXED USE                                 |
| Large Lot Residential (1.0 u/a)                 | Parks & Recreation                        |
| Large Lot Residential Conservation (1.0 u/a)    | Forest Preserve/Open Space                |
| Low Density Residential (>2.0 u/a)              | Stormwater Detention/Retention            |
| Low Density Residential Conservation (>2.0 u/a) | Institutional                             |
| Med. Density Residential (>3.5 u/a)             | Municipal/Government/Public & Semi-Public |
| High Density Residential (>6.0 u/a)             | Office Research Development               |
| Neighborhood Commercial (<3 acres)              | Industrial/Warehouse Distribution         |
| Community/Regional - Scale Comm. (3 acres+)     | Adjacent Communities                      |
| OFFICE  |   |

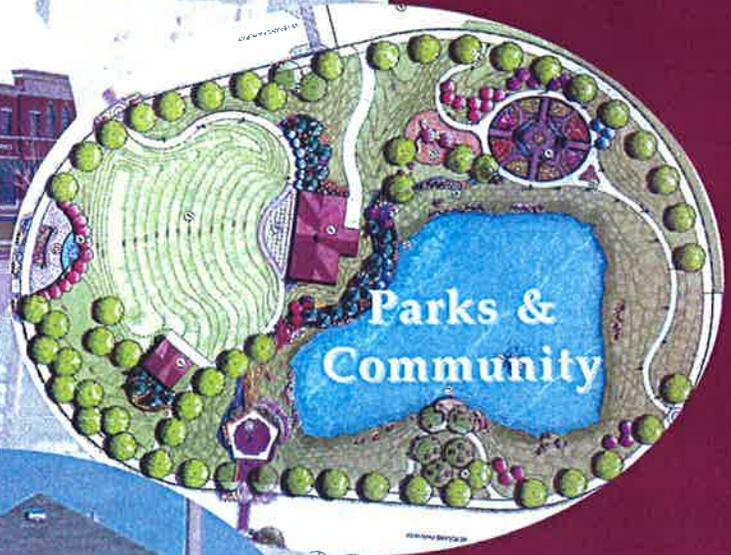


**the**  
**Village of New Lenox**  
*"Home Of Proud Americans"*

**2004 Comprehensive Plan Update**



**Commercial  
(Retail)**



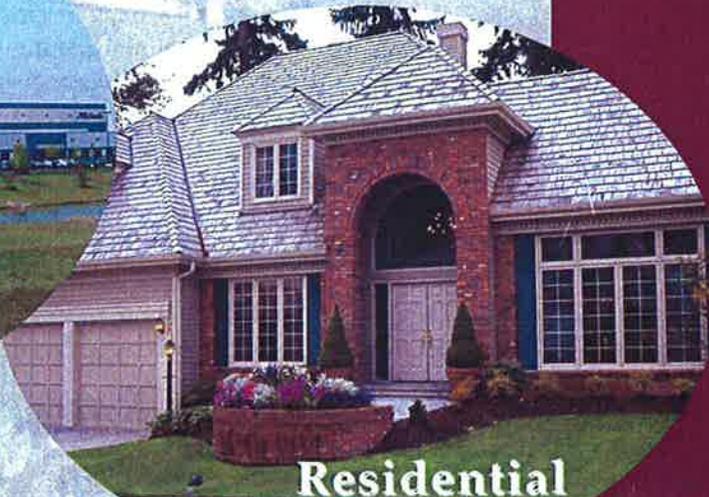
**Parks &  
Community**



**Transportation**



**Industrial**



**Residential**

**VILLAGE OF NEW LENOX  
701 WEST HAVEN AVENUE  
NEW LENOX, ILLINOIS 60451-2137**

**VILLAGE OF NEW LENOX BOARD OF TRUSTEES**

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Trustees:

Tim Baldermann  
Annette Bowden  
Nancy Dye

David Smith  
Bill Walter  
Thomas Weigel

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Annette Boyd  
Rob Lash  
Keith Madsen

Alex Martino  
Mark Muehlnickel  
Raymond Tuminello

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Tim Baldermann	Village Board
David Batson	Village Board / Staff
Bill Bolker	Resident / Developer
Annette Boyd	Plan Commission
Robin Ellis	Village Staff
John Forsythe	Resident
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Bart Kramer	New Lenox Chamber of Commerce
Alex Martino	Plan Commission
Mark Muehlnickel	Resident / Plan Commission
Bill Walter	New Lenox Community Park District Board / Village Board

**ADMINISTRATIVE STAFF**

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Ron Sly, Superintendent of Public Works  
Scott Killinger, Village Engineer  
Warren Rendleman, Building and Zoning Administrator  
Robin Ellis, Planning and Development Administrator  
Jeff Smith, Village Planner  
David Batson, Planning and G.I.S. Technician  
Kim Auchstetter, Finance Director  
Randall Lowman, Economic Development Director  
Walter Kaszubski, Police Chief

This report has been prepared with input from residents of the Village of New Lenox, the New Lenox Village Board and Plan Commission, the Planning Advisory Committee and Village Staff members.

Adopted by the Village of New Lenox Board of Trustees on October 26, 2004.

Plan Prepared by: **Planning Resources, Incorporated**  
402 West Liberty Drive  
Wheaton, Illinois 60187

ORDINANCE NO. 1586

AN ORDINANCE ADOPTING THE 2004 COMPREHENSIVE PLAN UPDATE  
FOR THE VILLAGE OF NEW LENOX, WILL COUNTY, ILLINOIS

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WHEREAS, the Mayor and Board of Trustees of the Village of New Lenox, Will County, Illinois are desirous of continuing to further the reasonable degree of control of the use and development of land within the Village of New Lenox and the adjoining unincorporated areas, achieved by the Village's adopted Comprehensive Plan; and

WHEREAS, the Village's Comprehensive Plan recommends that the Village regularly review and amend as appropriate its Comprehensive Plan to ensure that it addresses the needs of the community and promotes the health, safety and welfare of its residents and provides for planned, orderly growth; and,

WHEREAS, the Mayor and Board of Trustees have deemed it necessary to update the 1997 Comprehensive Plan prepared by the Lannert Group; and

WHEREAS, the Village Board of Trustees has referred the 2004 Comprehensive Plan Update to the Village of New Lenox Plan Commission for review and recommendation; and

Ordinance No. 1586

WHEREAS, the Village Board of Trustees and the Plan Commission have considered the various elements of the plan in considerable depth during the past two years; and

WHEREAS, a public hearing was held on October 18, 2004 after due notice thereof was published fifteen (15) days or more for said public hearing, in a newspaper of general circulation in the Village of New Lenox and contiguous areas thereto within 1-1/2 miles of the corporate boundaries.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF NEW LENOX, WILL COUNTY, ILLINOIS, as follows:

SECTION 1: The Village Board of Trustees hereby adopts the 2004 Comprehensive Plan Update prepared with assistance from Planning Resources, Incorporated. This plan replaces the Comprehensive Plan approved February 26, 1997 as the official Comprehensive Plan of the Village of New Lenox.

SECTION 2: The Village Clerk is hereby directed to file with the Will County Recorder of Deeds a notice of adoption of the amendment to the Comprehensive Plan.

Section 3:{PRIVATE } Severability: That each section and part hereof of this ordinance is deemed to be severable and should any section or part hereof be held invalid or unconstitutional by any court of competent jurisdiction, such ruling shall not affect the validity of constitutionality of the remaining portion(s) of this ordinance.

Section 4: Repeal of Inconsistent Ordinances: That all ordinances or parts thereof in conflict with the terms of this ordinance are hereby repealed and of no further force and effect to the extent of any such conflict.

Section 5: Publication: That the Village Clerk is hereby directed to publish this ordinance in pamphlet form.

Section 6: Effective Date: That this ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

Ordinance No. 1586

PASSED THIS 26<sup>th</sup> day of October, 2004  
with five members voting AYE, with -0- members voting NAY, and with  
one members ABSENT, the Mayor voting ----; and said vote being, BALDERMANN  
aye, DYE absent, BOWDEN aye, SMITH aye, WALTER aye, and  
WEIGEL aye.

Marcia Longenecker  
VILLAGE CLERK

APPROVED this 27<sup>th</sup> day of October, 2004.

Don Orin  
MAYOR

ATTEST:

Marcia Longenecker  
VILLAGE CLERK

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## Purpose of the Plan

New Lenox adopted its last comprehensive plan in February 1997 and a sub-area plan for the I-355 extension south to I-80 and interchange at U.S. Route 6 in July 2000. Pressures for residential development outpaced the anticipated commercial growth, turning New Lenox into a bedroom community that relied on Villages with established retail bases (such as Joliet, Orland Park and Tinley Park) for goods and services. Good schools and the rural character of New Lenox attracted residents, but the commercial and employment components of the 1997 and 2000 plans lagged behind.

The conversion of agricultural land to subdivisions has been happening at a consistent pace, leading the Village to re-evaluate the 1997 plan to ensure that the balance of housing, employment, parks, open space lands and revenue-generating uses serve existing and future residents. Therefore, this 2004 update of the Village of New Lenox Comprehensive Land Use Plan has been prepared to:

- Re-evaluate the type, intensity and pattern of land uses identified in the 1997 plan.
- Integrate recommendations of the 2000 Sub-Area Plan into the 2004 Comprehensive Plan.
- Guide development decisions for vacant or underutilized parcels in the Village's planning jurisdiction.
- Establish a framework within which development decisions can be made that is based on community consensus.
- Identify and recommend actions on key planning issues, including reinforcing those adopted as part of the 1997 and 2000 plans as appropriate.
- Identify strategies for plan implementation to ensure that the plan can be effectively used as a tool for managing growth and development, including attracting non-residential land uses to balance the tax base and enhance employment opportunities and quality of life.
- Establish the foundation for a future planning study conducted through the Regional Transportation Authority's Regional Technical Assistance Program.

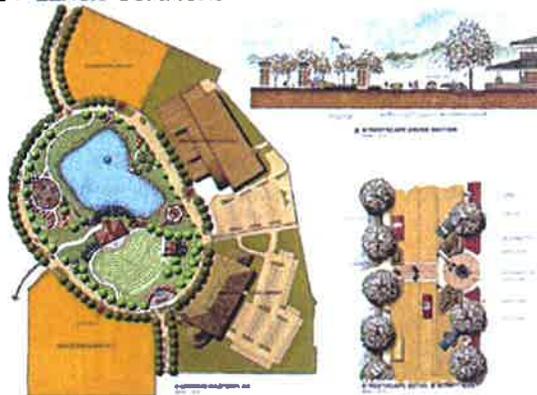
## Components of the Plan

This comprehensive plan update is intended to set the context for future policy and land use decisions. The recommendations and guidelines that are included in this plan update are arranged around:

### Community Assessment:

Identifying existing conditions and the strengths of New Lenox was an important first step in the planning process. Compiling data related to community history, land use, demographics and the natural environment provided the background necessary for preparing the goals and objectives, policies and recommendations for future land use presented in Chapter IV. Tables that present information on population, housing and existing land use provide backup documentation for the conclusions reached in this plan.

NEW LENOX COMMONS



### Goals and Strategies:

These statements are one of the most fundamental elements of the plan. Goals are long-term, qualitative statements of desirable conditions at ultimate development. Strategies consist of more specific steps that can be scheduled, budgeted and accomplished as a means of trying to achieve the long-term goals.

### Future Land Use:

Recommendations for the type, location, pattern and intensity of land use for all vacant or underutilized parcels in New Lenox were

prepared to guide future land use decisions. They are described in Chapter IV, as well as presented on **Figure IV-1, Future Land Use Map**.

### Implementation Programs:

The implementation programs that are included in this plan identify actions that New Lenox can take to achieve the plan's goals and objectives. They include changes to ordinances and codes, intergovernmental coordination and cooperation and methods for funding proposed recommendations.

## Organization

The document has been divided into seven chapters:

- **Chapter I** provides a profile of the community that provides a background for understanding Village planning objectives and how they relate to other components of the plan.
- **Chapter II** identifies the key planning issues facing New Lenox at the time of this update. It sets the framework for decisions reached with respect to future land uses and development policies.
- **Chapter III** includes development initiatives such as goals and strategies and techniques for growth management that can be carried out by New Lenox as it grows.
- **Chapter IV** provides land use recommendations for the entire planning area and areas experiencing pressures for development.
- **Chapter V** addresses transportation improvements in process or required to implement the plan.
- **Chapter VI** presents land use and development policies that will enable the Village to achieve the goals and objectives established in the plan.
- **Chapter VII** presents strategies for implementing the plan, so that goals, objectives and recommendations for key development areas can be carried out to achieve the community's vision for land use, development, and community identity.



## The Planning Process

In the spring of 2002, the New Lenox Village Board approved a recommendation to update the Village's 1997 Comprehensive Plan. At that time, a 12-member Planning Advisory Committee was appointed to work directly with the land use consultant, Planning Resources Inc. This Committee included representatives from the Plan Commission, Village Board, School District, Park District, real estate community and citizens at large. All meetings were open to the public. Representation from municipal officials and the general public in addition to close coordination with Village staff ensured that policies and guidelines developed as part of the plan update respond to key issues and concerns facing New Lenox.

In addition to Planning Advisory Committee meetings that were held over the course of the planning process, the Village elicited public comment by:

- Administering a 23-question community survey that was sent to 1,500 randomly selected households during the month of July 2002. The purpose of the survey was to identify preferences related to growth and development in New Lenox. More than 850, or 57%, of the 1,500 surveys were returned. Survey results are included in Appendix "A";
- Conducting seven interviews of key persons having a vested interest, or "stake" in the growth and development of New Lenox. The points of view and recommendations of each of these individuals were presented to the Planning Advisory Committee, and integrated into the recommendations of this plan. Interview sheets are included in Appendix "B";
- Approximately 50 people attended a workshop in July 2002. The purpose of this workshop was to solicit public opinion on growth and development concerns and opportunities in New Lenox.
- Another 50 people attended a public open house in January 2003 to learn about the key components of the plan update. The open house featured exhibits and maps that the

public could review and discuss with members of the Village staff, the consultant and the Planning Advisory Committee. To facilitate the information gathering process, public comment forms were distributed at the open house. These forms gave attendees the opportunity to express their views and opinions in a private manner. All comments would be evaluated and all relevant input would be incorporated into the final draft of the Plan Update. Appendix "C" is a summary of comments from the Open House.

- A second open house was held in May 2003 to provide residents the opportunity to review, discuss and comment on future land use and development initiatives before the plan was presented to the Village for adoption. Similar to the first open house, public comments were solicited and individuals were encouraged to use comment forms to record their opinions.
- A public hearing on the plan was held by the Plan Commission on October 18, 2004.

Information obtained during each of these exercises was integrated into the final plan document to reflect the ideas and input received from Village officials, staff and the general public.



# Chapter I, Community Assessment

## Introduction

New Lenox is located approximately 36 miles southwest of downtown Chicago. The Village is about 11 square miles in area and is located in the center of New Lenox Township in the east central portion of Will County. The City of Joliet borders immediately to the west with the remainder of the Village surrounded by unincorporated Will County. Other nearby communities include: Mokena and Frankfort to the east, Lockport and Homer Glen to the north, and Manhattan to the south.

The community assessment that follows provides an inventory and analysis that establishes community needs, opportunities and constraints. This evaluation of existing conditions, coupled with the community input obtained through visioning sessions, the community survey, public workshops and open houses, provide a springboard for creating goals and objectives, the future land use map and policies.

## Demographic Profile

An initial step in the comprehensive planning process is to review demographic and socio-economic characteristics of the community. This analysis establishes a community profile, and identifies trends that directly affect land use, transportation and community facilities planning. The tables that follow provide an overview of the demographic make-up of New Lenox. Some of these tables include data for Frankfort, Joliet, Mokena and Will County. This data provides a framework for how New Lenox compares with its neighbors with respect to population, income, housing and employment.

## Population Growth Trends and Projections:

New Lenox is part of the southwest suburban Chicago corridor, which is one of the fastest growing areas in the Chicago metropolitan area. Table 1 provides a population comparison with Frankfort, Joliet, Mokena and Will County. Subsequent to the 2000 Census, the Village of New Lenox conducted a Special Census in 2003. The Special Census found that the population in New Lenox was 21,846 as of August 3, 2003, representing a 23% increase in the three and one half years following the 2000 Census.

The figures in Table 1 depict the rapid growth that has occurred in New Lenox and its immediate neighbors since 1980. As indicated by this table, the projected 2020 population in this part of Will County is expected to continue to increase, particularly in New Lenox and Frankfort, where increases are expected to be 141.2% and 198.2%, respectively.

The 2030 forecasts prepared by the Northeastern Illinois Planning Commission (NIPC) show continued steady growth through 2030. Over the next three decades, population in the six county Chicago metropolitan area is expected to increase by 1.9 million, reaching a total slightly over 10 million people. NIPC is projecting the population of New Lenox will reach 101,725 persons by 2030, which is a 472.42 percent increase over the 2000 population of 17,771. This compares to Will County's projected population of 1,107,778, a 120.55 percent increase over the 2000 population. These projections were derived from adopted land use plans and development trends and patterns experienced in NIPC's six-county planning area.

**Table 1**  
**Population Growth Trends and Projections**

	1980	1990	% Change	2000	% Change	2020	% Change
<b>New Lenox</b>	5,792	9,627	66.2%	17,771	84.6%	42,858	141.2%
<b>Frankfort</b>	4,357	7,180	64.8	10,391	44.7%	30,990	198.2%
<b>Joliet</b>	81,944	77,217	-5.8	106,221	37.6%	132,835	25.0%
<b>Mokena</b>	4,578	6,128	33.9	14,583	137.9%	22,843	56.6%
<b>Will Co.</b>	324,460	357,313	10.1%	502,266	40.6%	738,046	46.9%

Source: 1980 Census, 1990 Census, 2000 Census, NIPC 2020

**Age Distribution:**

New Lenox continues to attract young families. As Table 2 shows, comparing the 1990 and 2000 age distributions finds that the age composition of residents has remained nearly the same, with growth in all age cohorts.

The median age (32.3 years for men and 34.8 years for women) falls within the 25- to 44-year cohort. Families in this age bracket are typically having children and buying homes. Many are looking for larger housing to meet their growing family needs.

The next highest cohort is 5 to 24 years, which includes school-age children and young adults. Although the percentage of people in this age group has remained the same over the past 10 years, the number of people in this age bracket has nearly doubled, placing pressures on school districts to keep up with the steady rate of growth.

Also, the percentage of the population aged 55 years and older essentially remained the same, although like the 5- to 24-year old age bracket, the number of persons in this age

group nearly doubled over the past decade (from 1,364 to 2,382 persons). NIPC projects that by the year 2030, approximately 22 percent of the population will be over the age of 60 (as compared to about 14 percent in 2000). This change is a result of the aging "baby boom" generation, and suggests a need to evaluate whether housing options in New Lenox meet the needs of empty nesters and seniors.

**Racial Distribution:**

Table 3 provides data on the racial distribution of New Lenox residents. The 2000 population continues to be predominantly white. Persons of Hispanic origin have increased to 3.2 percent over the past decade. The Northeastern Illinois Planning Commission projects that virtually all of the projected population growth from 2000 to 2030 in the overall Chicago metropolitan area will be the result of increases in the Hispanic population. NIPC estimates that by 2030, this group will account for 33 percent of the region's total population. This is due to a variety of factors, including larger household size and immigration.

**Table 2**  
**Age Distribution, Village of New Lenox**  
**1990 and 2000**

	1990		2000	
	Number	Percent	Number	Percent
<b>Under 5 years</b>	870	9.0%	1,576	8.9%
<b>5 to 24 years</b>	2,896	30.0%	5,420	30.8%
<b>25 to 44 years</b>	3,555	36.9%	6,083	33.4%
<b>45 to 54 years</b>	942	9.7%	2,310	13.0%
<b>55 to 59 years</b>	305	3.1%	703	4.0%
<b>60 to 64 years</b>	308	3.2%	448	2.5%
<b>65 to 74 years</b>	467	4.8%	727	4.1%
<b>75 to 84 years</b>	241	2.5%	418	2.4%
<b>85 years and over</b>	43	0.4%	86	0.5%
	<b>Male</b>	<b>Female</b>	<b>Male</b>	<b>Female</b>
<b>Median Age</b>	31.5	30.6	32.3	34.8

Source: 1990 and 2000 Census

**Table 3**  
**Racial Distribution**

	1990	Percent	2000	Percent
<b>White</b>	9,550	99.2%	17,354	97.7%
<b>Black</b>	13	0.1%	54	0.3%
<b>American Indian/Eskimo</b>	5	0.1%	11	0.1%
<b>Asian/Pacific Islander</b>	18	0.2%	65	0.3%
<b>Native Hawaiian and Other Pacific Islander</b>	N/A	N/A	2	0.0%
<b>Other or more than one race</b>	41	0.4%	285	1.6%
<b>Totals:</b>	<b>9,627</b>	<b>100%</b>	<b>17,771</b>	<b>100%</b>
<b>Hispanic Origin</b>	181	1.9%	563	3.2%

Source: 1990 and 2000 Census

**Income Characteristics:**

The trends in income characteristics presented in Table 4 show how New Lenox compares with its neighbors and Will County as a whole. Per

capita and household incomes are lower than Frankfort and Mokena, but higher than Will County. According to data provided by Claritas, Incorporated, average household income in 2004 is \$92,125.

**Table 4**  
**1999 Income Characteristics**

	New Lenox		Frankfort		Mokena		Will County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<i>Households</i>	5,805	100.0%	3,357	100%	4716	100%	167,602	100.0%
Less than \$10,000	83	1.4%	64	1.9%	64	1.4%	6,422	3.8%
\$10,000- \$14,999	93	1.6%	56	1.7%	67	1.4%	5,034	3.0%
\$15,000- \$24,999	370	6.4%	161	4.8%	176	3.7%	12,262	7.3%
\$25,000- \$34,999	345	5.9%	200	6.0%	369	7.8%	14,751	8.8%
\$35,000- \$49,999	775	13.4%	316	9.4%	599	12.7%	23,838	14.2%
\$50,000- \$74,999	1,662	28.6%	619	18.4%	1090	23.1	41,658	24.9%
\$75,000- \$99,999	1,194	20.6%	674	20.1%	981	20.8%	28,499	17.0%
\$100,000- \$149,999	965	16.6%	754	22.5%	1006	21.3%	24,652	14.7%
\$150,000- \$199,999	199	3.4%	247	7.4%	227	4.8%	5,978	3.6%
\$200,000 or more	119	2.0%	266	7.9%	137	2.9%	4,508	2.7%
Mean Household	\$ 74,431	—	\$ 99,934	—	\$ 80,553	—	\$ 72,825	—
<b>Median Income</b>								
Household	\$ 67,697	—	\$ 83,055	—	\$ 74,703	—	\$ 62,238	—
Family	\$ 72,947	—	\$ 89,645	—	\$ 82,599	—	\$ 69,608	—
<b>Per Capita Income</b>	\$ 25,161	—	\$ 33,968	—	\$ 26,737	—	\$ 24,613	—
<b>Persons Below Poverty</b>	424	2.4%	235	2.3%	151	1.0%	24,225	4.9%

Source: 2000 Census

**Housing:**

As illustrated by Tables 5 and 6, the number of housing units in New Lenox has increased with its growing population. New Lenox realized a 78.5% increase in the number of units over the past decade. Its 1999 median home value of

\$180,000 is less than neighboring Frankfort and Mokena (\$245,900 and \$217,000, respectively), but is substantially higher than Joliet and Will County (\$119,900 and \$154,300, respectively). Average home sales price in 2004 is \$238,783 according to the Will-Grundy County Realtors Association.

**Table 5  
Housing Characteristics**

	1990	Percent	2000	Percent
<b>Total Units:</b>	<b>3,397</b>	<b>100%</b>	<b>6,064</b>	<b>100%</b>
<b>Built 1999-March 2000</b>	—	—	533	8.8%
<b>Built 1980 to 1998</b>	1,267	37.3%	3,318	54.7%
<b>Built 1940 to 1979</b>	1,925	56.7%	2,005	33.0%
<b>Built 1939 or earlier</b>	205	6.0%	210	3.5%
<b>Family Households</b>	2,679	80.9%	4,834	82.6%
<b>Non-Family Households</b>	634	19.1%	1,019	17.4%
<b>Total Households:</b>	<b>3,313</b>	<b>100%</b>	<b>5,853</b>	<b>100%</b>
<b>Households with individuals under 18 years</b>	1,560	46.7%	2,967	50.7%
<b>Households with individuals 65 years and older</b>	497	14.9%	885	15.1%
<b>Owner-occupied housing units</b>	2,752	81.0%	5,261	89.9%
<b>Renter-occupied housing units</b>	561	16.5%	592	10.1%
<b>Occupied Dwellings</b>	3,313	97.5%	5,853	96.5%
<b>Vacancies</b>	84	2.5%	211	3.5%
<b>Persons per Household</b>	2.91	—	3.03	—

Source: 1990 Census, 2000 Census

**Table 6  
Median Home Value**

	New Lenox	Frankfort	Mokena	Joliet	Will County
<b>1970</b>	\$ 20,100	\$ 25,600	\$ 18,800	\$ 17,700	\$ 18,800
<b>1980</b>	\$ 66,900	\$ 83,700	\$ 65,400	\$ 45,700	\$ 57,600
<b>1990</b>	\$ 109,700	\$ 164,100	\$ 115,500	\$ 64,500	\$ 89,900
<b>1999</b>	\$ 180,000	\$ 245,900	\$ 217,000	\$ 119,900	\$ 154,300

Source: 2000 Census, 1990 Census, 1980 Census, 1970 Census

As New Lenox grows it is increasingly becoming a predominantly single-family residential community. **Table 7, Residential Unit Analysis**, shows the general growth in annual building permits from 1989 through 2003. This table, along with the fact that the proportion of owner-occupied units increased by 9 percent over the past decade, shows that more single-family than multiple-family

residential permits have been issued since 1989, but that the proportion of single-family to multiple-family permits changed significantly after 1992. During these eleven years the number of single-family permits averaged nearly 86% of the total residential permits issued, leaving 14% of the remaining permits (on average) for multiple-family dwellings.

**Table 7**  
**Residential Unit Type Analysis**

Year	Single-Family Permits		Multiple-Family Permits		Total
	Number	Percent	Number	Percent	
1989	104	60.8%	67	39.2%	171
1990	96	59.3%	66	40.7%	162
1991	60	54.5%	50	45.5%	110
1992	42	54.4%	36	45.6%	78
1993	138	81.7%	31	18.3%	169
1994	266	88.7%	34	11.3%	300
1995	289	85.2%	50	14.8%	339
1996	275	85.9%	45	14.1%	320
1997	245	77.3%	72	22.7%	317
1998	283	83.5%	56	16.5%	339
1999	323	87.1%	48	12.9%	371
2000	261	83.4%	52	16.6%	313
2001	302	89.3%	36	10.7%	338
2002	313	84.6%	57	15.4%	370
2003	308	98.1%	6	1.9%	314
<b>Totals:</b>	<b>3,305</b>	<b>82.4%</b>	<b>706</b>	<b>17.6%</b>	<b>4,011</b>

Source: Village of New Lenox

#### Employment:

Tables 8 and 9 show employment by industry as well as major employers in the area surrounding New Lenox. Most residents work

in the Education, Health and Social Service industries (18.1%); the Retail Trade sector (15.9%) and Manufacturing (12.6%).

**Table 8**  
**1990 and 2000 Employment by Industry**

Industry	1990 New Lenox		2000 New Lenox		2000 Will County	
	Number	Percent	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing and Hunting, and Mining	58	1.2%	6	0.1%	966	0.4%
Construction	485	10.4%	881	9.9%	20,209	8.2%
Manufacturing	708	15.2%	1,124	12.6%	38,068	15.4%
Wholesale Trade	220	4.7%	277	3.1%	10,521	4.3%
Retail Trade	703	15.2%	1,422	15.9%	29,429	11.9%
Transportation and Warehousing, and Utilities	634	13.6%	703	7.9%	18,441	7.5%
Information	N/A	N/A	207	2.3%	7,049	2.9%
Finance, Insurance and Real Estate, and Rental and Leasing	355	7.6%	778	8.7%	19,727	8.0%
Professional, Scientific, Management, Administrative, and Waste Management Services	297	6.4%	851	9.5%	23,207	9.4%
Educational, Health and Social Services	654	14.0%	1,616	18.1%	43,396	17.6%
Arts, Entertainment, Recreation, Accommodation and Food Services	84	1.9%	441	4.9%	16,597	6.7%
Other Services	311	6.7%	406	4.5%	10,384	4.2%
Public Administration	145	3.1%	230	2.6%	8,437	3.4%
<b>Totals:</b>	<b>4,654</b>	<b>100%</b>	<b>8,942</b>	<b>100%</b>	<b>246,431</b>	<b>100%</b>

Source: 1990 Census, 2000 Census

Note: Industry Listings in 1990 and 2000 are not consistent; some listings have been combined

There are few major employment centers in New Lenox that provide jobs for those who work in the community. At the time of this plan update, there were no major employers that had 500 or more employees, with the exception of the school districts. Attracting

large corporate offices, medical complexes or business parks would provide close-to-home employment for residents of New Lenox, as well as create a much-needed property tax base.

**Table 9**  
**Major Employers in the Regional Market Area**

Employer	Location	Product/Service	Number of Employees
Lincoln-Way High School District 210	Frankfort/New Lenox	Education	629
New Lenox School District 122	New Lenox	Education	547
Panduit	New Lenox	Electronic Fasteners	200
Michaels	New Lenox	Distribution Center	155
Tri-Star Cabinets	New Lenox	Cabinets	150
Nicor Gas	New Lenox	Natural Gas District	130
New Lenox State Bank	New Lenox	Financial Services	105
Riverton Custom Cabinetry	New Lenox	Millwork/Furniture	85
Titan Steel Corporation	New Lenox	Tin Slitting Facility	65
Corcoran Pump Company	New Lenox	Aviation Motors	22
Nutec Manufacturing	New Lenox	Manufacture of Food	16
Andrew Corporation	Orland Park	Telecommunications	1,900
School District 135	Orland Park	Education	749
Marshall Field	Orland Park	Retail	476
J. C. Penney	Orland Park	Retail	440
Jewel Food Store	Orland Park	Retail	400
Lucent Technologies	Naperville	Research/Development	8,000
Edward Hospital and Health Services	Naperville	Health Care	3,000
Tellabs	Naperville	Research/Development	2,300
Naperville School District 203	Naperville	Education	2,050
BP Amoco	Naperville	Research/Development	1,800
Good Samaritan Hospital	Downers Grove	Health Care	2,000
Spiegel Inc.	Downers Grove	Catalogue/Retail	1,000
First Health	Downers Grove	Medical Management	750
Service Master	Downers Grove	Service Company	700
Pepperidge Farm, Inc.	Downers Grove	Bakery	600
Caterpillar Company	Joliet	Earthmoving Equipment	3,000
Commonwealth Edison	Joliet	Electrical Utility Company	2,481
St. Joseph Hospital	Joliet	Health Care	2,320
Empress Casino	Joliet	Riverboat Gambling	2,000
Harrah's	Joliet	Riverboat Gambling	2,000

Source: Illinois Department of Commerce and Community Affairs, 2002 Community Profiles

## Existing Land Use

One of the initial steps toward the preparation of this comprehensive plan update was to conduct an inventory of New Lenox and its planning area to assess needs, opportunities and constraints. This was accomplished by:

- Carrying out a windshield survey of the 37-square mile planning area to identify existing land uses.
- Identifying and evaluating development trends and physical factors that affect growth and development in New Lenox.

A series of planning factors maps were then created, based on information obtained from the windshield survey, base maps, aerial photographs, soils maps, plat maps, utility maps and plans for new residential and non-residential developments under consideration. They include:

- Boundary Agreements/Sub-Area Map.
- Taxing District Boundary Map.
- Pending Development Map.
- Utilities Map.
- Transportation Map.
- Environmental/Parks and Recreation/Cultural Resources Map.

Table 10, Existing Land Use, summarizes the allocation of land uses by land use category within the Village’s municipal limits and its 37-square mile planning area. **Figure I-1, Existing Land Use Map**, graphically depicts the distribution and intensity of land uses presented in this table. The acres by land use classification were generated as part of a comprehensive field survey, using the zoning map and aerial photographs to help interpret land uses within areas that were more difficult to survey in the field. This map was reviewed and modified by Village staff and the Planning Advisory Committee, and provides a snapshot of the character of New Lenox as it existed at the time this plan update was initiated.

**Table 10  
Existing Land Use, Corporate Limits and Planning Area**

Land Use Classification	Corporate Limits		Planning Area	
	Acres	% Total	Acres	% Total
Estate Residential (< 1.0 unit/acre)	277	3.94%	3175	13.35%
Large Lot Residential (1.0 to 2.0 units/acre)	70	0.99%	774	3.25%
Low Density Residential (2.0 to 3.5 units/acre)	1,772	25.20%	2,180	9.16%
Medium Density Residential (3.5 to 6.0 units/acre)	258	3.67%	259	1.09%
High Density Residential (6.0 to 10.0 units/acre)	147	2.09%	147	0.62%
Neighborhood Commercial (< 3 acres)	52	0.74%	176	0.74%
Community-Scale Commercial (> 3 acres)	131	1.86%	132	0.55%
Office (<10 acres)	5	0.07%	8	0.03%
Municipal/Governmental <sup>1</sup> and Public/Semi-Public <sup>2</sup>	166	0.02%	622	2.61%
Institutional <sup>3</sup>	235	3.34%	323	1.36%
Industrial/Warehouse	145	2.07%	508	2.13%
Forest Preserves	0	0.00%	339	1.43%
Parks/Recreation	461	6.55%	879	3.70%
Vacant/Agriculture	2,178	30.97%	12,944	54.40%
Stormwater/Detention	63	0.90%	83	0.35%
Rights-of-Way	1,072	15.24%	1,245	5.23%
<b>TOTALS</b>	<b>7,032</b>	<b>100.00%</b>	<b>23,794</b>	<b>100.00%</b>

The planning area includes most of New Lenox Township and portions of Homer and Manhattan Townships. It is approximately 37.2 square miles in area.

**Notes:**

<sup>1</sup> Village Hall, Park District Headquarters, etc.

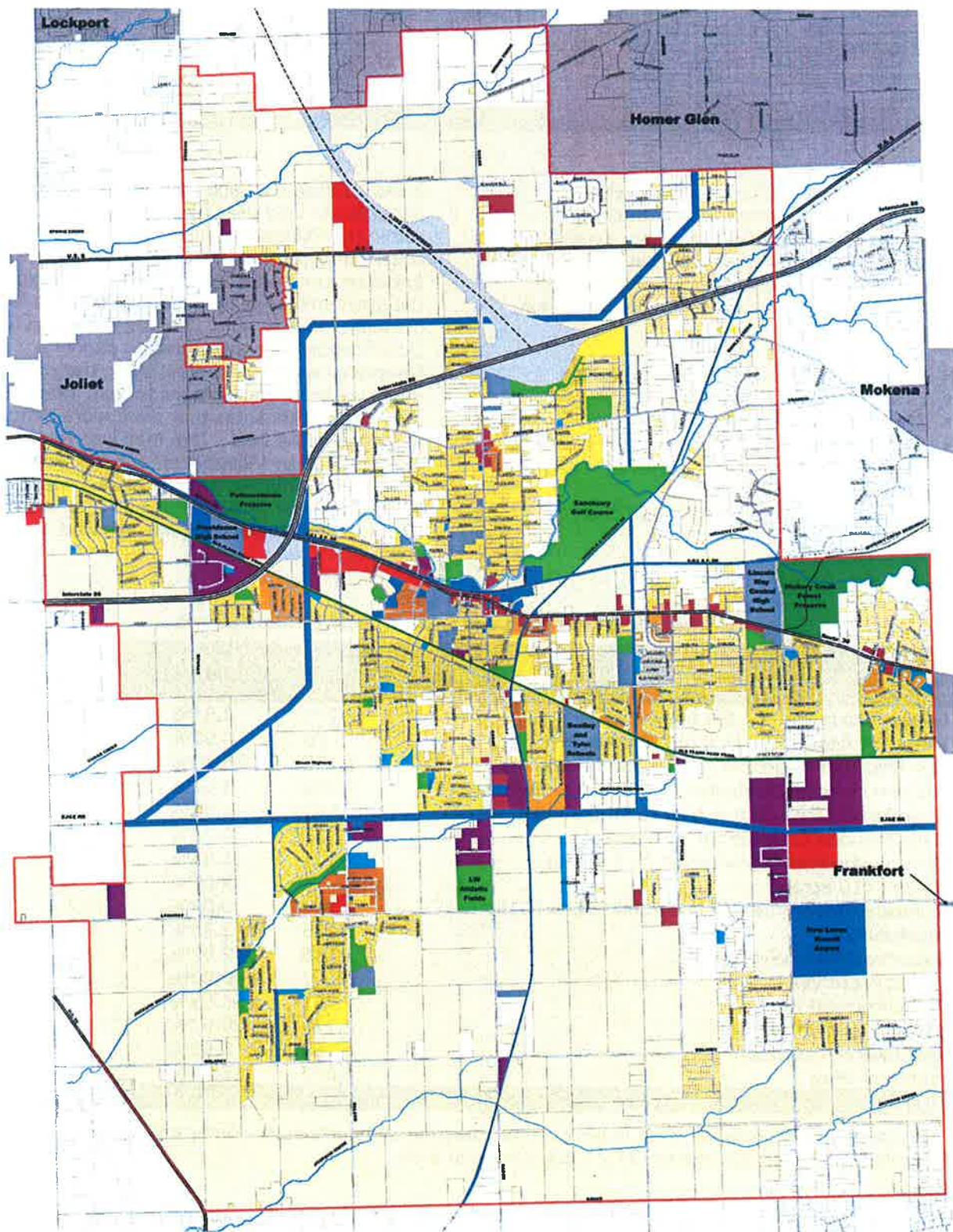
<sup>2</sup> Airport, Metra Station, etc.

<sup>3</sup> Schools, Churches, etc.

**Agricultural/Vacant:**

Agricultural and vacant lands comprise the largest number of acres and percentage of land uses both within incorporated New Lenox

and its planning area (30.97 percent and 54.40 percent, respectively). The soils maps indicate that much of these lands are good to fair farmlands.



## Existing Land Use Map

Figure I-1  
Village of New Lenox

### LEGEND

#### Existing Land Use

- AGV - Agriculture/Vacant
- ER - Estate Residential (> 1 unit/acre)
- LLDR - Large Lot Residential (1.0 to 2.0 units/acre)
- LDR - Low Density Residential (> 2.0 to 3.5 units/acre)
- MDR - Medium Density Residential (> 3.5 to 6 units/acre)
- HDR - High Density Residential (> 6.0 to 10 units/acre)
- NC - Neighborhood Commercial (< 3 acres)
- CRC - Community/Regional-scale Commercial (3 acre or larger)
- O - Office (< 10 acres)
- PR - Parks and Recreation
- Forest Preserves
- SDR - Stormwater Detention/Retention
- IN - Institutional
- MG - Municipal/Government/Public and Semi-public
- IWD - Industrial/Warehouse Distribution

#### Transportation

- I-355 Proposed
- Interstate 80
- Highways
- Road Centerlines
- Railroads
- Recreational Trails

#### Other

- Parcel Lines
- Water Features
- Planning Area
- Adjacent Communities
- I-80 and Proposed I-355 R.O.W.

The percent of land in agricultural uses is somewhat misleading, since about 2,500 acres of the land in this category was being processed for new development at the outset of this update (see **Pending Developments, Chapter II, Planning Factors**). Agricultural lands are experiencing tremendous pressures for conversion, as subdivisions continue to surround farmed parcels (see **Figure I-1, Existing Land Use Map**). Also a large part of this land use consists of right-of-way for the planned I-355 extension.

### **Residential:**

Table 10 and Figure I-1 show that the pattern of development within the incorporated boundaries of New Lenox is consistent with urban development. Single-family residential land uses on lots generally 10,000 to 12,000 square feet in size are the dominant land use (25.20%), next to agriculture (30.97%). This contrasts with the estate residential land use classification (13.35%), which ranks second to agriculture in the planning area (54.40%). Some of these parcels are five or more acres in size and experiencing pressures for subdivision and development.

Multiple-family residential land uses, consisting of duplexes, townhomes and some apartments and condominium buildings are scattered throughout incorporated New Lenox. Together, medium density and high density residential land uses comprise less than 6.0% of the total land uses in the municipality and less than 1.5% in the Village's planning area.

### **Commercial/Office:**

Commercial and office land uses make up just fewer than 3% of the total land uses in incorporated New Lenox, and there are few commercial properties that lie outside the corporate boundaries to add to that percentage. **This does not include the commercial properties that were being processed at the time of this update (see Planning Factors, Chapter II), which are expected to nearly double the number of acres of commercial.** Residents currently shop in neighboring Orland Park, Tinley Park and Frankfort, rather than New Lenox, sending valuable tax dollars to these communities rather than capturing them for Village use. As population increases, New Lenox will have the market demand required for new commercial uses.

U.S. Route 30 continues to be a center of retail activity. However, most of the development consists of one-lot deep businesses, with individual curb cuts. The frequent curb cuts that are associated with development along this arterial street slow traffic and create the potential for accidents as cars enter and exit at numerous and often unexpected locations.

### **Industrial:**

Industrial land uses make up only 2% of the total land uses in the Village. This is substantially less than is typical for communities of this size. Increasing the number of acres devoted to this land use would diversify the tax base and increase employment opportunities in the Village.

Cherry Hill Business Park is being developed on the west side of the community, west of Gougar Road and south of I-80. The 206-acre first phase is under construction at this time, with the potential for 1,200 acres of industrial development, including rail service. This development is clustered with other industrial uses, thereby building upon the established use in this area. U.S. Route 30 provides easy access to I-80, providing the transportation link that will be desired by businesses.

### **Parks, Recreation and Open Space:**

Figure I-1 shows the location and size of parks that currently serve the community. The need for regional, community and neighborhood-scale parks will be coordinated with the Park District as part of this Plan update to ensure that the recreational and open space needs of all residents of New Lenox are met.

**Trails** — Two trails exist within the planning area: Old Plank Road Trail and the Hickory Creek Greenway. In April 2002, Will County adopted a Land Resource Management Plan. This plan included recommendations for proposed trails in the planning area:

- Spring Creek South.
- Sugar Creek Loop.
- Waubensee Glacial Trail.

The Village also adopted a Bicycle and Pedestrian Facilities Master Plan in 2002 to plan for links from residential subdivisions and large commercial destinations to these major trails.

These trails will interconnect with the existing trails to provide a comprehensive trail network throughout the region. The potential for developing other trails in the Village's planning area will be explored, and recommendations developed that can be taken to the next level of planning and implementation.

**New Lenox Community Park District —** New Lenox Community Park District currently has 24 park sites, 17 of which are developed with playgrounds. These include the Sanctuary Golf Course, an 18-hole championship course, with driving range, learning center, pro shop and a bar and grill. Located on Marley Road one mile north of U.S. Route 30, this 235-acre site is owned and operated by the New Lenox Community Park District.

The New Lenox community continues to experience residential growth and development. It is the Park District's plan to continue to acquire land in park deficient areas of the community, while working with the school district to combine school and park developer land donations. To help with future open space recreational needs, the Village, in cooperation with the District, requires a land or cash donation (impact fees) from all developers. The preservation of open space and natural resources is at the forefront of the Park District's land acquisition policy. The New Lenox Community Park District currently maintains over 400 acres of park land, which is well above the national standard, for the population of the district.

Through intergovernmental agreements with local school districts, the Park District is able to offer programs at satellite locations. The Lincoln-Way High Central School Campus Field House, a 90,000-square foot multi-purpose facility, has greatly enhanced district programming since it opened in September 1994. The Park District programs are published to all residents in seasonal brochures mailed three times a year. Programs are offered for all age and interest groups, along with special events, bus trips and athletic leagues. The Park District has a reciprocating relationship with the four youth athletic associations in New Lenox (Baseball, Football, Soccer and Softball), to provide field support and maintenance.

**Other Facilities —** Other recreational facilities that are owned and maintained by the Joliet Park District or Will County Forest Preserve District include:

- **Pilcher Park —** Located on Gougar Road near Interstate 80 and U.S. Route 30 in Joliet, this preserve (with nature trails) offers an Outdoor Education Center which includes park information, large aquariums and a turtle pond. Pilcher Park is 640 acres of natural wonder that includes such landmarks as the Flowing Well, the Bird Haven Greenhouse and Conservatory, a horticultural center and a log nature center. It also boasts 50 of the 61 acres of high-quality wet-mesic upland forest found in Illinois, according to the Illinois Natural Areas Inventory of 1978.
- **Woodruff Golf Course —** Woodruff Golf Course, located east of Pilcher Park, is owned and managed by the Joliet Park District. This 18-hole golf course is hilly and scenic.
- **Higinbotham Woods —** In 1925, the heirs of Harlow N. Higinbotham donated 239 acres immediately east of Pilcher Park, named Higinbotham Woods. Higinbotham was the original owner of the Pilcher parcel and president of the 1893 Chicago World's Fair and Columbian Exposition. The Bird Haven Greenhouse and Conservatory sits on three acres surrounded by Pilcher Park and Higinbotham Woods.
- **Hickory Creek Forest Preserve —** The 1,800-acre Hickory Creek Preserve is Will County's largest forest preserve. The creek that bears its name runs through the preserve traveling west to the Des Plaines River. The preserve is divided into two sections by Wolf Road. The eastern section includes a 1.8-mile asphalt hiking and biking trail, as well as two short packed-earth and mowed turf hiking-only trails (0.9 mile) that loop off the main trail. Hickory Creek is home to the forest preserve district's Environmental Learning Center. Adult educational workshops are offered here year-round covering a wide variety of environmental subjects.

- **Potawatomi Forest Preserve** — The Will County Forest Preserve District recently acquired the 118-acre Potawatomi Woods located within the Hickory Creek area. This preserve serves as a buffer for cultural resources in Pilcher Park, protecting one of the most important Illinois Natural Areas Inventory Site in Will County
- **Old Plank Road Trail** — The Old Plank Road Trail is a 21-mile long trail that passes through New Lenox and its planning area. Initially, the trail was a major communication, trading and transportation corridor for Native Americans and the occasional missionary, fur trader, trapper or explorer. Subsequent to 1850, it functioned as an emigration route for European settlers looking for land to settle on. Now the trail is a recreation and nature preserve owned and maintained by the Will County Forest Preserve District, providing recreation opportunities for residents of New Lenox.

#### **Municipal/Governmental and Public/Semi-Public:**

This land use includes the Village Hall, Public Works Facilities, Park District Headquarters, Fire Stations, Howell Airport, Metra station and pipeline easements. The percent of land allocated to this land use will grow to serve the expanding population.

#### **Institutional:**

At present, 3.34% of the total land uses in New Lenox are allocated to this land use classification, which includes schools and churches. One of the most important assets of New Lenox is its public school system. Residents are repeatedly attracted to New Lenox because of the quality of education provided by Elementary School District #122 and Lincoln-Way High School District #210.

**New Lenox Elementary District #122** – New Lenox Elementary District #122, which provides education for grades kindergarten through 8, has nine schools:

- Alex Martino Junior High School (Grades 7-8).
- Bentley Elementary School (Grades 4-6).

- Cherry Hill School (Kindergarten).
- Haines Elementary School (Grades 1-3).
- Liberty Junior High School (Grades 7-8)
- Nelson Prairie School (Grades 1-3).
- Nelson Ridge School (Grades 4-6).
- Oster-Oakview School (Grades 4-6).
- Tyler School (Grades 1-3).

**Lincoln-Way High School District 210** – Lincoln-Way High School District 210 serves residents in the communities of Frankfort, Manhattan, Mokena and New Lenox. The District currently operates two campuses, Lincoln-Way East in Frankfort and Lincoln-Way Central in New Lenox. Current enrollment in the district exceeds 6,200 students.

**Parochial Schools** – There are two parochial schools in New Lenox:

- Providence Catholic High School, south of U.S. Route 30 and east of Gougar Road, is a mid-sized (approximately 1,150 students) Catholic, co-educational, diocesan secondary school administered by the Augustinians and staffed by religious and lay people. The school has been located in New Lenox since 1962.
- St. Jude's Catholic Elementary School, located on 2<sup>nd</sup> Avenue, offers kindergarten through 8<sup>th</sup> grade. The school is currently operating at capacity.

## Chapter II, Planning Factors

### Planning Factors

The physical factors that contribute toward future growth and development in New Lenox are described below. These, coupled with information gathered through the visioning process, key person interviews, community survey, public workshops and public open houses contributed to the type, intensity and pattern of land uses planned for New Lenox as well as the land use and development policies presented in **Chapter V**. These maps are presented as Figures II-1 through II-6. A description of each is provided below.

### Boundary Agreements/I-355 Sub-Area Map:

New Lenox has boundary agreements with Joliet, Lockport, Mokena, Frankfort and Homer Glen (see Figure II-1). No agreement has been established with Manhattan to the south. It will be important to identify boundaries and land uses mutually acceptable to this community who also has large tracts of vacant or agricultural land within its planning boundaries. This will:

- Ensure the implementation of logical development patterns at the edges of New Lenox;
- Provide clear direction to the development community as to jurisdiction of vacant lands; and
- Avoid competition between developers who may try to play one community against the other with respect to the type, intensity and location of land uses between New Lenox and Manhattan.

This graphic also shows the 3,150-acre area around the planned I-355 / I-80 interchange that was the focus of a sub-area plan in July 2000. This area was previously identified as a major development focus for New Lenox once I-355 is extended south.

### Taxing District Boundaries:

Figure II-2 identifies the taxing district boundaries for:

- Schools.
- Parks.
- Library.
- Fire Protection.

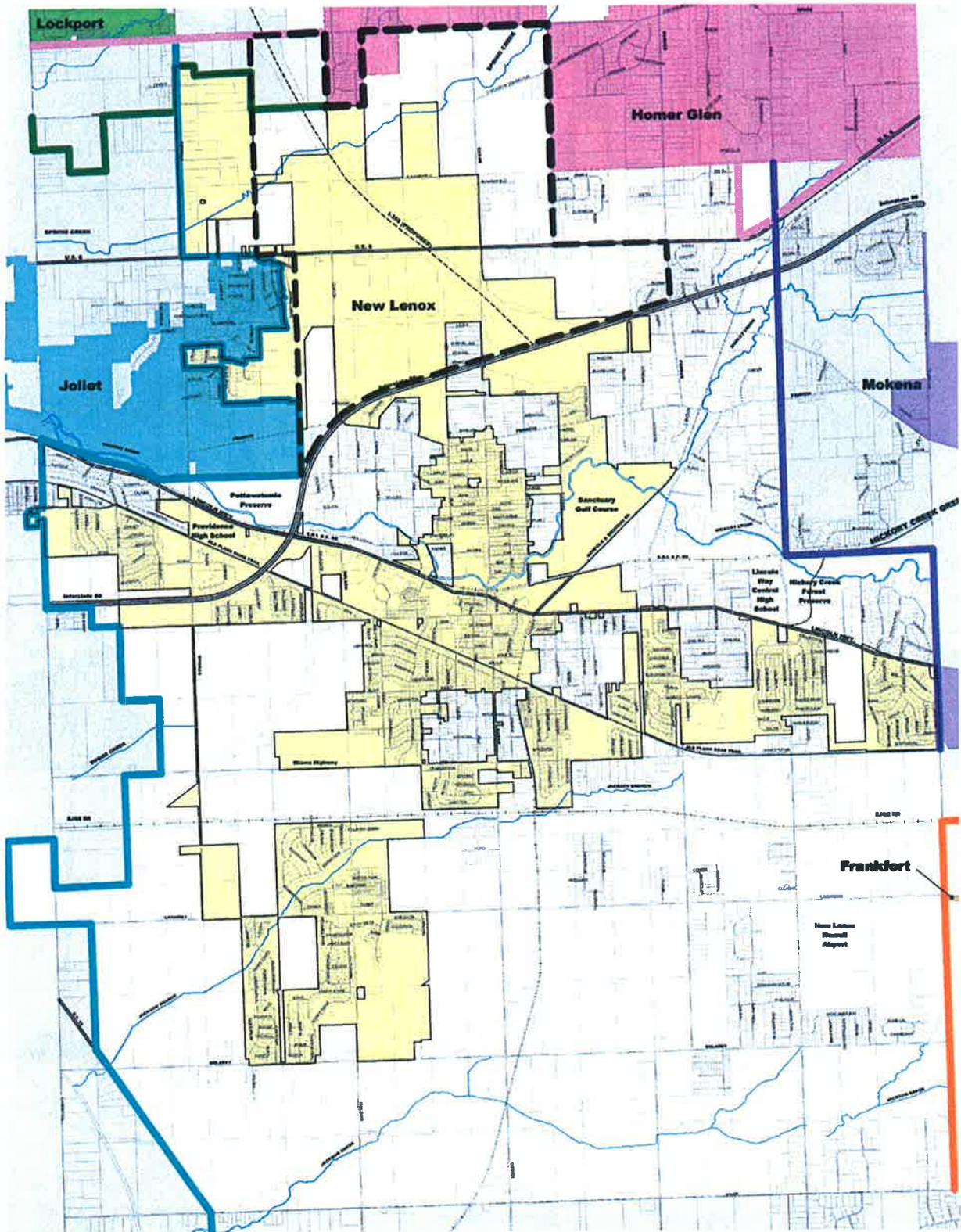
**General** — There are many overlapping taxing districts serving the community. Most follow New Lenox Township boundaries, although some overlap of boundaries occurs at the edges of the community. Most developed portions of the Village are served by New Lenox taxing districts. Residents of New Lenox who live in Homer Township are served by Homer Township Fire and Library Districts.

The borders for the New Lenox taxing districts stop at the Township Line (Delaney Road) on the south side of the community. However, the Planning Area extends beyond the southern Township line. Therefore, future Village residents of Manhattan Township will be served by Manhattan Township Fire, Park and Library Districts.

**Schools** – New Lenox School District 122 and Lincoln-Way High School District 210 serve the majority of New Lenox.

- New Lenox Elementary School District #122 lies within New Lenox Township and covers approximately 32 square miles. Current enrollment is approximately 4,500 students within nine schools that serve grades K-8.
- Lincoln-Way Central High School in District #210 serves students from New Lenox and Manhattan. It presently has an enrollment of more than 2,600 students. The enrollment for the central campus has been steadily growing over the past several years, placing pressures on District #210 to provide physical space (school buildings and athletic fields) as well as teachers and educational materials.

The area within District #122 and District #210 is growing at a pace challenging for the districts to provide adequate school facilities. Therefore, meeting school needs was one of the top priorities identified as part of the visioning session held with elected and appointed officials. This includes providing a sound tax base that can support schools. Areas in the southeastern edge of the township are served by Frankfort schools. In the



## Boundary Agreements/ I-355 Sub-area Map

### LEGEND

#### Adjacent Communities

- Frankfort
- Joliet
- Lockport
- Mokena
- Homer Glen

#### Boundary Agreements

- Homer Glen
- Frankfort
- Joliet
- Lockport
- Mokena

#### Transportation

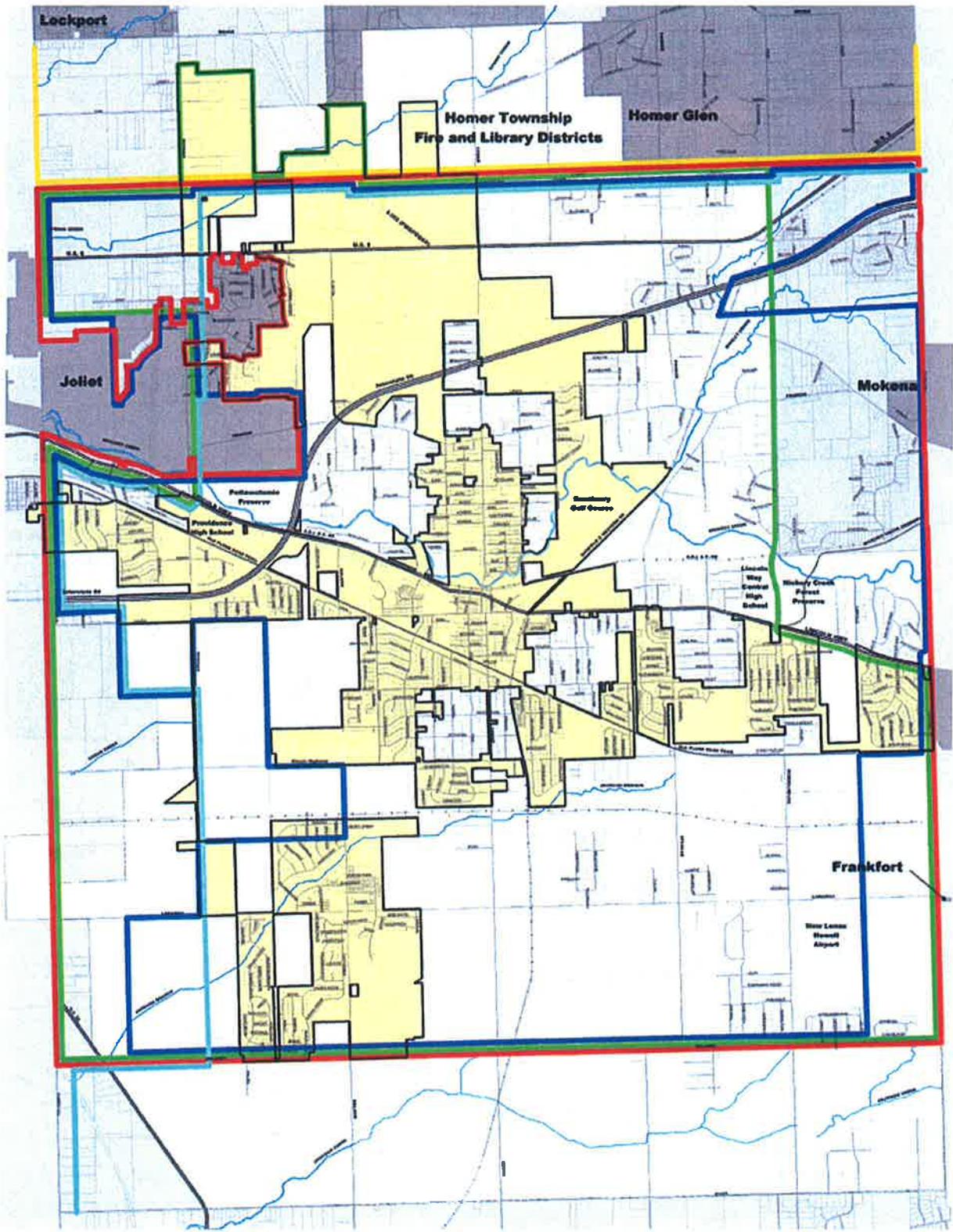
- I-355 Proposed
- Interstate 80
- Highways
- Railroads
- Road Centerlines
- Recreational Trails

#### Other

- Corporate Boundary
- I-355 Extension Sub-area
- Outside Planning Area
- Parcels
- Water Features

Figure II-1  
Village of New Lenox

2024 Comprehensive Plan Update



## Taxing District Boundary Map

- LEGEND**
- Taxing Districts**
    - Western Boundary For Lincolnway High School, Entire Boundary Extends East Beyond Map Extents
    - New Lenox Elementary School District 122
    - New Lenox Community Park District
    - New Lenox Township Fire Protection District / New Lenox Public Library District
    - Homer Township Fire and Library Districts
  - Transportation**
    - I-555 Proposed
    - Interstate 80
    - Highways
    - Railroad
    - Road Centerlines
    - Recreational Trails
  - Other**
    - Parcels
    - Water Features
    - Corporate Boundary
    - Adjacent Communities
    - Outside Planning Area

Figure II-2  
Village of New Lenox



northeast section of the township, a portion of the Planning Area is served by Mokena schools. In the southwest quadrant of New Lenox Township, Union elementary school district serves some New Lenox residents. Village residents in Homer Township are served by Homer Consolidated School District 33C and Lockport High School, and future Village residents in Manhattan Township will be served by the Manhattan elementary school district.

**Park District** — The New Lenox Community Park District occupies approximately 33 square miles lying almost entirely within New Lenox Township. The population of the Park District is approximately 33,000; with 17,771 of those individuals residing within the Village of New Lenox limits (an 11-square mile area).

**New Lenox Fire Protection District** – The New Lenox Fire Protection District provides fire and rescue service to the Village of New Lenox and most of New Lenox Township. The district is both urban and rural, and covers 36 square miles in Will County, Illinois, including 12 miles of Interstate-80.

**New Lenox Public Library District** – The New Lenox Public Library District provides access to the universe of information and makes it available to the community in order to promote the communication of ideas, to enlighten citizens, and to enrich the personal lives of all district residents. The Library District constructed a new facility that opened in 2001 to serve New Lenox well into the future.

### **Pending Developments Map:**

The Pending Development Map (Figure II-3) shows 44 current pending residential, commercial and industrial developments in New Lenox, totaling approximately 2,500 acres. Each of these is in some level of the review process, ranging from annexation to building permit approval. As planned:

- 3,863 residential units (single-family, townhomes, condominiums and multi-family) are planned to be constructed as part of these pending developments. Using an average of 3.03 persons per household<sup>1</sup>,

this represents approximately 11,800 new residents to the community.

- No apartment buildings have been approved or proposed as part of the pending residential developments, which would further diversify the housing stock.

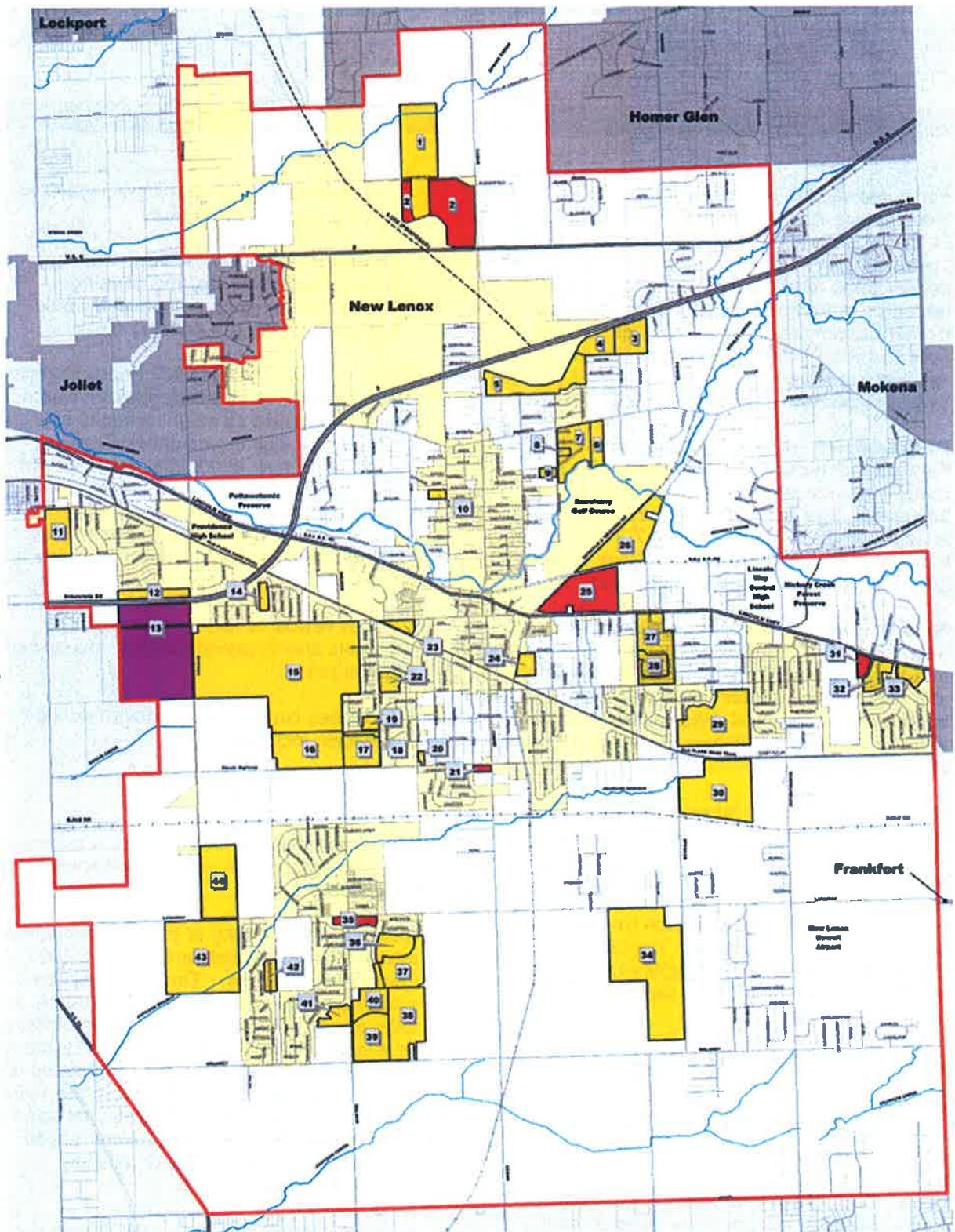
One of the goals of the 1997 Comprehensive Plan is that all future residential development should be created as neighborhoods or unified extensions of existing neighborhoods. Furthermore, new residential development should grow outward from existing neighborhoods. Some of the pending residential developments are located next to existing neighborhoods. However, many are not, which:

- Places residents farther from existing schools and shopping centers, increasing travel time;
- Increases costs associated with public services, including:
  - Sewer and water.
  - School busing.
  - Postal service.
  - Road maintenance and snow plowing.
  - Emergency services (ambulance/fire).
  - Police patrol.

Generally, the density of pending residential developments is consistent with the 1997 Comprehensive Plan. The average density for single-family residential developments is 1.6 units per gross acre. Two of the 44 pending developments will be developed as residential subdivisions, rather than the commercial land use classification recommended in the 1997 plan. Also, two community/regional scale shopping centers and three neighborhood centers are proposed next to existing residential neighborhoods:

- These centers will more than double the number of retail commercial opportunities available to serve the Village; and
- With the large number of new homes being built, New Lenox can expect to attract new retail and other commercial.

<sup>1</sup> Average household size for New Lenox, Census 2000



# Pending Development Map

## LEGEND

### Developments In Process

- |  |                                      |
|--|--------------------------------------|
| 1. Cedar Creek                                       | 21. Cedar Crossing                   |
| 2. Cedar Creek Commercial                            | 22. Wildwood Club Estates Unit 6     |
| 3. Walker Country Estates North Phase II (Remainder) | 23. Prairie Crossing                 |
| 4. Walker Country Estates North Phase II Unit 2      | 24. Deerfield Subdivision            |
| 5. Walker Country Estates North Phase II Unit 1      | 25. Foxie 30 Conventional Properties |
| 6. Green Trails                                      | 26. Traffic Creek                    |
| 7. Walker Country Estates                            | 27. Crystal Cove Unit 1              |
| 8. Gibbon  | 28. Crystal Cove (Remainder)         |
| 9. Peppy Subdivision                                 | 29. Albernia Estates Units 2 to 5    |
| 10. Linden Oaks Estates                              | 30. Green Trails                     |
| 11. Wildflower Estates                               | 31. Bluestone Bay Commercial         |
| 12. Cherry Hill Townhomes                            | 32. Bluestone Bay Townhomes          |
| 13. Cherry Hill Business Park                        | 33. Bluestone Bay Townhomes          |
| 14. Grand Prairie Unit 6                             | 34. Ashton Estates                   |
| 15. Von Property                                     | 35. Laraway Ridge Commercial         |
| 16. Sylvan Meadow (Remainder)                        | 36. Laraway Ridge Unit 2             |
| 17. Sylvan Meadow Unit 1                             | 37. Laraway Ridge (Remainder)        |
| 18. Falcon Ridge                                     | 38. Horizon Meadows                  |
| 19. Acollavon Unit 4A                                | 39. Wanderlust Lakes (Remainder)     |
| 20. McDevitt/Sherrow                                 | 40. Wanderlust Lakes Unit 1          |
|  | 41. Falcon Ranch Unit 1              |
|  | 42. Meadowview                       |
|  | 43. Prairie Lakes                    |
|  | 44. Jacob's Field                    |

### Pending Developments

- Residential
  - Commercial
  - Industrial
- Transportation
- I-355 Proposed
  - Interstate 80
  - Highways
  - Road Centerlines
  - Railroads
  - Recreational Trails
- Other
- Parcels
  - Water Features
  - Planning Area
  - Corporate Boundary

Figure II-3  
Village of New Lenox



### Utilities Map:

**Facilities Planning Area** — The utility map (Figure II-4) shows the current facilities planning area (FPA) for New Lenox. The FPA designates where a community may offer centralized sewer. No urban growth can occur outside of the FPA. The FPA boundary was recently changed to accommodate projects on the edge of the Village. Although smaller than the planning area, it generally follows the boundaries of the designated planning area with the exception of:

- An unincorporated area in the north near Homer Glen.
- The area around Hickory Creek adjacent to Mokena.
- The southern part of the Planning Area, which is located in Manhattan Township.

The current FPA boundary constrains growth opportunities, and would need to be expanded again to serve future residential and non-residential development south of Delaney Road.

**Sanitary Treatment Facilities** — New Lenox has prepared a utility plan designed to serve anticipated growth in the existing and future Facility Planning Area. Figure II-4 shows that two wastewater treatment facilities currently serve the Village, and that a third facility is under construction.

- WWTP #1 is located in the center of town, and has the capacity to treat 1.5 million gallons of wastewater daily (MGD). This plant is being expanded to 2.5 MGD. The service area generally is located between I-80 and Haven Avenue, as well as areas east of Cedar Road between U.S. Route 30 and Illinois Highway.
- WWTP #2 is located along the Jackson Branch of Jackson Creek. This treatment plant serves most of the area south of Haven Avenue and west of Cedar Road. It has a capacity of 0.56 MGD, although it is not operating at capacity. WWTP #2 is expected to be able to serve existing and proposed residential and commercial developments, as well as Howell Airport.

- WWTP #3 is substantially complete. The initial capacity of this plant is 0.3 MGD. However the future capacity is 3.0 MGD. The service area for this future facility includes the planning area north of I-80, including the area around the planned I-355 extension.

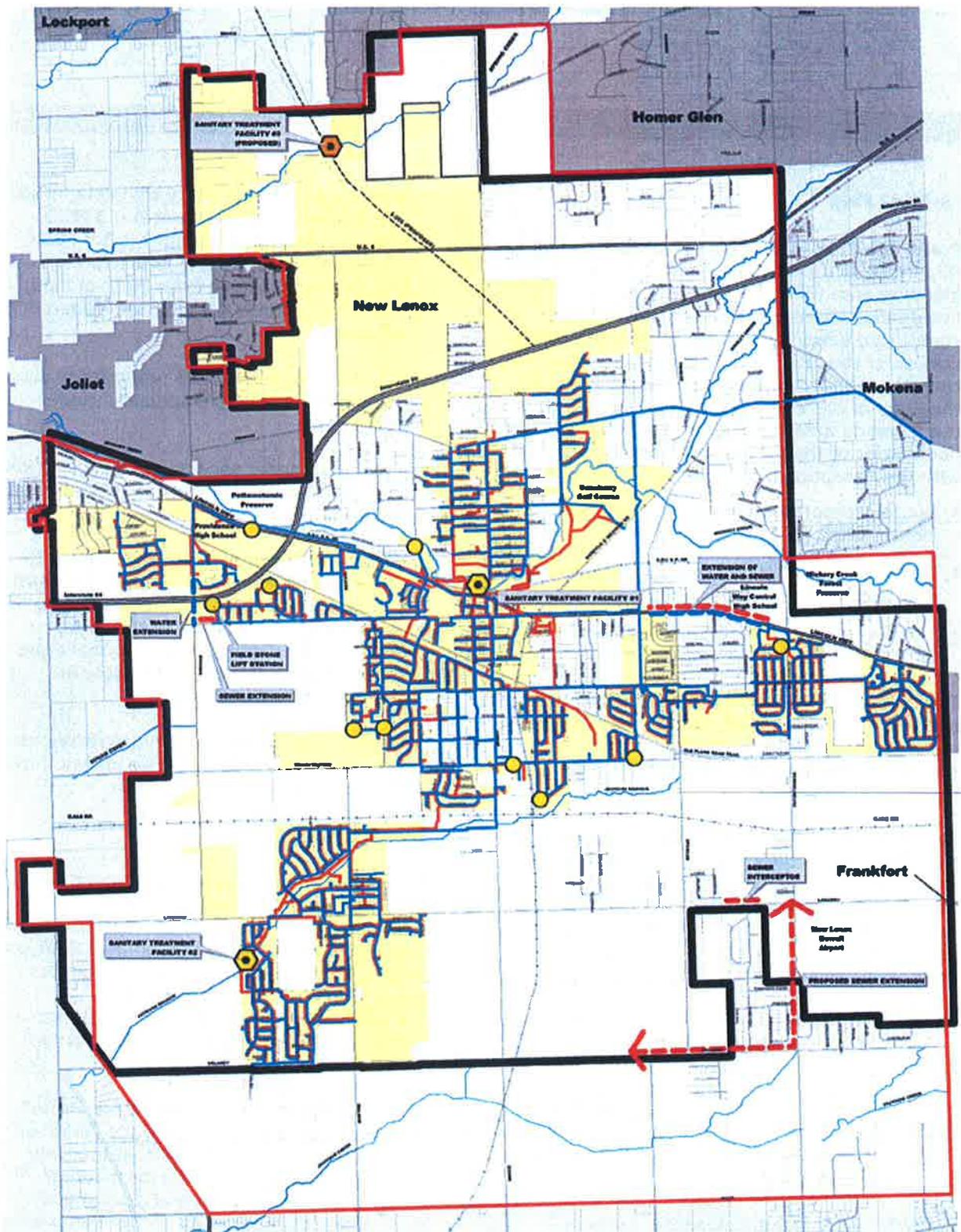
Other utility improvements proposed to serve existing or planned development include extensions of:

- Sewer and water service along Gougar Road to serve Cherry Hill Business Park and future residential developments.
- Water and sewer along U.S. Route 30 to serve parcels along U.S. Route 30 toward Lincoln-Way High School. By providing water and sewer service in this area, property owners are looking to make this stretch of U.S. Route 30 desirable for commercial redevelopment.
- Sanitary sewer service to subdivisions at Laraway and Schoolhouse Roads and New Lenox Howell Airport.

### Transportation Map:

Figure II-5 shows existing transportation networks, including existing major arterials, minor arterials, Interstate 80, Howell Airport, railroads and the Metra station at U.S. Route 30 and Cedar Road. This information was assembled from the Village's 1996 Transportation Plan, prepared by Edwards and Kelcey. The map also depicts the planned I-355 extension.

**Traffic Congestion and Need for Relief** -- Table 1, Change in Average Daily Traffic on Arterial Roadways, confirms that roadway improvements are essential for meeting existing demand. Additional growth and development proposed as part of this plan will only lead to further traffic congestion, unless roadway widening and new north/south linkages are planned and constructed.



## Utilities Map

### LEGEND

#### Utilities

- Facility Planning Area
- Sanitary Treatment Facility (Proposed)
- Sanitary Treatment Facility
- Sewer Liftstations
- Watermain
- Sanitary Sewer
- Proposed Water
- Proposed Sewer

#### Transportation

- I-55 Proposed
- Interstate 80
- Highways
- Railroads
- Road Centerlines
- Recreational Trails

#### Other

- Parcels
- Water Features
- Planning Area
- Corporate Boundary
- Outside Planning Area
- Adjacent Communities

Figure II-4  
Village of New Lenox





**Table 1**  
**Change in Average Daily Traffic (ADT) On Arterial Roadways**  
**1996<sup>1</sup> to 2004<sup>2</sup>**

Roadway Section	% Change
<b>East-West Routes</b>	
U.S. Route 6	+40% and higher
Francis Road	+35%
U.S. Route 30 – west of Cedar	+25%
U.S. Route 30 – east of Cedar	+20%
West Illinois Highway (Spencer Road)	varies up to + 40%
Laraway Road	varies up to +100%
Delaney Road	greater than +100%
Baker Road	greater than +100%
<b>North-South Routes</b>	
Gougar Road – south of I-80	+30%
Gougar Road – north of U.S. Route 30	+70%
Cedar Road – Laraway to Francis	N/A <sup>3</sup>
Cedar Road – north of Francis	+40%
Schoolhouse Road – south of U.S. Route 30	+10%
Schoolhouse Road – north of U.S. Route 30	greater than +100%

<sup>1</sup> Data Source: The New Lenox Transportation Plan Update Report prepared by Edwards and Kelcey, dated December 20, 1996. Not all ADT volumes contained in the report are 1996 volumes. Some of the data is based upon traffic counts taken in years *prior* to 1996.

<sup>2</sup> Data Source: The Illinois Department of Transportation 2004 Traffic Map for Will County as posted on the IDOT website. ADT volumes listed on the IDOT map may be based upon year 2004 or prior year traffic counts.

<sup>3</sup> N/A: Updated traffic volume data for this road segment is not available.

Table 1 shows what residents of New Lenox already know: north/south streets, such as Gougar, Cedar and Schoolhouse Roads, have experienced significant increases in traffic over the past six years. The construction of I-355 is expected to substantially add to traffic along these roadways as motorists use these roads to access the Tollway. Additional north/south corridors will need to be developed to relieve congestion expected along Gougar and Cedar Roads, the two main north/south thoroughfares that extend through New Lenox.

Also, average daily trip counts for Laraway Road have nearly doubled from 5,430 in 1996 to 9,430 in 2004<sup>2</sup>. This street is set to become the most important east/west corridor for the area south of U.S. Route 30. Four traffic lights are planned for intersections along Laraway, at Gougar, Cedar, Schoolhouse and Nelson Roads.

<sup>2</sup> ADTs for 1996 based on The New Lenox Transportation Plan Update Report and the ADTs for 2004 are from the IDOT 2004 Transportation Map for Will County.

Other roadway improvements underway include:

- The S-Curve on Cedar Road will be straightened in FY 2005.
- Widening of the Cedar Road Bridge over Hickory Creek.

**Public Transportation** — Figure II-5 shows the location of the existing Metra station, which is operating near capacity. The proposed Metra Station at the intersection of the Norfolk/Western and the E. J. & E. Railroads could serve the existing Norfolk/Western line and the E.J. & E. if a suburban ring rail line is implemented. With residential growth expected in this area, the proposed station could serve residents from New Lenox, Frankfort, Mokena, Manhattan and other municipalities. It is expected that some existing ridership would move from the existing to the planned station once it is constructed.

**I-355 Extension** — The planned extension of I-355 south to I-80 will stimulate growth around the new interchange and provide an important link to the region's expressway system. The Illinois Toll Highway Authority approved a 10-year Long Range Plan on September 30, 2004, which includes plans to construct the I-355 southern extension. Construction is expected to begin in fall 2004, with completion of the road in 2007.

**Howell Airport** — This airport is open to the public. Currently, there are approximately 82 aircraft operations each day. Most (68%) are single-engine airplanes that are local aircraft. The remainder is transient general aviation. This airport, although operational, is currently proposed for development. The amount of air traffic received at this facility is not likely enough to sustain current operations.

**Bus Service** — Pace bus route #506 provides service between Joliet and the New Lenox Metra station. Also, New Lenox Township operates Para Transit Service, a "door to door" transportation service for senior citizens, handicapped, youth or any person desiring transportation. Presently, two vehicles are available, one equipped with a wheel chair lift.

**Trails** — Another important component of this map is the identification of existing and potential bicycle routes. The 21-mile Old Plank Road Trail passes through the planning area, in addition to trails that are part of Hickory Creek and Potawatomi Forest Preserves. Also, the map shows a future recreational trail along the Norfolk and Western Railroad planned by Will County. These trails not only provide opportunities for recreation, but also serve as alternative modes of transportation for those wishing to walk or travel by bicycle.

#### **Environmental/Parks and Recreation/Cultural Resources Map:**

Figure II-6 identifies wetlands, floodplains, forest preserves and parks and recreation areas in New Lenox. This map also includes cultural resources that are important to the history of New Lenox and warrant preservation.

**Environmental** — Six creeks generally flow from east to west/southwest in the Village's planning area. These are:

- Spring Creek.
- Hickory Creek.
- Marley Creek.
- Sugar Run.
- Jackson Branch.
- Jackson Creek.

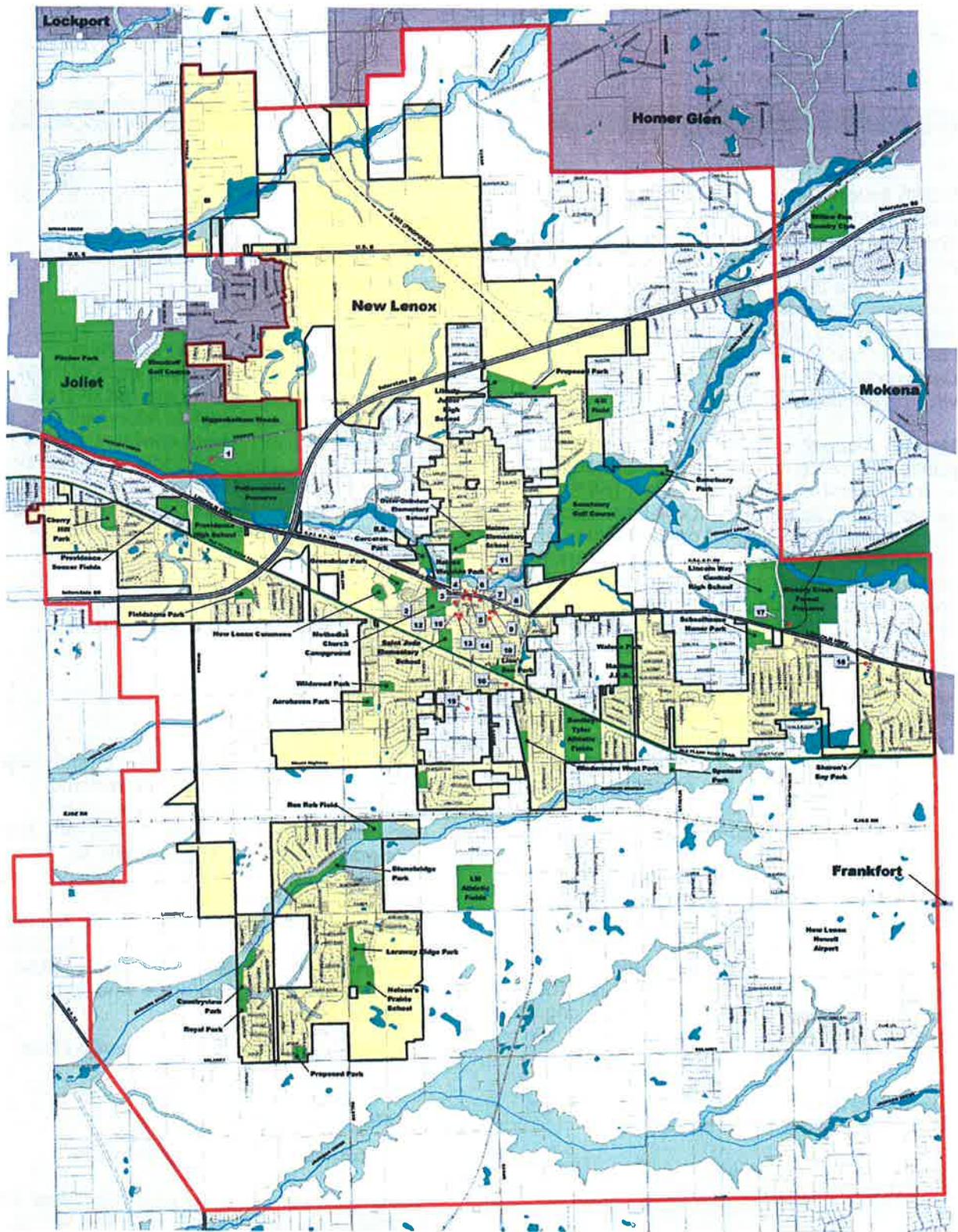
This map shows a proposed system of environmental corridors along each of these creeks to ensure that they are not degraded by activities associated with development (i.e. fill and tree removal). These corridors can also be used for trails. They can additionally function as linear corridors of vegetated open space that will preserve the scenic character of New Lenox. As proposed, these environmental corridors include:

- 100-year floodplain.
- Riparian zone (vegetated area in the floodplain).
- Wetlands.
- Major stands of trees.

The wetlands that are illustrated on this map were derived from the National Wetland Inventory Maps. They are indicators of wetlands, taken from aerial photographs and soils maps. Although they provide an indication as to the presence of wetlands, they are not field verified, and are not meant to supersede the environmental studies required as part of a development proposal. Wetlands play an important role in the ecology of the area, and should be protected whenever possible, because they:

- Function as groundwater recharge areas;
- Provide flood control;
- Offer habitat for wildlife; and
- Contribute to community character.

The majority of overstory or canopy trees are located along the Hickory Creek and Spring Creek corridors. Most are already protected as public open space (i.e., Hickory Creek and Potawatomi Forest Preserves). Major stands of trees also exist along Francis Road. These trees, coupled with the relatively low development patterns along much of this roadway, contribute toward the rural character that continues to attract people to New Lenox.



## Environmental/Parks and Recreation/ Cultural Resources Map

Figure II-6  
Village of New Lenox

### LEGEND

#### • Cultural Resources

1. Old French Fort - 1740
2. Methodist Campgrounds - 1866
3. Hilton House - 1878
4. Grain Elevator - 1918
5. New Lenox State Bank - 1928
6. Grace Episcopal Church - 1868
7. Handorf House - 1828
8. Old Methodist Church - 1899
9. Fire Station #1
10. Haven School - 1928
11. New Lenox Lumber - 1927
12. Hickory Street Homes
13. Haven Street Homes
14. Home - 1899
15. Maple Wood Cemetery - 1848
16. Pretzel House - 1901
17. Schuhl School - 1923
18. Old Brick Tavern Memorial - 1840
19. Gougar House - 1868

#### Natural Resources

- Wetlands
- Parks and Recreation
- Floodplains
- Forest Preserves

#### Transportation

- I-355 Proposed
- Recreational Trails
- Interstate 80
- Highways
- Railroads
- Road Centerlines

#### Other

- Water Features
- Parcels
- Planning Area
- Corporate Boundary



**Parks, Open Space and Forest Preserves** – Recreational facilities are illustrated on Figure II-6 and described under Existing Land Uses in Chapter I.

**Cultural Resources** — A description of the cultural resources in the community was submitted separately. This includes 19 sites and structures identified by the New Lenox Historical Society, primarily located in the center of town. The preservation of these sites and structures as a way of creating identity and community character by integrating them into a plan that includes their continued use for residential, business or open space will be evaluated. They include:

1. **Old French Fort**, built in 1740. This is the site of a fort that was used by French settlers when they first explored this territory.
2. **Methodist Campgrounds**, established in 1866. The campgrounds were used by Methodist parishioners for revivalist meetings. The campgrounds are only a few blocks from the Rock Island Railroad, which passed through this area as early as 1852.
3. **Hilton House**, built in 1878. The original house no longer exists. However, the site is one of the oldest residential home sites in New Lenox.
4. **Grain Elevator**, constructed in 1918. The grain elevator is intact from when it was first built, and is a reminder of the importance of agriculture in this area.
5. **New Lenox State Bank**, established in 1928. The west wall of the structure is original; the rest of the building is more recent. It was the first bank established in the area.
6. **Grace Episcopal Church**, built in 1868. This was the first church in the Village.
7. **Handorf House**, built in 1828. The Handorf House is the oldest surviving residential structure in the area.
8. **Old Methodist Church**, built in 1899. This was the second Methodist church in the Village. It was used as a church until 1975, and then converted to various office uses between 1975 and 2003. It is again being used as a church.
9. **Old Fire Station #1**, no date. This building was the first fire station in the community.
10. **Haven School**, built in 1928. Haven School was constructed to meet the needs of the growing population of New Lenox and the surrounding area, formerly provided by Schmuhl School. The building is now used as the Administrative Center for New Lenox School District #122.
11. **New Lenox Lumber**, built in 1927. A long time business in town, owned by the same family throughout its existence, closed in 2002. The property was recently sold and is ready for redevelopment or reuse.
12. **Hickory Street Homes**, various dates. Many homes along Hickory Street were built at the turn-of-the century and are representative of the architectural styling of the times.
13. **Haven Avenue Homes**, various dates. Several homes along this street were built in New Lenox at the turn of the century and are representative of late 1800's and early 1900's architecture.
14. **Home**, built in 1889. One of the oldest surviving homes in the community.
15. **Maple Wood Cemetery**, established in 1848. This is the oldest cemetery in the Village. A soldier from the Revolutionary War is said to be buried here.
16. **Pretzel House**, built in 1901. This home is representative of the style built in the area at the turn-of-the-century.
17. **Schmuhl School**, built in 1923. This is the only one-room school left in the area. It was relocated from its original location at the southeast corner of U.S. Route 30 and Schoolhouse Road.
18. **Old Brick Tavern Memorial**, established in 1840. Abraham Lincoln slept on this site (the building no longer exists).
19. **Gougar House**, built in 1868. House is representative of the time period, and has been owned by the same family since its construction.

## Public Involvement

An extensive public involvement process was carried out to lay the groundwork for the plan. It included a community survey, public workshop, key person interviews and open house.

### Community Survey:

A 23-question community survey was sent to 1,500 households in July 2002. The purpose of this survey was to solicit input on planning and development from residents in the community. The questions were targeted toward determining residents' opinions on:

- Community Character.
- Growth
- Open Space.
- Economic Development.
- Housing.

A copy of this survey can be found in Appendix A. The selection of the households was at random. Eight hundred fifty (850) or 57% of the 1,500 surveys were returned. Survey results also are included in Appendix A. Generally, residents who responded to the questionnaire:

- Have lived in New Lenox for more than 10 years.
- Live in a single-family detached dwelling.
- Are between 31 and 44 years old.
- Have an annual income between \$71,000 and \$100,000.
- Have two children under the age of 18 years living in their household.

The majority of those responding:

- Moved to New Lenox because of its schools.
- Believe that New Lenox lacks an identity.
- Think that creating a centralized shopping district would create identity.
- Want to see retail commercial promoted in New Lenox.
- Believe that full-time employment opportunities in the office, service and light industrial sectors should be created.

- Think that the Village's ultimate population should be 25,000 to 50,000 within the planning area defined by this project.
- Want open space to be provided through forest preserves, parks and recreation areas.
- Want department/discount stores and grocery stores in New Lenox.
- Believe new commercial should be concentrated in areas where commercial already exists.
- Believe that New Lenox provides housing for all income levels and housing types.
- Identify single-family homes for young families as a need.

### Public Workshop:

A public workshop was held with residents in July of 2002 to obtain public input on assets, problems, needs and opportunities. A summary of responses can be found in Appendix C. Generally, those attending the workshop reinforced comments received through the visioning process and information obtained through the community survey. Generally those attending the meeting indicated:

- The quality of life, with its rural character and small town atmosphere, is valued.
- Concerns over the need to relieve congestion and improve traffic circulation through and around New Lenox.
- Tax relief for residents and schools through commercial and industrial development is critical.
- Diversity of housing to meet needs for all residents is needed, so that those who live in New Lenox can choose to remain in the community.
- The amount of land that is vacant or farmed provides opportunities for commercial development.
- Open space in New Lenox should be protected and preserved.
- Landscaping could enhance the appearance of the community.

### Key Person Interviews:

Seven interviews were held with persons identified by staff and the Planning Advisory Committee as having a stake in the continued success of the community. Individuals interviewed included the:

- Superintendent of School District #122.
- Vice President of Continental Properties, who was developing a new shopping center in New Lenox at the time of the update.
- Owner of Ranch Frosty ice cream stand.
- Assistant Superintendent of Lincoln-Way High School.
- President of the New Lenox Lions Club.
- Student Council President of Lincoln-Way High School.
- Pastor of Peace Lutheran Church.

Similar responses about the assets, strengths, needs and opportunities in New Lenox were received from these stakeholders as were identified by community residents and public officials through the visioning session, community survey and public workshop:

- All emphasized the need for a stronger retail tax base.
- Most expressed a desire to maintain some of the open space that exists in the planning area.
- Several expressed a need to improve transportation linkages and reduce congestion.
- Many emphasized the need to provide for community identity.

### Focus of Planning Efforts

The community assessment and planning factors were evaluated by the Planning Advisory Committee along with the results of the visioning session held with the Village Board and Plan Commission, community survey, public workshop and key person interviews to identify the primary focus of this plan. The following summarizes key points raised by the Committee as items that should be addressed in the 2004 Comprehensive Plan Update:

### Growth/Development:

Pressure for residential growth is expected to increase. This conclusion is substantiated by the percentage increases in population experienced over the past few decades, as well as the population projections and forecasts made by the Northeastern Illinois Planning Commission for the years 2020 and 2030 (see **Chapter I, Community Assessment**). Furthermore, the planned extension of I-355 will make New Lenox more accessible and therefore more attractive for continued residential growth. Also, the planned construction of the I-355 extension will stimulate local economic development. The Planning Advisory Committee identified the need to manage growth and development, so that sound land use decisions can be made and goals and objectives developed as part of this plan are not compromised.

Because the planning area includes large, undeveloped parcels of land, the opportunity exists to develop large-scale projects where open space and recreation and non-residential uses can be provided in addition to planned residential development. However, New Lenox has already expanded outward into many of these larger tracts, creating irregular boundaries that are difficult to identify, and areas in the community that are difficult to serve with sewer, water and municipal services. One of the challenges of this plan identified by the Planning Advisory Committee is to find ways to "connect the dots" and promote development to those areas where it will be efficiently served, filling in the "gaps" that currently exist due to past annexation and development patterns.

### Community Identity:

Residents in New Lenox continue to value rural character, open space and environmentally sensitive resources. Most have a strong sense of community, but believe that the Village lacks identity of its own. Many residents do not identify themselves as living in New Lenox, but instead consider themselves as a resident of a particular subdivision. The following were identified as opportunities for creating identity:

- Maintain some of the rural character/small town atmosphere that exists today.

- Use the New Lenox Commons as an opportunity to create a gathering space for events and identity.
- Promote quality residential and non-residential development.
- Beautify the community and create identity through site design, architecture and landscaping.
- Consider establishing a consistent architectural style for the Commons.
- Consider preserving the historic core and adapting for small commercial uses.
- Find ways to develop a theme along U.S. Route 30 (architecture, landscaping, lighting, signs, etc.).
- Create a community where all residents can live, work, play and retire through the type, pattern and intensity of land uses.

**Housing:**

More than 66% of the Village’s developed land area (excludes vacant, agricultural and roads) consists of single- and multiple-family residential dwellings. Most of the housing in New Lenox caters to families with young children. While it is recognized that housing for families will continue to need to be provided as New Lenox grows, the Planning Advisory Committee also decided that it would be important to achieve the following as part of the plan update:

- Provide single-family and multi-family housing that meets different needs:
  - Housing that is affordable for 1<sup>st</sup> time buyers.
  - Housing large enough (but affordable) for young families.
  - Move up “executive” housing.
  - Move down/maintenance-free housing.
- Add housing for seniors.
- Encourage different site layouts and floor plans (avoid “cookie cutter” look).

- Maintain large-lot single-family housing options.
- Consider cluster housing as a way to preserve open space.
- Provide a transition in the intensity of housing (i.e., no small lots next to large lots).
- Require streets to connect and provide sidewalks.

**Open Space/Recreation:**

The Planning Advisory Committee agreed with residents and public officials that one of the primary assets of New Lenox is the rural character that exists because of the open space and recreation provided by parks and forest preserves. Therefore, the Planning Advisory Committee agreed to work the following into the plan update:

- Avoid the premature conversion of farmland.
- Add parks and Park District programs.
- Expand the recreational pathway system, including a “river walk” along Hickory Creek, if possible.

**Economic Development:**

Strengthening the Village’s tax base through economic development was identified as one of the primary focuses of the 2004 plan update. New Lenox needs property and sales tax revenues to provide the level of service expected and enjoyed by its residents. Areas of focus for economic development identified by the Planning Advisory Committee include:

- New Lenox is under served and ready for commercial growth (and now has the population base to support).
- Large tracts of vacant land offer opportunity to grow and develop.
- Build multiple-family residences, where residents typically exhibit spending patterns better for retailers/tax base.
- Be creative (i.e., Naperville’s downtown and riverwalk).

- Add commercial and industrial uses to reduce taxes and support schools.
- Add office/research to provide an employment base.
- Expand commercial along:
  - Laraway Road
  - U.S. Route 30
- Create more logical clusters of commercial to serve residents.
- Locate commercial near commuter rail stations, including Cedar Road and U.S. Route 30.
- Attract quality restaurants that draw people to shop and spend money in New Lenox.
- Add discount/department stores to the retail mix.
- Provide landscape screening between commercial and other less intensive uses (i.e., housing).

### **Institutional:**

The Planning Advisory Committee agrees with those interviewed and residents surveyed that the quality of schools in New Lenox draws people into the community. The items identified as a focus of the plan update included:

- Improve the tax base for schools to maintain the quality of education.
- Maintain neighborhood schools.
- Fix odors emanating from Wastewater Treatment Plant #1.
- Improve Park District/Village relationship and expand Park District programs, particularly for teens.

### **Transportation:**

The Planning Advisory Committee recognizes that traffic is becoming more congested as a result of new development in New Lenox and neighboring communities. The following was identified as items important to address as part of the 2004 plan:

- Promote the extension of I-355.
- Resolve safety concerns at the Cedar Road/Haven Avenue intersection.
- Find ways to cross I-80, which functions as a barrier, dividing New Lenox.
- Add other north/south routes.
- Alleviate congestion, particularly along Cedar Road, Gougar Road and U.S. Route 30.
- Target local roads for improvements.
- Bring ideas for road improvements/new linkages to County and State officials.
- Commuter rail is important. New Lenox should promote the planned 2<sup>nd</sup> station to alleviate demand on the existing Metra station.

# Chapter III, Goals and Objectives

## Goals and Objectives

This comprehensive plan is intended to guide local decision-making and action for the next five to ten years. The goals and objectives presented in this chapter have been created with input from the Planning Advisory Committee and the general public through a community survey, workshops and open houses. They represent priority topics discussed during the update of this land use plan, and comprehensively address the areas of land use, Village identity and administration.

The goals and objectives that follow are statements of intent that provide the framework for future planning and land use recommendations in New Lenox:

- Goals are long-term, qualitative statements of desirable conditions at ultimate development. They represent ideal situations that are not constrained by timelines. Goals reflect the needs and values identified by New Lenox during this plan update, and have been developed to give meaning, purpose and direction to everyday planning and development decisions.
- Objectives are more specific steps that can be scheduled, budgeted and accomplished as a means of trying to achieve the longer-term goals. Unlike goals, they are quantifiable statements, measured by time and action.

Once adopted, these goals and objectives become policies that will be used in making present and future decisions regarding the type, pattern and intensity of land uses in New Lenox's 37-square mile planning area. New Lenox will realize the vision created by this plan by carrying out these policies when working with developers, the business community and other political jurisdictions.

## Land Use

**Goal** – To create a community with land uses that foster community interaction, meets daily needs, while reducing travel distance and time to access goods, services and employment,

and that maintains some of the rural character that is enjoyed by the existing residents.

### Objectives:

- Build a strong and diverse economy by setting aside land for non-residential development that:
  - Provides goods and services for residents.
  - Reduces the tax burden on residents.
  - Creates jobs and reduces commuting distance and time.
- Avoid locating incompatible land uses next to one another when making land use decisions.
- Create mixed use residential neighborhoods that promote interaction among residents, reduce travel time and meet daily needs, such as:
  - Convenience goods and personal services.
  - Parks and recreation areas.
  - Institutional uses (i.e., schools, churches).
- Use landscape buffers to screen homes from traffic and from more intensive land uses.
- Use open space to create identity. Promote and maintain open space through:
  - Continued farming.
  - Conservation easements and land trusts.
  - Preservation of existing trees.
  - Preservation of greenways along streams.
  - Requirement for open space in new subdivisions.
  - Establishment of open space corridors along roads.
- Recognize agriculture as a viable land use.

- Make good planning decisions. Consider how the project follows the adopted plan and:
  - Contributes to the desired land use mix.
  - Protects natural resources.
  - Contributes to rural character.
  - Creates community identity.
  - Increases the tax base.
  - Provides goods and services.
  - Reduces reliance on the automobile.
  - Increases employment opportunities.
  - Diversifies housing.
  - Buffers homes from traffic.
  - Meets recreational needs.
  - Does not exceed the capacity of existing streets.
  - Follows planned roadway improvements.
  - Ensures compatibility between land uses.
  - Controls stormwater.
  - Does not exceed the capacity of existing utilities.
- Direct utility extensions that facilitate planned orderly growth, consistent with the Goals and Objectives of this adopted Comprehensive Land Use Plan.
- Coordinate the funding and construction of sanitary sewer plant expansion with future development.
- Coordinate the expansion of the Village's facilities planning area with development policies in the adopted plan.
- Maintain and respect existing boundary agreements with the Cities of Joliet and Lockport and with the Villages of Frankfort, Homer Glen and Mokena. Negotiate a boundary agreement with Manhattan.
- Require new development to be contiguous to existing development, whenever possible, to create compact development and avoid sprawl.
- Develop non-residential uses that can be sustained. Require market analyses for all planned commercial, office or industrial developments before they are approved.
- Promote mixed use developments, rather than large-scale residential subdivisions, which include a healthy mix of residential and business use, so that employment, goods and services are readily accessible to residents.

## Growth Management

**Goal** – Recognize that land is a resource that is to be wisely used. Therefore, focus new development in areas where development has already occurred and where utilities and other services are available or can be provided to an area in a cost-effective manner, and that otherwise brings positive benefits to the community.

### Objectives:

- Establish a development agreement with Will County that:
  - Directs all new development in the planning area to New Lenox.
  - Ensures support of the adopted plan.

## Residential

**Goal** – To provide a housing inventory that is diversified in dwelling unit type, size and design that supports the local population, attracts new residents and creates a high quality residential environment.

### Objectives:

- Maintain community's single-family character, but diversify housing with respect to:
  - Site design
  - Product type and size.
  - Architectural design.
  - Amenities.

- Adopt the following residential land use classifications:

- Estate (less than 1 unit/acre).
- Large Lot, Low-Density (1 unit/acre).
- Low-Density (2 units/acre).
- Medium-Density (3.5 units/acre).
- High-Density (6 units/acre).

The Village will consider densities higher than those listed in the above ranges, provided that a project includes amenities that exceed the minimum requirements of applicable Village ordinances. This density bonus is described more fully in **Chapter VI, Land Use and Development Policies**.

- Promote estate residential in areas depicted on the land use map to:

- Maintain rural atmosphere.
- Diversify residential land uses.
- Minimize impact on natural resources.
- Minimize encroachment into farmed areas.
- Provide a transition from agriculture to other land uses.

- Use Conservation Subdivisions as a tool to:

- Maximize open space/rural character.
- Link open space with adjacent developments.
- Maintain density but allow smaller lots.
- Encourage use of native vegetation.
- Incorporate natural features into plans.

- Promote subdivisions that offer:

- Mixed housing types (product and style).
- Variety in lot size.
- Streetscapes that are not garage dominated.
- Neighborhood and community-scale parks.
- Open space connected to parks/trails.
- Preservation of trees.
- Protection of environmental resources.

- Landscaped corridors along arterial streets.

- Views of open space, parks and environmental features.

- Walkable commercial.

- Provide opportunities for senior housing:

- Near planned medical uses.
- Near existing/planned commercial.

- Require 30% or more open space to be provided in all subdivisions greater than 20 acres.

- Encourage multiple-family housing at locations illustrated on the land use map to:

- Diversify the housing stock.
- Support planned retail, restaurant and entertainment uses.
- Provide workforce for planned office/ industrial developments.

- Create a Transit-Oriented Development near the existing and proposed Metra stations that includes:

- Small-lot single-family (7,500 square feet).
- Townhomes.
- Walk-up apartments or condominiums.

- Respect multiple-family dwellings as a residential land use, and prevent their use as "buffers" between incompatible land uses.

- Promote transitional land uses and landscape buffers between residential developments and commercial or industrial uses.

- Preserve and enhance existing neighborhoods by:

- Encouraging property maintenance.
- Promoting street connections between new and planned developments.
- Building sidewalks and recreational paths to connect neighborhoods.

- Amend the Zoning Ordinance as required to:

- Require open space in all new subdivisions, consistent with the policies in this document.
- Establish requirements for minimum lot size and ownership and maintenance of all open space.

## Commercial

**Goal** – To enhance the quality of existing commercial development, expand the Village’s tax base by creating new areas for retail, restaurant and service uses that serve existing and future populations, and enhance the Village’s identity as a regional shopping area through use of site and architectural design.

### Objectives:

- Promote retail, restaurants and offices in the New Lenox Commons to create a town center through:
  - Diversity of uses.
  - Gathering spaces (plazas, outdoor dining).
  - Neo-traditional architecture.
  - Landscaping and brick pavers.
  - Ornamental lighting.
  - Linkages (to and through the Commons).
- Disperse regional and community-scale commercial centers throughout the community in order to:
  - Serve residents and neighborhoods.
  - Reduce travel distance and time.
  - Lessen traffic impacts throughout the community that would result if these uses were to be concentrated at one location.
- Encourage regional- and community-scale commercial along U.S. Route 30, Cedar and Laraway Roads and I-355 that:
  - Orients buildings toward streets.
  - Incorporates entries on all visible facades.
  - Limits curb cuts to arterial streets.
- Incorporates planned circulation.
- Includes abundant landscaping.
- Is unified in architectural design.
- Includes compatible façade signage.
- Uses stormwater as an amenity.
- Includes pedestrian/bike linkages.
- Consolidate and redevelop small lots along U.S. Route 30 to:
  - Promote larger-scale, unified development.
  - Minimize access drives otherwise required to serve individual lots.
- Promote neighborhood commercial that:
  - Includes convenience goods and services.
  - Can be accessed by pedestrians/cyclists.
  - Orients buildings toward neighborhoods.
  - Is pedestrian-oriented in scale and design.
  - Includes materials, design, landscaping and signs that help centers fit within the residential neighborhood.
- Preserve the historic core of the Village, which includes local historic resources, and adapt existing buildings for small commercial/service uses, provided such buildings provide value to the community and can be easily adapted for economic development.
- Amend the Zoning Ordinance, where required, to create regulations and standards that:
  - Allow buildings to be located 20 feet from a collector or minor arterial street right-of-way.
  - Establish guidelines for architectural design.
  - Require uniform signs in centers and establish an amortization program for non-conforming signs.
  - Require screening of roof-mounted mechanical equipment, off-street loading and outdoor storage areas.

- Develop a design theme for existing and planned commercial along U.S. Route 30 through:
  - Site and architectural design.
  - Landscaping.
  - Signage.
- Require cross-access between outlots and adjacent centers to minimize the number of trips otherwise required on major and minor arterial streets to access commercial uses and centers.
- Create pedestrian and bicycle linkages between existing and planned developments to provide alternatives to the use of the automobile.
- Require sidewalks along all streets to provide a safe place for pedestrians to walk.
- Protect streams/wetlands that might be next to an existing or planned commercial development from pollutants associated with parking lot runoff by:
  - Installing landscaped buffer strips.
  - Planting deep-rooted native vegetation to slow runoff and take up pollutants.
- Promote site planning and design that addresses the needs of the disabled.
  - Increase tax revenues through new non-residential developments.
  - Maintain the quality of education and extra-curricular programming.
  - Maintain neighborhood schools, so that students can walk rather than travel by bus or car.
  - Find new sites for schools.
- Coordinate all new development proposals with the School and Park Districts, to make sure that their needs are met (i.e., land or cash contributions).
- Review and update the existing land/cash ordinance as necessary to reflect:
  - Current land values (i.e., cost per acre of land).
  - Population projections by dwelling unit type and number of bedrooms.
  - Acres required per 1,000 population by the School and Park Districts.
- Identify and promote the redevelopment of the Howell Airport property for either:
  - A regional hospital or major medical facilities; or
  - Community or Satellite College.
- Incorporate churches or other houses of worship into newly planned residential developments.
- Provide effective law enforcement and fire protection.

## Institutional

**Goal** – Provide for the expansion of civic needs by providing new facilities for existing municipal / governmental uses and attracting new uses, including houses of worship, hospitals and educational facilities that meet local and regional needs.

### Objectives:

- Follow the adopted plan for New Lenox Commons, which incorporates civic uses into the planning for this area, such as:
  - Park District Headquarters.
  - New Village Hall.
  - New Lenox Library.
- Work with the local School Districts to:

## Corporate Office

**Goal** – To diversify the employment base, provide close-to-home employment opportunities for residents and build identity for New Lenox as a major corporate office headquarters, by creating such uses at areas designated on the future land use map.

### Objectives:

- Promote the development of large, corporate office complexes near I-80 and the I-355 interchange, where visibility and access is important for the viability of such uses.

- Create access and circulation patterns within corporate office parks that:
  - Include a hierarchy of streets.
  - Are logical, and provide connections to arterial streets.
- Update the Zoning Ordinance to provide the tools necessary to create corporate office parks, addressing:
  - Type, mix and intensity of use.
  - Building setbacks.
  - Intensity of development.
  - Building materials and architectural design.
  - Landscaping.
  - Parking and loading.
  - Signage and lighting.
- Preserve sensitive resources, including trees, floodplains and wetlands when developing corporate office or business park uses.

## Industrial

**Goal** – To develop a light industrial base that ensures a diversified economy, strengthens the tax base and creates jobs for New Lenox residents.

### Objectives:

- Encourage light industrial uses at areas shown on the future land use map to:
  - Take advantage of access from I-80/I-355.
  - Maximize use of the local labor force.
  - Contribute to the economic stability of New Lenox.
- Encourage the infill of vacant properties within existing industrial areas.
- Require new buildings in planned industrial parks to be compatible in form, texture and colors.

- Install landscaping to visually enhance existing and planned industrial developments.
- Encourage updating and enhancement of older industrial properties, through:
  - Maintenance and repair of buildings.
  - Façade improvements.
  - Conforming signs.
  - Property maintenance.
  - New landscaping.

## Open Space/Natural Resources

**Goal** – To preserve, protect and enhance open space and sensitive environmental resources, including streams, floodplains, wetlands and major stands of trees, which contribute to the rural character of community.

### Objectives:

- Maintain the rural character of the community by setting aside open space as part of new subdivisions through such techniques as:
  - Homeowners' associations.
  - Special service areas (SSAs).
  - Public ownership (Park and Forest Preserve Districts).
  - Land trusts.
  - Conservation easements.
  - Grants.
  - Tax revenues, bonds and referenda.
- Prevent development in floodplains and encourage the use of flood prone land for open space, consistent with the Village's Greenway Plan. Where possible, use floodplains for:
  - Passive recreation.
  - Wildlife habitat.
  - Pedestrian/bikeways.

- Recognize wetlands as resources that serve valuable functions, and thoroughly evaluate both direct and indirect impacts to these resources (i.e., wetland fill, changing the hydrology or directing pollutants into these resources):
    - Groundwater recharge.
    - Water quality enhancement.
    - Wildlife habitat.
  - Establish the following linear open space corridors to maintain and enhance rural character along:
    - 100-foot corridors for interstate highways (I-80 and I-355).
    - 50-foot corridors for minor arterial streets and collector roadways (i.e., Cedar Road, Francis Road and Illinois Highway).
    - 100- to 200-foot corridors for streams, wetlands and drainage swales.
  - Avoid locating rear yards along collector roads and arterial streets. Instead, create site design, building setbacks and orientation, and buffer yard requirements along streets that create rural character.
  - Capitalize on the resource provided by Hickory Creek by:
    - Developing a recreational trail along creek.
    - Creating links to commercial nodes in New Lenox and to the Hickory Creek Forest Preserve.
  - Implement tree preservation ordinances to preserve mature trees.
- for the number, location and size of parks and the Village's land/cash ordinance, to ensure park and recreation needs are met as the community grows.
- Pro-actively work with the Park District to identify areas for regional park facilities that meet the needs of residents, and find ways to acquire land.
  - Improve maintenance of existing facilities, including equipment, landscaping and parking lots.
  - Add facilities to existing parks to meet the needs of residential populations, including teens.
  - Consider the relocation of the Lincoln-Way High School athletic fields north of Laraway Road and west of Cedar Road to property near the new schools planned to be constructed east of Spencer Road, north of Laraway Road, to facilitate development near the new Metra station.
  - Encourage joint school/park agreements that result in the common or joint use of park land.
  - Continue implementation of the Village's Bicycle/Pedestrian Facilities Master Plan through:
    - Environmental and utility corridors.
    - Along streets and rights-of-way where required to provide continuity and access.

## Parks and Recreation

**Goal** – To cost-effectively enhance existing parks and develop new parks, facilities and programs that meet the needs of all age groups.

### Objectives:

- Require developers to follow the National Parks and Recreation Association standards

## Transportation

**Goal** – To enhance the movement of people and goods through the Village of New Lenox and to adjacent communities through the extension of I-355, new street connections, roadway and intersection improvements, landscape design and expansion of the public transportation system.

### Objectives:

- Actively promote the I-355 extension, which will:

- Improve accessibility to and from Chicago’s Loop and other regional employment destinations.
- Open up new commercial, office and industrial markets.
- Resolve safety concerns at the Cedar Road/Haven Avenue intersection through redesign.
- Work with County and State officials to control the number and location of access points along arterial streets to maintain operational efficiency and safety.
- Alleviate existing traffic congestion along Cedar Road, Gougar Road, Schoolhouse Road and U.S. Route 30 by:
  - Roadway widening.
  - Planning for and constructing new east/west and north/south arterial streets.
  - Minimizing curb cuts.
- Require developers to set aside land for future right-of-way along roadways designated for widening that are listed in this comprehensive plan update.
- Promote the development of a second Metra station along the E. J. & E. Railroad that:
  - Will serve planned development.
  - Reduces congestion at the existing station, north of U.S. Route 30 and east of Cedar Road.
- Ensure that new roads are a logical extension of the existing road pattern, and that new subdivisions next to vacant properties allow for future street connections.
- Encourage PACE bus service to the Rock Island commuter rail station and future Metra station near Cedar and Laraway Roads.
- Work with Metra to encourage carpooling to nearby stations to reduce reliance on the automobile as one way of addressing growing concerns over traffic within and adjacent to New Lenox.

- Avoid the negative impacts of “cut-through” traffic in residential neighborhoods through good site design.
- Coordinate bicycle/pedestrian path development with roadway improvements.

## Community Identity

**Goal** – To create an identity that sets New Lenox apart from other communities, and use that identity to market and attract new development, consistent with this adopted plan.

### Objectives:

- Develop the New Lenox Commons as a place that:
  - Consolidates governmental functions (i.e., Village Administration, Library, Police and Park District).
  - Provides social interaction.
  - Draws residents for shopping and entertainment.
  - Creates a sense of place through the mix of uses, site design, architecture, landscaping, signage and lighting.
- Enhance and upgrade the appearance of older commercial properties, particularly along U.S. Route 30, through property maintenance, façade improvements, signs that conform to existing sign regulations and landscaping.
- Develop well-defined entrance points into the community that include attractive signs and landscaping. Encourage civic groups to participate in the beautification of entrances into the Village and other public spaces.
- Expand and find an alternative site for the Village’s annual “Proud American Days” festival that recognizes the need for a larger space and changing focus.
- Provide guidance to the New Lenox Historical Society in the preservation, interpretation and enhancement of local resources, particularly within the Village’s historic core.

- Develop and implement a plan to preserve, replace and plant trees and other vegetation in public spaces, including public rights-of-way.

## **Municipal Services/Facilities**

**Goal** – To provide a strong and responsive Village Government with services and staff that can address and provide for the needs of its residents.

### **Objectives:**

- Continue to support a high level of municipal services, including
  - Police.
  - Fire.
  - Water and sewer.
- Promote the relocation of existing overhead utilities underground along arterial streets to:
  - Eliminate conflicts between utility lines and existing or proposed trees.
  - Enhance the appearance of Village streets.
  - Improve the reliability of power.
- Promote and maintain intergovernmental cooperation between the School District, Park District and Village Board and with adjacent communities.

# Chapter IV, Future Land Use

## Introduction

This Chapter presents a vision for New Lenox's 37-square mile planning area for the next 10 to 20 years. The land uses recommended for the future reach beyond the 5- to 10-year time line that is typical of most plans. This allows New Lenox to address items identified by Village officials and the general public as important, such as:

- Economic development.
- The planned extension of I-355.
- Open space and recreation planning.
- Protection of natural resources.
- Quality housing.

Extending beyond a 5- to 10-year time frame also allows New Lenox to communicate its vision for land development outside its municipal boundaries to its neighbors. This is particularly important in the extreme south region of the planning area, because New Lenox does not have a boundary agreement with Manhattan.

The future land use map in this chapter and land use and development recommendations that are presented in Chapter VI will be used by Village officials as a guide for day-to-day decisions related to land use and development. Together, they provide the basis for achieving long-range goals as New Lenox continues to grow, change and mature.

## The Challenge

Communities along the I-80 corridor west of Chicago have been affected by and received the benefits from an ever-expanding market area. New Lenox is now one of many communities experiencing increased development pressure, resulting in the conversion of open areas and farm land to urban uses. **Chapter II, Planning Factors**, presents the magnitude of residential and non-residential proposals under consideration at the outset of this plan update which, if all were approved as proposed, could result in another 3,863 residential dwelling units (single- and multiple-family residences) and 11,800 new people.

While new growth and development can benefit the community by creating new jobs and meeting the demand for goods and services, it also provides a challenge to community leaders who are charged with managing growth and development to ensure that community assets identified by the Village and the general public as important are balanced by growth, and that the excellence in public services currently enjoyed by area residents is maintained.

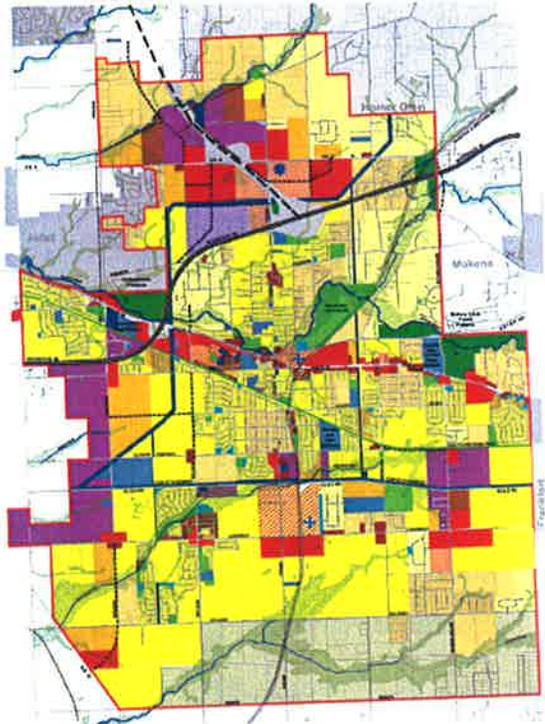
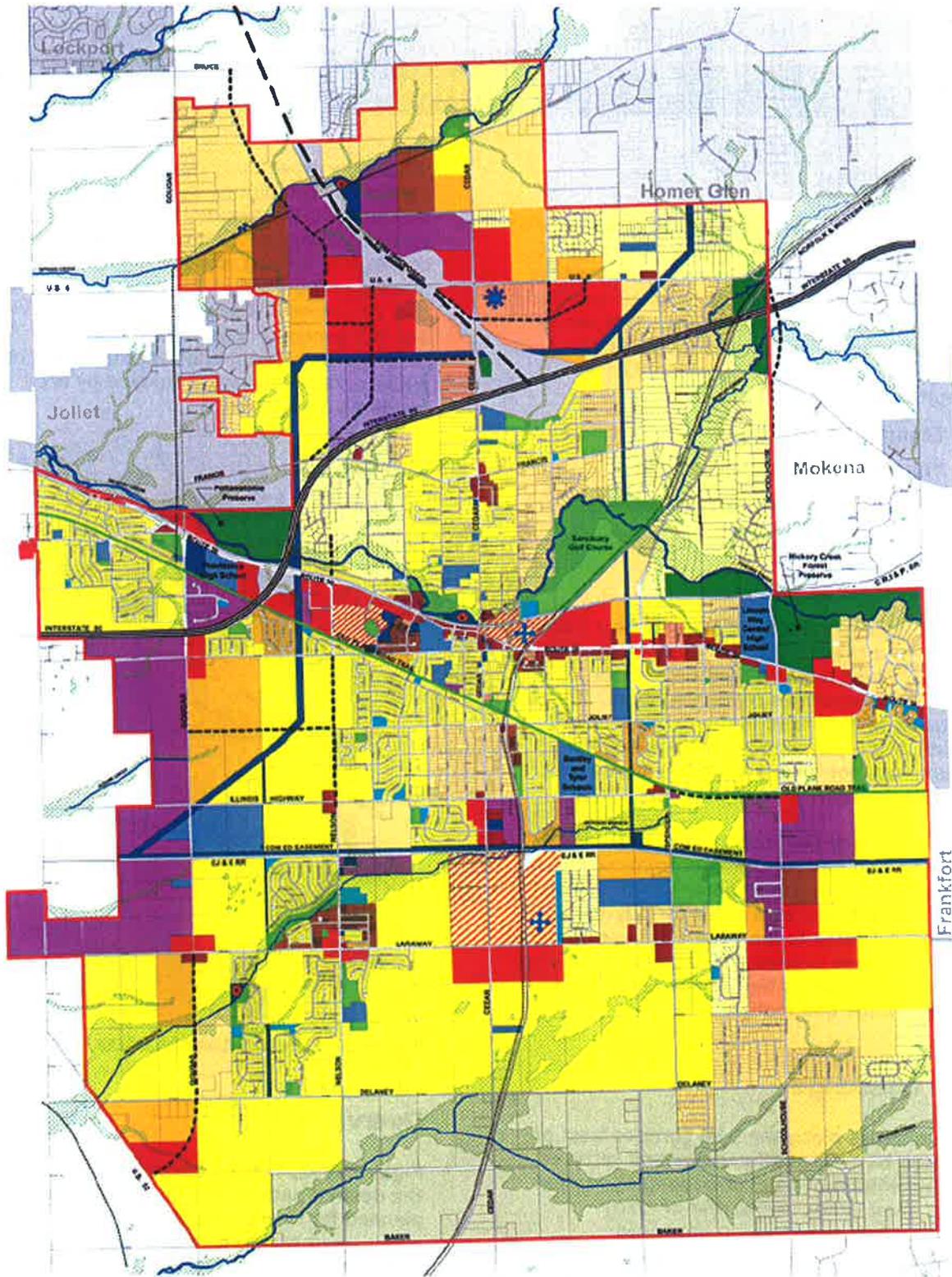


Figure IV-1, Future Land Use Map

## Overview

**Figure IV-1, Future Land Use Map**, shows the desired pattern and intensity of land use planned for New Lenox based on need and public input received throughout the plan update process. It allocates areas for the development of residential, institutional, commercial, mixed use areas of commercial, office/research and development, industrial, municipal/governmental and public/semi-public uses, forest preserves and open space and parks and recreation. The proposed land use pattern builds upon and improves existing land use relationships throughout the entire New Lenox planning area.



## Future Land Use Map

### LEGEND

#### Future Land Use

- ER - Estate Residential (≥1 unit/acre)
- LLLDL - Large Lot Residential (1.0 units/acre)
- LDR - Low Density Residential (≥2.0 units/acre)
- MDR - Medium Density Residential (≥3.5 units/acre)
- HDR - High Density Residential (≥6.0 units/acre)
- NC - Neighborhood Commercial (≤3 acres)
- CFC - Community / Regional - Scale Commercial (3 acre or larger)
- Office
- Mixed Use
- Parks & Recreation
- Forest Preserve / Open Space
- SDR - Stormwater Detention / Retention
- IN - Institutional
- MG - Municipal / Government / Public & Semi-Public
- ORD - Office Research Development
- IWD - Industrial / Warehouse / Distribution
- MAN - Manhattan Key Area

#### Transportation

- I-55 Proposed
- Interstate RT
- Highways
- Road Closures
- Railroads
- Recreational Trails
- Proposed Trail
- Proposed Roadway
- Commuter Station
- Park 'N' Ride

#### Other

- Parcel Lines
- Water Features
- Floodplain
- CSD - Conservation Subdivision District
- Planning Area
- Adjacent Communities
- Sanitary Treatment Facility

Figure IV-1  
**Village of New Lenox**  
 2004 Comprehensive Plan Update

**Table IV-1, Future Land Use**, below, quantifies land use illustrated on the future land use map and **Table IV-4, Comparison of Existing and Future Land Uses**, found later in this chapter, illustrates how the

balance in land uses would change from existing conditions if the plan is implemented according to recommendations included in this document.

**Table IV-1  
Future Land Use, New Lenox Planning Area**

Land Use Classification	Future Land Use	
	Acres	% Total
Estate Residential (> 1.0 unit/acre)	2,533	10.65%
Large Lot Residential (1.0 unit/acre)	3,031	12.74%
Low Density Residential (2.0 units/acre)	7,498	31.51%
Medium Density Residential (3.5 units/acre)	949	3.99%
High Density Residential (6.0 units/acre)	290	1.22%
Manhattan Key Area	2,391	10.05%
Neighborhood Commercial (< 3 acres)	156	0.66%
Community-Scale Commercial (> 3 acres)	1,066	4.48%
Mixed use PUD/Transit-Oriented Development	362	1.52%
Office (<10 acres)	108	0.46%
Corporate Office (>10 acres)	219	0.92%
Municipal/Governmental <sup>1</sup> and Public/Semi-Public <sup>2</sup>	674	2.83%
Institutional <sup>3</sup>	480	2.02%
Office Research and Development	208	0.87%
Industrial/Warehouse	1,407	5.91%
Forest Preserves/Open Space	431	1.81%
Parks/Recreation	634	2.66%
Vacant/Agriculture	0	0.00%
Stormwater/Detention	89	0.37%
Rights-of-Way	1,268	5.33%
<b>TOTALS</b>	<b>23,794</b>	<b>100.00%</b>

The planning area includes most of New Lenox Township and portions of Homer and Manhattan Townships. It is approximately 37 square miles in area.

**Notes:**

<sup>1</sup> Village Hall, Park District Headquarters, etc.

<sup>2</sup> Airport, Metra Station, etc.

<sup>3</sup> Schools, Churches, etc

These tables show single-family residential will remain the largest land use and confirm that New Lenox will retain its predominantly single-family character. The increased opportunities for business development, new employment and creation of open space networks that are presented in this plan address the needs and potentials for New Lenox that were identified at the onset of the planning process (see **Community Assessment, Chapter I** and **Planning Factors, Chapter II**).



**Future Land Use**

Commercial: 0.25  
Office: 0.40

The following summarizes some of the key components and recommendations presented on **Figure IV-1, Future Land Use Map**. Chapter V provides recommendations for transportation improvements and linkages that will be required to serve the type, intensity and pattern of planned land uses. Chapter VI includes land use and development recommendations related to future land use, and Chapter VII addresses implementation of the plan, pursuant to the recommendations of these chapters.

The acres allocated to commercial and office uses were reduced by 35% before applying these floor area ratios. This provides a more realistic picture of development feasibility in areas where natural resources (wetlands, floodplain, poor soils and mature trees) and infrastructure (i.e., roads) will reduce development potential.

The plan does not “zone” land uses. Instead, it provides a blueprint for development patterns and a way to achieve the vision identified during the planning process. It is expected that many factors will affect decision-making when planning for the future. There may be times when land use decisions deviate from the goals, objectives and recommendations in this plan document, based on factors such as existing uses in the area surrounding the property in question; the trend of development in the vicinity of the property in question; and the objectives of the current land use plan.

The majority of the areas designated for large-scale commercial offices are located in the vicinity of the planned I-355 extension, along U.S. Route 30, where such uses already are concentrated, and along Laraway Road (see Future Land Use Map). Other areas of commercial have been proposed at key intersections throughout the planning area to provide close-to-home shopping opportunities for existing and future residents and to disperse traffic throughout the planning area.

Primary features of the **Future Land Use Map**, as presented on Figure IV-1, include:

**Commercial/Office:**

Approximately 6.5% of the total land uses are proposed to be developed with commercial and office uses. This includes an estimated 8.65 million square feet of retail, professional services and business uses, and an estimated 3.7 million square feet of office, including corporate office campuses along the planned extension of I-355. These are order-of-magnitude estimates and based on the following floor area ratios:



**Table IV-2  
Characteristics of Shopping Centers**

Type Center	Leading Tenant	Range in Sq. Ft.	Acres	Population Support
Neighborhood	Supermarket	30,000 to 100,000	3 - 10	3,000 to 40,000
Community	Discount/Dept.	100,000 to 450,000	10 - 30	40,000 to 150,000
Regional	1 or 2 Dept. Stores	300,000 to 900,000	10 - 60	150,000 or more
Super Regional	3 or more Dept. Stores	900,000 to 2 million	15 - 100	300,000 or more

Source: Urban Land Institute, 2002

Table IV-2 provides a snapshot understanding of the size and type of commercial centers planned for New Lenox, and the number of people required to be able to support such centers. Although New Lenox realizes that the number of acres allocated for commercial uses is ambitious, Village officials also believe that the planned extension of I-355, coupled with the population projections of New Lenox and surrounding communities, allow New Lenox to attract such uses over its neighbors. The extent to which commercial development occurs as presented in the plan depends on a number of factors, including the market and population growth in the trade area.

### Office Research and Development and Industrial:

Office Research and Development and Industrial development represent approximately 1% and 6%, respectively, of the total land uses recommended within the planning area of New Lenox. Office research and development uses are planned in the vicinity of I-80 and the planned extension of I-355, where access and visibility are greatest. Industrial uses also are located in the vicinity of the planned interchange of U.S. Route 6 with the future I-355 extension, as well as in areas west of Gougar Road and east of Schoolhouse Road (see **Figure IV-1, Future Land Use Map**).



The estimated number of square feet for each of these uses is based on a 0.35 FAR:

- Office Research/Development: 2 million.
- Industrial/Warehouse Distribution: 14 mil.

As with commercial and office uses, calculations are based upon 65% of the total acres in each of these land use classifications to provide a more realistic picture of development potential. Wetlands, poor soils and existing trees will reduce the development potential of these uses, and additional roads through large tracts of land will be required to serve future development.



### Residential Land Uses:

Approximately 70% of the total land uses illustrated on the Future Land Use Map, including the Manhattan Key Area, are residential land uses. 65% are in single-family residential uses, the majority of which (64%) may possibly be developed at low residential densities of 2 units per gross acre, including the Manhattan Key Area.

Due to the uniqueness of the land included in the Manhattan Key Area resulting from the existence of natural features and development pressures from the south, this plan update does not designate specific densities for this area. New Lenox does not currently have a boundary agreement with the Village of Manhattan, and some parcels in this area may be impacted by land use decisions out of New Lenox's control. Acceptable land uses in this area could range from large lot residential to low density residential development. Conservation subdivision design and coving (as discussed in **Land Use and Development Recommendations, Chapter VI**) could also be acceptable in this area. Development proposals in this area may require a market analysis to provide adequate rationale for the development and assist the Village in determining the appropriate land use.

Including the Manhattan Key Area, low-density residential development at densities that are approximately 2.0 units per acre make up 41.5% of the total land uses, or 64% of the total residential land uses proposed. This land use classification is generally located closer to

retail or other employment centers, where the higher densities feed retail and business uses, providing both consumers and employees.



Lots in the estate and large lot residential land use categories comprise 23.4% of the total land uses. These lots are large enough to accommodate individual septic and well. New Lenox recognizes that this may have a negative impact on the land owners' desire to annex into the Village. This land use is also the least cost-effective to service with utilities.

Estate residences are proposed for those areas where such development patterns already exist or where transitions to agricultural lands exist along the boundaries of the planning area (see **Figure IV-1, Future Land Use Map**). Large lot densities at 1 unit per acre are interspersed throughout the planning area, offering the opportunity to diversify existing housing through clustering square foot lot sizes typical of most new subdivisions. This land use classification is proposed to be served with public sewer and water.

Medium and high density residential land uses together make up 5.2% of the total land uses and 7.4% of the total acres planned for residential land development. These land uses are proposed to be developed with densities that range from 3.5 to 6.0 units per gross acre, and are generally found near retail and employment centers where they function as transitions between the more intense non-residential land uses and the lower residential densities. This location also provides consumers for retail commercial and other business use, and their proximity to office and industrial uses creates close-to-home opportunities for residents, thereby meeting one of the community's long-range goals.

Densities illustrated on the land use map are based on gross acres. They are *not* based on lot size. Dividing the total acres of a project by a minimum lot size to determine density does

not take into account required acres for streets, stormwater and open space. The Village of New Lenox will consider densities that are higher than those illustrated on the land use map only when a project includes amenities that are above and beyond those that are required by applicable ordinances. ***This density bonus is not a right***, and is described more fully in **Chapter VI, Land Use and Development Recommendations**.

#### **Mixed Use Developments:**

The Future Land Use Map includes land use classifications identified as "Mixed Use". These areas include:

- New Lenox Commons.
- Large tracts of land near the planned Metra station, south of the E. J. & E. Railroad and east and west of the Norfolk and Western Railroad.
- Properties around the existing Metra station, north of U.S. Route 30 and east of Cedar Road.

With the exception of the New Lenox Commons, properties in this land use category are located next to a commuter rail station and are intended to bring residents and activities closer to transit facilities, reducing the use of the automobile. They are proposed to include a mix of single-family and multiple-family residences and non-residential land uses, including offices, retail, restaurants, churches and parks. These mixed use developments are more fully described in **Chapter VI, Land Use and Development Recommendations** (see **Transit-Oriented Developments**). Generally, they are intended to:

- Reinforce the transit system by increasing ridership.
- Provide convenience retail and support services for those using transit.
- Provide a customer base for retail shops, therefore ensuring their success.
- Provide an alternative to suburban development patterns.
- Create lifestyle alternatives for residents of New Lenox.
- Provide attainable housing.

- Reduce air pollution and energy consumption.

The other mixed use development, New Lenox Commons, has been planned to include a critical mass of commercial, governmental and recreational uses. The new Village Hall, library, park district recreation center, restaurants, office and commercial spaces are proposed to be arranged around a public commons and linked by sidewalks, bike paths and roads. The entire complex will be linked to the regional bicycle trail network.

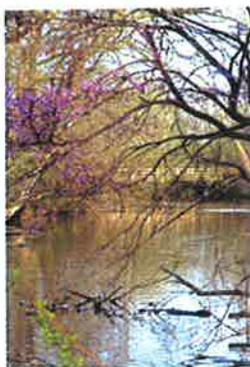


New Lenox Commons



**Parks, Recreation and Open Space:**

The future land use map shows parks, recreation, forest preserves and open space would comprise over 4% of the total land uses in the planning area. This does not include the greenways that are illustrated on the land use map, which have not been quantified, but will protect natural resources and open space. These greenways are intended to promote environmental well-being, preserve natural corridors for wildlife habitat and migration, optimize aesthetics and contribute to

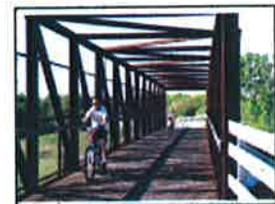


community identity. The percent of land uses allocated to parks, recreation and open space also does not include existing and future trails and recreational paths. These resources will be provided incrementally with new residential and non-residential development.

Large tracts of parks and recreation are possible between Laraway and Delaney Roads, west of Gougar Road extended, and east of Spencer Road south of the E. J. & E. Railroad. More specific proposals for these lands are described in Table IV-5, in this chapter.

Areas allocated to open space and recreation in the Village’s planning area will increase beyond that illustrated in the Future Land Use Table or on the Future Land Use Map as the community grows. This is because New Lenox will require 30% or more of a new subdivision over 20 acres to be set aside as permanent open space (see **Chapter VI, Land Use and Development Recommendations**). If all new subdivisions were proposed to consist of developments 20 acres or larger, then an estimated 2,950 acres of open space not accounted for on this plan would be provided.<sup>1</sup>

Even if only one half of the acres planned for future residential development are required to provide 30% open space, the resulting 1,475 acres of potential park, forest preserve or open space would be a significant addition to this land use category. Also, some of the land could be developed as conservation subdivisions, where more than 50% of the total site is to remain as open space (see **Chapter VI, Land Use and Development Recommendations**).



In partial satisfaction of the open space requirement, the Village of New Lenox and the New Lenox Park District will require parks to be provided at a rate not less than 8.5 acres for each 1,000 people. Assuming that the projected residential developments would generate an additional population of approximately 70,511 people (based on total projected population of 88,282, see **Table IV-3, Potential Future Housing Units and Projected Population**, below), residents could expect another 600 acres of parkland to be provided. This increases to 705 acres if National Recreation and Parks Association standards are followed. Future Park District parks will be evaluated based on service area distances to be served, preservation of natural

<sup>1</sup> 30% of 9,856 acres of new residential land uses.

features, aesthetic quality and opportunities for linkages with linear greenway corridors.

Using open space and recreation areas to maintain some of the qualities of New Lenox that are valued by residents is one of the goals of this land use plan. **Chapter VI, Land Use and Development Recommendations**, addresses rural character and open space and recommends the creation of a system of open space and recreation that is accessible to the public, visible from public rights-of-way, and useable for all age groups.



#### **Municipal/Governmental and Public/Semi-Public Uses:**

This land use category includes:

- All Village-owned properties.
- Fire department properties.
- Metra Stations.
- Pipeline easements.

The reduction in this land use category from existing conditions (from 820 to 674 acres) primarily relates to the redevelopment of Howell Airport for residential and commercial uses).

#### **Roadway Rights-of-Way**

The acres identified for roadway rights-of-way in **Table IV-1, Future Land Use** shows rights-of-way for I-80 and I-355 only. This table does not include calculations for future roadways and rights-of-way that will be provided as New Lenox grows.

#### **Population Projections:**

Table IV-3 summarizes potential housing units and projected population for each of the residential land use categories identified on the Future Land Use Map. The projected number of dwelling units and people assumes a total build-out of all existing neighborhoods, as well as areas currently vacant or farmed in the planning area that have been planned for residential development. The number of units and projected population will vary, depending upon the implementation of the plan with respect to recommended land use and density.

The 3.03 persons per household that is included on Table IV-3 is based upon 2000 Census Bureau data. Table IV-3 assumes a constant 3.03 persons per household for all residential land use categories.

The projected population, 88,282, is based on the type and intensity of residential land uses presented on the future land use map, assuming the Village approves no density bonuses, and does not account for existing neighborhoods that may have been developed with higher population densities than the assumed figure. If half of the residential parcels are developed at a density 20% above the minimum density of the land use category, the Village's population would be 97,112, close to the projected 2030 population of 101,725. This projected population is not expected to occur for more than 20 to 30 years, which is beyond the life of this Comprehensive Plan.

**Table IV-3  
Projected Dwelling Units and Population**

Land Use Category	Gross Density	Acres	Estimated Units	Persons/ Household	Projected Population
<b>Estate Residential</b>	0.5	2,533	1,266	3.03	3,836
<b>Large Lot Residential</b>	1.0	3,031	3,031	3.03	9,184
<b>Low-Density Residential</b>	2.0	7,498	14,996	3.03	45,438
<b>Manhattan Key Area</b>	2.0	2,391	4,782	3.03	14,489
<b>Medium-Density Residential</b>	3.5	949	3,321	3.03	10,063
<b>High-Density Residential</b>	6.0	290	1,740	3.03	5,272
<b>Totals:</b>		<b>16,692</b>	<b>29,136</b>		<b>88,282</b>

### Comparison of Existing and Future Land Uses:

Table IV-4 presents a comparison of existing and future land uses. This table shows how land uses have been redistributed from existing conditions in the planning area. Although the future land use table and map no longer show properties in agricultural uses, it is recognized that the conversion of farmland to non-agricultural land uses will take place over time. As previously indicated, one of the primary challenges facing New Lenox is to avoid pre-mature conversion of farmland, and to promote controlled, managed growth.

Also, maintaining open space in the form of greenways, parks, forest preserves, and open space set aside as part of subdivision development will help to maintain some of the character that is valued by residents of New Lenox today. The location and design of such open space needs to be visible and accessible to the public, rather than located within the interior of the development, if this goal is to be achieved (see **Chapter VI, Land Use and Development Recommendations**).

**Table IV-4  
Comparison of Existing and Future Land Use, New Lenox Planning Area**

Land Use Classification	Existing Land Use		Future Land Use	
	Acres	% Total	Acres	% Total
Estate Residential (> 1.0 unit/acre)	3,065	12.88%	2,533	10.65%
Large Lot Residential (1.0 unit/acre)	2,483	10.44%	3,031	12.74%
Low Density Residential (2.0 units/acre)	879	3.70%	7,498	31.51%
Manhattan Key Area	0	0.00%	2,391	10.05%
Medium Density Residential (3.5 units/acre)	262	1.10%	949	3.99%
High Density Residential (6.0 units/acre)	147	0.62%	290	1.22%
Neighborhood Commercial (< 3 acres) <sup>1</sup>	176	0.74%	156	0.66%
Community-Scale Commercial (> 3 acres)	131	0.55%	1,066	4.48%
Mixed use PUD/Transit-Oriented Development	0	0.00%	362	1.52%
Office (<10 acres)	8	0.03%	108	0.46%
Corporate Office (>10 acres)	0	0.00%	219	0.92%
Municipal/Governmental <sup>2</sup> and Public/Semi-Public <sup>3</sup>	820	3.45%	674	2.83%
Institutional <sup>4</sup>	323	1.36%	480	2.02%
Office Research and Development	0	0.00%	208	0.87%
Industrial/Warehouse	507	2.13%	1,407	5.91%
Forest Preserves/Open Space	299	1.26%	431	1.81%
Parks/Recreation	580	2.44%	634	2.66%
Vacant/Agriculture	12,766	53.65%	0	0.00%
Stormwater/Detention	79	0.33%	89	0.37%
Rights-of-Way	1,268	5.33%	1,268	5.33%
<b>TOTALS</b>	<b>23,794</b>	<b>100.00%</b>	<b>23,794</b>	<b>100.00%</b>

The planning area includes most of New Lenox Township and portions of Homer and Manhattan Townships. It is approximately 37 square miles in area

**Notes:**

- <sup>1</sup> Some of the existing neighborhood commercial has been incorporated into larger-scale centers (community-scale commercial)
- <sup>2</sup> Village Hall, Park District Headquarters, etc.
- <sup>3</sup> Airport, Metra Station, etc.
- <sup>4</sup> Schools, Churches, etc.

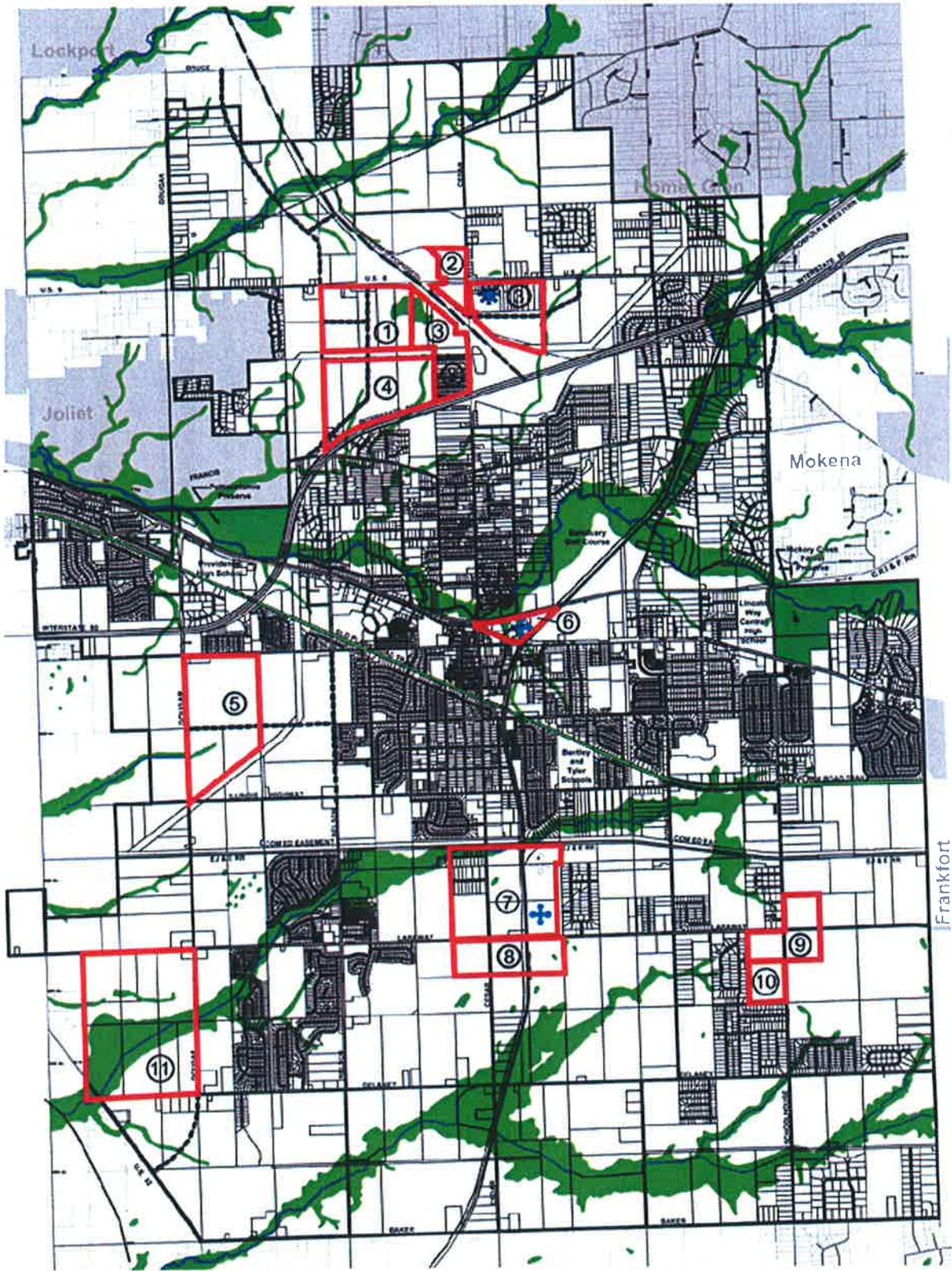
### Recommended Land Uses For Key Areas:

Figure IV-2 and Table IV-5 present recommendations for land uses on 11 parcels that are experiencing pressure for development, or which are large enough to warrant further planning. This table includes:

- Parcel number (keyed into Figure IV-2).
- Location of the property.
- Size of the parcel(s).
- Proposed future land use.
- Recommendations for development, including proposals for:
  - Intensity of development.
  - Access control.
  - Architectural control.
  - Landscaping.
  - Lighting.
  - Signage.

- Building orientation.
- Parking lot screening.
- Mix of uses.
- Roadway linkages.
- Recreational trails.

Table IV-5 should be used as a supplement to the goals and objectives and land use and development recommendations included in other chapters of this plan update. The policy statements that are presented in this table can, in conjunction with other policies and recommendations, serve as a guide for development as new proposals are presented to the Village of New Lenox for consideration.



## Key Area Map

### LEGEND

#### Transportation

- I-55 Proposed
- Interstate 80
- Highways
- Road Centerline
- Railroads
- Recreational Trails
- Proposed Trails
- Proposed Roadways
- Commuter Station
- Park 'n' Ride
- Key Area

#### Other

- Paved Lines
- Water Features
- Floodplain
- Planning Area
- Adjacent Communities

Figure IV-2  
**Village of New Lenox**  
 2004 Comprehensive Plan Update

**Table IV-5  
Recommendations for Key Planning Areas**

No.	Location	Estimated Area	Proposed Land Use	Recommendations
1	South of U.S. Route 6, west of the planned I-355 extension	168 acres	<ul style="list-style-type: none"> <li>▪ Regional commercial:                             <ul style="list-style-type: none"> <li>- Regional shopping malls with estimated 1,280,664 square feet of retail commercial</li> <li>- Home improvement stores</li> <li>- Automobile sales</li> <li>- Restaurants</li> <li>- Banquet halls</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimize curb cuts onto U.S. Route 6</li> <li>▪ Develop with logical street network, designed to maximize safety and operational efficiency of traffic</li> <li>▪ Work with developers to achieve:                             <ul style="list-style-type: none"> <li>- Uniform architectural and color styling</li> <li>- Standard for parking lot lighting to unify development</li> <li>- Landscape guidelines applicable to entire development</li> <li>- Criteria that limit the use of pylon and monument signs to avoid visual clutter</li> </ul> </li> <li>▪ Incorporate pedestrian/bicycle linkages into plan</li> <li>▪ Evaluate potential for regional detention in this key area, which can add open space into one of the more intensively developed parts of the community</li> </ul>
2	North and south of U.S. Route 6, east of the planned I-355 extension	46 acres	<ul style="list-style-type: none"> <li>▪ Interchange commercial:                             <ul style="list-style-type: none"> <li>- Hotel/motel</li> <li>- Auto-oriented commercial</li> <li>- Restaurants</li> <li>- Banquet halls</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Control access from U.S. Route 6 by limiting the number of curb cuts and providing clear signs into planned development</li> <li>▪ Develop a logical street pattern that clearly leads motorists to destination uses</li> <li>▪ Require quality architecture and materials (predominantly brick)</li> <li>▪ Screen parking and vehicular uses from public view by landscaping that offers seasonal interest (flowering and evergreen plant materials)</li> <li>▪ Coordinate proposals for signs in this commercial area that:                             <ul style="list-style-type: none"> <li>- Provide visibility of destination-oriented uses</li> <li>- Are attractive and include more than one use where possible</li> <li>- Address the need to provide business identification "off-site"</li> </ul> </li> </ul>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
3	South of U.S. Route 6, east and west of the planned I-355 extension	233 acres	<ul style="list-style-type: none"> <li>▪ Corporate office:                             <ul style="list-style-type: none"> <li>- Six-to eight-story office buildings with nationally-recognized tenants</li> </ul> </li> <li>- Restaurants</li> <li>- Hotels</li> <li>- Support commercial (retail and business and professional services)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Limit curb cuts onto U.S. Route 6 and Cedar Road to maximize safety and operational efficiency along these roadways</li> <li>▪ Provide access to parcels west of the I-355 extension from adjacent regional commercial</li> <li>▪ Require quality architecture. Develop architectural criteria that can be applied to all new construction</li> <li>▪ Adopt standards that increase building setbacks in the C-6 District from 50 to 100 feet</li> <li>▪ Maintain the existing 50-foot parking setback</li> <li>▪ Work with developers to create:                             <ul style="list-style-type: none"> <li>- Architectural criteria (materials, colors, change in plane, etc.)</li> <li>- Standards for parking lot lighting to unify development</li> <li>- Landscape guidelines applicable to entire development</li> </ul> </li> </ul>
4	North of I-80, south of U.S. Route 6 (south of planned regional commercial)	202 acres	<ul style="list-style-type: none"> <li>▪ Office, research and development:                             <ul style="list-style-type: none"> <li>- Primary uses are office, research and development. Can include limited manufacturing</li> </ul> </li> <li>- Support commercial (retail and business and professional services)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Differentiate from light industrial development by requiring office uses to be 30% of total gross floor area</li> <li>▪ Promote development within a campus setting, with abundant landscaping</li> <li>▪ Require access into and out of the development to be from US 6, through planned commercial, rather than from Clinton Road, to minimize traffic-related impacts for residential land uses to the west</li> <li>▪ Work with developer to ensure that the area is developed with:                             <ul style="list-style-type: none"> <li>- Quality architecture and compatible color styling</li> <li>- Front façades with relief (i.e. glass, change in plane, change in materials, etc.)</li> </ul> </li> </ul> <p style="text-align: right;"><i>(continued on next page)</i></p>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
4	North of I-80, south of U.S. Route 6 (south of planned regional commercial), <i>(continued)</i>			<ul style="list-style-type: none"> <li>- Standards for parking lot lighting to unify development</li> <li>- Landscape guidelines applicable to entire development</li> </ul> <p>Require:</p> <ul style="list-style-type: none"> <li>- Buildings to present front or corner side facades to I-80 and interior streets and perimeter roads that are likely to be constructed</li> <li>- Loading docks and other service areas to be screened from public view by landscaping or an extension of the building</li> </ul>
5	South of Haven Avenue and east of Gougar Road	260 acres	<ul style="list-style-type: none"> <li>▪ Multiple-family, including:                             <ul style="list-style-type: none"> <li>- Patio homes, duplexes and townhomes</li> <li>- Housing for the active adult</li> </ul> </li> <li>▪ Congregate care housing</li> <li>▪ Community commercial</li> <li>▪ Open space/recreation</li> <li>▪ Public Safety Facility</li> </ul>	<ul style="list-style-type: none"> <li>▪ Prepare a developer's prospectus to attract housing for the active adult</li> <li>▪ Process development in this key area as a P.U.D., offering flexibility from the underlying zoning ordinance when:                             <ul style="list-style-type: none"> <li>- Open space is provided (most flexibility when 50% of a site is open space)</li> <li>- A variety of housing types and sizes are proposed</li> </ul> </li> <li>- Amenities are provided for residents, such as:                             <ul style="list-style-type: none"> <li>Walking paths and trails</li> <li>Fitness facilities</li> <li>Lakes (boating, fishing, swimming)</li> <li>Equestrian facilities</li> <li>Golf</li> <li>Restaurants</li> <li>Clubhouse with activity and programming rooms</li> <li>Support retail, business and professional services</li> <li>Garden plots</li> <li>Tennis courts</li> <li>Pool (indoor and outdoor)</li> <li>Horseshoe pits</li> </ul> </li> </ul> <p style="text-align: right;"><i>(continued on next page)</i></p>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
5	South of Haven Avenue and east of Gougar Road <i>(continued)</i>			<ul style="list-style-type: none"> <li>▪ Promote:               <ul style="list-style-type: none"> <li>- One level living (ranch homes/units) with at least 1,200 square feet of living area</li> <li>- Maintenance-free housing</li> <li>- Open space</li> <li>- Recreation (i.e., clubhouse/gathering center, golf course, etc.)</li> <li>- Support commercial that is walkable to and from homes</li> <li>- A variety of residential product type, including single-family detached housing, duplexes and townhomes</li> <li>- Congregate care as an option for seniors who are looking to remain in New Lenox</li> </ul> </li> <li>▪ Work with developers to design a landscape along Gougar Road that:               <ul style="list-style-type: none"> <li>- Builds identity for the residential community</li> <li>- Screens residences from the industrial corridor to the west</li> </ul> </li> <li>▪ Allow patio homes on lots as small as 7,200 square feet provided:               <ul style="list-style-type: none"> <li>- 50% of the property is set aside as permanent open space or recreation</li> <li>- Homes are sited around a common open space or recreation area</li> <li>- Dwellings are designed with an architectural theme</li> <li>- Quality materials (brick and/or cedar) and construction are proposed</li> <li>- Privacy between dwellings is maintained through building placement and design</li> <li>- Separation between homes meets applicable building and fire codes</li> </ul> </li> <li>▪ Where patio homes are proposed along a common open space or recreation area, consider reducing required rear yard requirements and allowing outdoor living space to be provided in the side, rather than rear yards.</li> </ul> <p style="text-align: right;"><i>(continued on next page)</i></p>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
5	South of Haven Avenue and east of Gougar Road <i>(continued)</i>			<ul style="list-style-type: none"> <li>▪ Develop and adopt architectural criteria for all other residential products that control:                             <ul style="list-style-type: none"> <li>- Materials (require dwellings to be predominantly brick )</li> <li>- Design (require each development to adopt and implement an architectural style)</li> </ul> </li> <li>▪ Require landscaped pedestrian paths that tie residential neighborhoods, open space, recreation areas and commercial together</li> </ul>
6	South of the Rock Island Railroad, north of U.S. Route 30 and east of Cedar Road	34 acres	<ul style="list-style-type: none"> <li>▪ Transit-oriented development:                             <ul style="list-style-type: none"> <li>- Condominiums</li> <li>- Apartments</li> <li>- Support commercial uses</li> <li>- Restaurants</li> <li>- Metra station and parking</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Raze existing commercial buildings that are vacant and in the floodplain</li> <li>▪ Re-grade site to remove as much as is possible from the floodplain. Provide compensatory storage according to applicable regulations and guidelines</li> <li>▪ Move access as far north as possible from U.S. Route 30</li> <li>▪ Promote high-density, multiple-story housing (10 to 15 units per gross acre)</li> <li>▪ Provide support commercial (including coffee shops and restaurants) for residents and commuters. Allow ground-floor retail with residential on upper floors</li> <li>▪ Adopt architectural standards that require brick and quality design</li> <li>▪ Incorporate sidewalks/bicycle paths that link residential, commercial and commuter station to reduce reliance on automobile</li> <li>▪ If additional parking is required for the Metra Station, consider building a parking deck with first-floor commercial</li> </ul>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
7	South of the E. J. & E. Railroad, and east and west of the Norfolk and Western Railroad	286 acres	<ul style="list-style-type: none"> <li>▪ Transit-oriented development:                             <ul style="list-style-type: none"> <li>- Single-family residential</li> <li>- Townhomes</li> <li>- Condominiums and apartments</li> <li>- High density housing</li> <li>- Support commercial uses</li> <li>- Restaurants</li> <li>- Open space</li> <li>- Institutional (schools, churches)</li> <li>- Retail commercial</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Work with developers to create a plan for this area that achieves the objectives of transit-oriented development (TOD) described in Chapter VI, <b>Land Use and Development Recommendations</b></li> <li>▪ Allow residential densities to include (but not solely consist of) multiple-story housing at 10 to 15 units per gross acre</li> <li>▪ Require the intensity of development to be reduced and include single-family homes where the TOD project abuts adjacent land uses</li> <li>▪ Ensure that buildings along Laraway Road face the street, and require parking to be located behind residential or commercial structures proposed for construction along this road</li> </ul>
8	South of Laraway Road, east and west of the Norfolk and Western Railroad	114 acres	<ul style="list-style-type: none"> <li>▪ Regional commercial:                             <ul style="list-style-type: none"> <li>- Food and drug stores</li> <li>- Appliance/electronic stores</li> <li>- Discount stores</li> <li>- Home improvement stores</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Promote large-scale commercial uses that serve the growing resident population in this part of town:</li> <li>▪ Control access onto Laraway Road by:                             <ul style="list-style-type: none"> <li>- Minimizing curb cuts</li> <li>- Aligning access drives with streets to the north</li> </ul> </li> <li>▪ Require cross-access between commercial uses</li> <li>▪ Work with developers during the site plan review process to achieve:                             <ul style="list-style-type: none"> <li>- Uniform architectural and color styling</li> <li>- Standard for parking lot lighting to unify development</li> <li>- Landscape guidelines applicable to entire development</li> </ul> </li> <li>▪ Locate buildings (i.e., outlots), rather than parking, along Laraway Road</li> <li>▪ Require all building façades that face parking lots or streets to include storefront glass along 25% of the first floor elevation</li> </ul> <p style="text-align: right;"><i>(continued on next page)</i></p>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
8	South of Laraway Road, east and west of the Norfolk and Western Railroad <i>(continued)</i>			<ul style="list-style-type: none"> <li>▪ Promote pedestrian/bicycle linkages to and from adjacent residential development and through parking lot</li> <li>▪ Screen views of service areas (trucks, trash, utilities) from public view by landscape buffers that include decorative fencing, evergreen, deciduous and flowering trees and shrubs to achieve 75% opacity</li> </ul>
9	Northeast, southeast and southwest quadrants of the Laraway/Schoolhouse Road intersection	103 acres	<ul style="list-style-type: none"> <li>▪ Community commercial:                             <ul style="list-style-type: none"> <li>- Personal services</li> <li>- Business services</li> <li>- Food and drug stores</li> <li>- Convenience stores</li> <li>- Restaurants</li> </ul> </li> <li>▪ Medical offices</li> <li>▪ Urgent care facility</li> <li>▪ Alternative use, if medical:                             <ul style="list-style-type: none"> <li>- Congregate care housing</li> <li>- Assisted care facility</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Promote centers that include a variety of uses that meet the needs of residents in New Lenox and the adjacent Villages of Frankfort, Manhattan and Mokena</li> <li>▪ Control the number of curb cuts onto adjacent roads to maintain safety and operational efficiency of traffic</li> <li>▪ Require cross-access between commercial uses</li> <li>▪ Locate buildings, rather than parking, along adjacent collector roads</li> <li>▪ Require all building façades that face parking lots or streets to include storefront glass along 25% of the first floor elevation</li> <li>▪ Promote secondary entrances into commercial where stores and parking about residential developments</li> <li>▪ Work with developers to ensure the following is provided within each center:                             <ul style="list-style-type: none"> <li>- Uniform architectural and color styling</li> <li>- Standard for parking lot lighting to unify development</li> <li>- Landscape guidelines applicable to entire development</li> </ul> </li> <li>▪ Actively promote a medical/urgent care facility to meet health care needs of this part of town</li> </ul> <p style="text-align: center;"><i>(continued on next page)</i></p>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
9	Northeast, southeast and southwest quadrants of the Laraway/Schoolhouse Road intersection <i>(continued)</i>			<ul style="list-style-type: none"> <li>▪ Develop pedestrian/bicycle linkages to and from adjacent residential land uses and through parking lots</li> <li>▪ Screen views of service areas (trucks, trash, utilities) from public view by landscape buffers that include decorative fencing, evergreen, deciduous and flowering trees and shrubs to achieve 75% opacity</li> <li>▪ If a large-scale urgent care facility or hospital is proposed as part of the mix of land uses, then promote housing for seniors that includes:               <ul style="list-style-type: none"> <li>- Duplexes</li> <li>- Townhomes</li> <li>- Condominiums</li> <li>- Assisted care</li> </ul> </li> </ul>
10	West of Schoolhouse Road, south of planned commercial south of Laraway Road	44 acres	<ul style="list-style-type: none"> <li>▪ Office:               <ul style="list-style-type: none"> <li>- Professional</li> <li>- Medical/dental</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Promote one-story office buildings:               <ul style="list-style-type: none"> <li>- With architecture that is residential in scale and styling (brick, pitched rooflines)</li> <li>- That are oriented toward Schoolhouse Road, with parking at the rear</li> </ul> </li> <li>▪ Limit the number of access points onto Schoolhouse Road and align with drives or streets to the east</li> <li>▪ Work with developers to unify the area through color styling and parking lot lighting</li> <li>▪ Screen views of service areas (trucks, trash, utilities) from public view by landscape buffers that include decorative fencing, evergreen, deciduous and flowering trees and shrubs to achieve 75% opacity</li> </ul>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
11	North of U.S. Route 52 and west of Gougar Road	495 acres	<ul style="list-style-type: none"> <li>▪ Medium density residential</li> <li>▪ Golf course</li> <li>▪ Driving range</li> <li>▪ Club house</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development should be sensitive to floodplain and probable wetlands along the Jackson Branch of Jackson Creek that traverse the site in a northeasterly direction from U.S. Route 52 to Gougar Road</li> <li>▪ 80 acres is planned for medium density housing</li> <li>▪ The remaining 415 acres is recommended for active recreation and open space that can frame the entrance to the community from U.S. Route 52 at the far southwest corner and buffer adjacent uses from Joliet's race tracks</li> <li>▪ Recommended uses include:               <ul style="list-style-type: none"> <li>- 36-hole golf course (328 acres, minimum)</li> <li>- Driving range (lighted)</li> <li>- Clubhouse</li> <li>- Restaurants</li> <li>- Possible tennis courts and pool</li> <li>- Habitat creation and enhancement for wildlife (birds, small mammals, etc.)</li> <li>- Recreational paths for public viewing of wildlife in its natural habitat</li> </ul> </li> <li>▪ Depending upon market demand, the area could be developed as:               <ul style="list-style-type: none"> <li>- A golf course resort that includes lodging and entertainment, in addition to the uses listed above</li> <li>- Residential golf course community</li> </ul> </li> <li>▪ Much of this area is in floodplain and could be designed to maintain and enhance wildlife habitat.</li> </ul> <p style="text-align: center;"><i>(continued on next page)</i></p>

No.	Location	Estimated Area	Proposed Land Use	Recommendations
11	North of U.S. Route 52 and west of Gougar Road <i>(continued)</i>			<ul style="list-style-type: none"> <li>▪ Developers of this property will, therefore, be encouraged to work with the Audubon Cooperative Sanctuary Program for Golf, which can provide the technical expertise required to develop a plan that identifies and works to protect environmental resources and wildlife habitat. Areas that should be addressed include:               <ul style="list-style-type: none"> <li>- Environmental planning</li> <li>- Wildlife and habitat management</li> <li>- Chemical use reduction and safety</li> <li>- Water conservation</li> <li>- Water quality management</li> <li>- Outreach and education</li> </ul> </li> </ul>

# Chapter V, Transportation

## Introduction

One of the Village's advantages is its access to major transportation networks. **Figure V-1, Transportation Map**, depicts existing and proposed improvements, including new north/south linkages under consideration to meet the needs of New Lenox as it grows. This information was assembled from the Village's 1996 Transportation Plan, prepared by Edwards and Kelcey, and projected need based on 2004 data obtained from the Illinois Department of Transportation and the land use recommendations included in this plan.

Drivers have easy access to U.S. Route 30 and I-80, which provide connections with I-57 to the east and I-55 to the west. With the future extension of I-355 ending in New Lenox, drivers also will have access to the North-South Tollway, which serves the western and northwestern Chicago suburbs. Drive time to Chicago's Loop is a 55-minute commute. Midway and O'Hare Airports are 35 and 45 minutes, respectively. Rail commuters use the Metra/Rock Island District, and travel time to the Loop is about 60 minutes from the New Lenox Metra Station located north of U.S.

## Needs and Goals of the 2004 Comprehensive Land Use Plan

Automobile traffic is currently the predominant mode of transportation in New Lenox, and will experience the greatest need for new facilities in the future as the community grows (see **Table 1, Transportation to Work**, below). This reliance on the automobile, coupled with the rapid growth of the planning area and Will County has resulted in a substantial increase in traffic.

Major collector roads and arterial streets have experienced increases in traffic that range from 20% to more than 100% over the past six to seven years (see, **Chapter II, Planning Factors, Table 1**). New Lenox recognizes the importance of improving and adding to its transportation network as it grows, to minimize or prevent congestion and to provide direct links to destination uses, including commercial centers.

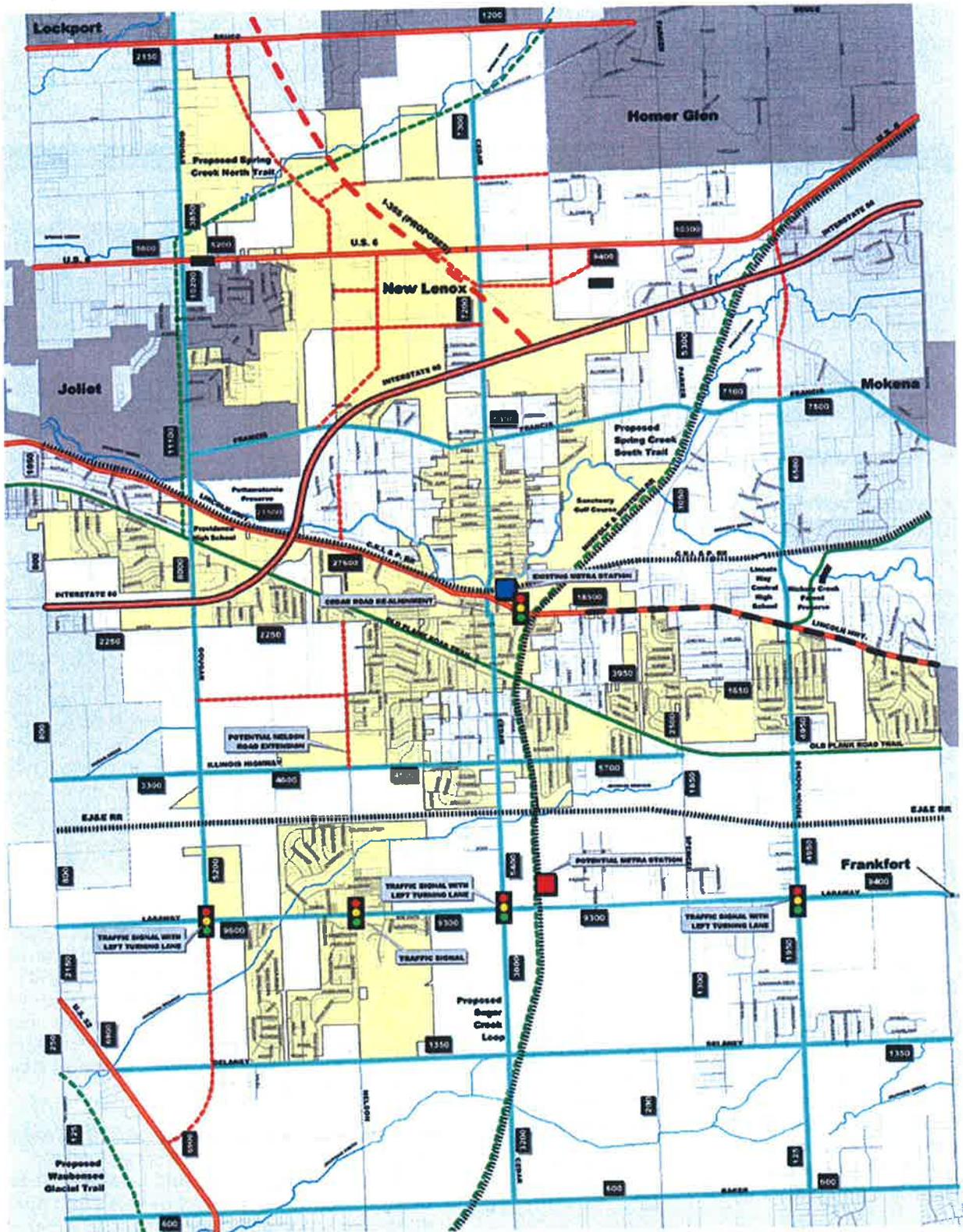
Goals and objectives that were developed for transportation are presented in Chapter III, Goals and Objectives. They address:

- Promoting the I-355 extension.
- Resolving safety concerns at the Cedar Road/Haven Avenue intersection.
- Controlling the number and location of curb cuts along arterial streets to maintain operational efficiency and safety of these important roadways.
- Alleviating traffic congestion along U.S. Route 30 and Cedar, Gougar and Schoolhouse Roads through roadway widening, curb cut control and the construction of new east/west and north/south arterial streets.
- Obtaining future right-of-way for planned roadway widening from developers at the time of annexation, subdivision and site plan review.
- Working with Metra in the development of a commuter rail station along the Norfolk and Western Railroad.
- Ensuring that new roads are a logical extension of the existing road system.

**Table 1  
Transportation to Work**

Transportation to Work	New Lenox		Illinois
	Number	Percent	Percent
Workers 16 and Over	8,840	100%	100%
Public Transportation	540	6.1%	8.7%
Car, Truck, Van or Motorcycle	7,903	89.4%	84.2%
Walk	47	0.5%	3.1%
Work at Home	276	3.1%	3.1%

Source: 2000 Census



## Transportation Map

### LEGEND

#### Proposed Transportation

- Proposed Metra Station
- Proposed Traffic Signals
- Future Roadway
- Proposed Roadway Widening
- Proposed Recreational Trails

#### Existing Transportation

- Existing Metra Station
- Interstate RD
- Major Arterials
- Minor Arterials
- Road Centerlines
- Railroad
- Recreational Trails

#### Other

- Parcels
- Water Features
- Corporate Boundary
- Adjacent Communities
- Outside Planning Area
- Average Daily Trips

Figure V-1  
Village of New Lenox

- Promoting the interconnection of new streets with existing roadways.
- Avoiding cut-through traffic through residential neighborhoods through good site design.
- Coordinating bicycle/pedestrian paths with roadway improvements.
- Working with Metra to encourage carpooling.
- Working with PACE to provide service to the two commuter rail stations and employment centers.

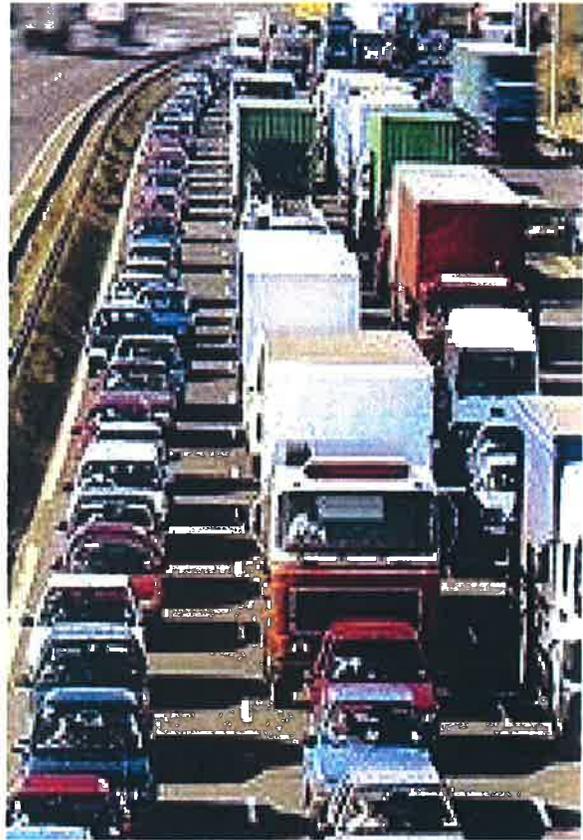
The recommendations for roadway improvements found in this chapter build on these goals and objectives in order to help alleviate existing congestion and ensure that future right-of-way set aside with new developments is sufficient so that north/south and east/west collector and arterial streets are able to be improved or constructed (if new) at a scale appropriate to serve expected traffic volumes and planned land uses.

### Functional Classification of Streets

Existing and proposed roadways are classified into a hierarchy of street types as follows:

**Interstate Highway** — I-80 and I-355 are the two interstate highway systems that currently or in the future will pass through and provide access to the planning area. These federally-supported facilities have limited and controlled points of access, and 65-mile per hour speed limits. The estimated average daily traffic along those sections of I-80 that pass through the planning area range from more than 40,000 to about 75,000 vehicles.

**Strategic Regional Arterial (SRA) Route** — SRA Routes are intended to supplement the Interstate system by providing regional access with a moderately high degree of mobility. These routes may have partial access control (interchanges or bridges at busy cross routes). The number of travel lanes varies from four to six, depending upon whether the particular road segment is in a rural, suburban or urban setting.

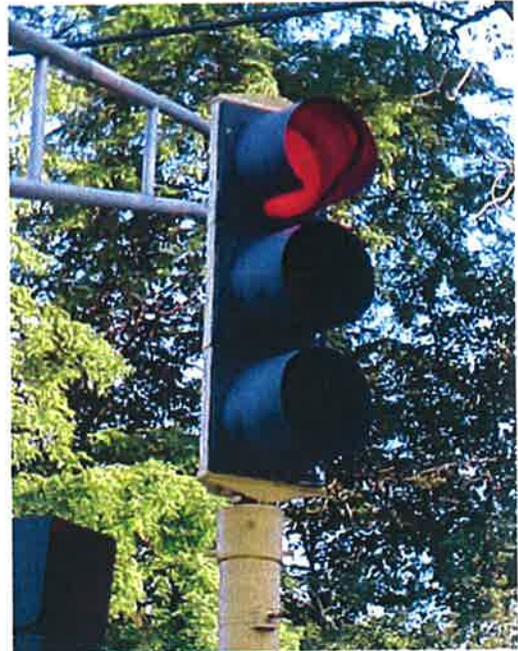


SRA routes typically have a median, the width of which can range from 11 to 70 feet. Posted speed limits range from 30 miles per hour in an urban setting to about 45 to 55 in rural areas. Large trucks operate on this type of facility. U.S. Route 30 east of I-80 is an urban SRA route. A good example of a partial-access controlled suburban SRA route is Illinois Route 83 between I-88 and I-55.

SRA routes carry from about 24,000 to about 56,000 vehicles daily, depending upon the number of through lanes and level of mobility desired. Right-of-way widths vary from about 80 feet in urban settings to about 190 feet in a rural setting.



**Major Arterial.** A major arterial street is a roadway with access control, channelized intersections and restricted parking. They are generally Federal or State-marked routes. Major arterial streets collect and distribute traffic to and from minor arterials and should have a right-of-way width of 100 feet or more.



Posted speed limits for road segments in urban and suburban areas vary between 30 miles per hour to 45 miles per hour and may increase to 55 miles per hour in rural areas. They provide local access to the regional road system for all types of vehicles, including trucks. They typically have signalized intersections. Driveway access and intersection spacing may be restricted along these routes by providing frontage roads. High volume commercial and industrial driveways may be allowed, typically by permit.

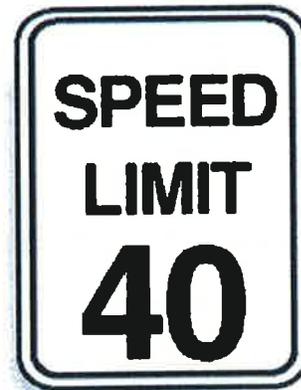
Major arterial streets in New Lenox are presented in Table 2, below:

**Table 2  
Estimated Average Daily Traffic, Major Arterial Streets**

Roadway	Speed	Estimated ADT
U.S. Route 30 (also a SRA) (east of I-80)	30 to 45 mph	24,000 to 56,000
Bruce Road (also a SRA)	30 to 45 mph	24,000 to 56,000
U.S. Route 30 (west of I-80)	30 to 55 mph	12,500 to 29,000
U.S. Route 6	30 to 55 mph	12,500 to 29,000
U.S. Route 52	30 to 55 mph	12,500 to 29,000
Haven Avenue	25 to 35 mph	1,800
Nelson Road	25 to 35 mph	N/A

Source: New Lenox Transportation Plan Update, 1966 and IDOT, 2004

**Minor Arterials.** Minor arterials are streets with signals at important intersections and stop signs on the side streets. They collect and distribute traffic to and from collector streets. They are not intended to serve regional travel. Minor arterial streets also have rights-of-way of 100 or more feet. Posted speeds vary between 30 and 45 miles per hour. Truck restrictions may apply to these routes.



Minor arterial streets can serve as principal access to commercial or industrial land uses, as well as to collector streets. Ideally, residential driveways should not be located on this type of facility, since they can slow traffic and affect roadway safety. Streets that have been classified as minor arterial streets are presented in Table 3 on the next page:

**Table 3**  
**Estimated Average Daily Traffic, Minor Arterial Streets**

Roadway	Speed	Estimated ADT
Laraway Road	30 to 45 mph	5,000 to 10,000
Gougar Road	30 to 45 mph	4,000 to 7,000
Cedar Road	30 to 45 mph	5,000 to 13,000
Illinois Highway/West Spencer Road	30 to 45 mph	4,000+
Francis Road	30 to 45 mph	2,800 to 6,000
Schoolhouse/Schmuhl Road	30 to 45 mph	2,000 to 3,000
Baker Road	30 to 45 mph	500+
Delaney Road	30 to 45 mph	500+

Source: New Lenox Transportation Plan Update, 1966 and IDOT, 2004

**Collectors** — Collector roads provide important linkages to minor and major arterial streets. Access is limited to provide uninterrupted traffic movements, thereby

maximizing traffic flow and safety. Collector roadways require a right-of-way of 80 or more feet. The following is a list of collector roadways in New Lenox:

**Table 4**  
**Estimated Average Daily Traffic, Collector Roadways**

Roadway	Speed	Estimated ADT
Spencer Road	25 to 35 mph	1,300
Parker Road	25 to 35 mph	5,100
Joliet Highway	25 to 35 mph	N/A
Marley Road	25 to 35 mph	2,000
Clinton Road	25 to 35 mph	N/A
Kankakee Road	25 to 35 mph	N/A

Source: New Lenox Transportation Plan Update, 1966 and IDOT, 2004

**Local Streets** — Local streets are designed to provide access to abutting property. They primarily consist of roadways through residential neighborhoods. These streets link up with local collectors to move people in and out of their living environment. Local streets in New Lenox have a right-of-way that is typically 66 feet wide.

## Transportation Recommendations

New Lenox will experience substantial increases in traffic as growth continues in and around the planning area. New Lenox recognizes the importance of improving and adding to its transportation network as it grows, to accommodate new traffic attributed to new development and provide direct links to destination uses.

This section of Chapter V provides recommendations for extension of roadways and development of new roadways that will provide the infrastructure framework necessary to accommodate increased traffic that will come as a result of community growth. Development of transportation projects should consider the character and image of New Lenox while ensuring safe and adequate linkages throughout the community. Descriptions of several recommended improvements are provided below. Developers also may be required to pay for, or build portions of these roadways as part of development proposals. The type of roadway improvement or impact fee for future improvements required to achieve the proposed cross-section will be evaluated as part of a specific development proposal.

### **Proposed I-355 Southern Extension:**

The I-355 extension is a proposed 12.5-mile, multi-lane, divided highway extending from the current southern terminus of I-355 at I-55 in Bolingbrook to I-80 in New Lenox. Planners called for construction of the I-355 south extension back in 1962, but it was not built due to lack of funding.

Today, there is still no effective north-south highway to serve Will County, the third fastest-growing county in Illinois. A majority of residents still cross the county by traveling on local streets and roads. In most cases, the extension would cut travel times in half. With a Will County projected population of 806,000 residents by 2020 (up from 459,000 in 1998) and 42,000 new jobs over the next decade, gridlock on the local north-south roads is bound to increase. The I-355 extension is expected to prevent gridlock and reduce congestion experienced by area residents today. It would increase driver safety and decrease local congestion by replacing two-lane road travel with a lighted, divided highway designed to control the flow of traffic. Also, the planned I-355 extension would stimulate growth around the new interchanges and give Will County residents easier access to I-55 and all that the City of Chicago has to offer: jobs, universities, entertainment, museums and the financial community.

An amended environmental impact study for the planned I-355 extension was approved by the Federal Highway Administration in February 2002. The Record of Decision is valid for a period of three years, but can be extended if the project is kept active. The Illinois State Toll Highway Authority (ISTHA) desires to move the project forward and is working to keep the project active. They are working with Legislators in Springfield to acquire funding for the project. On September 30, 2004, the Illinois State Toll Highway Authority adopted a 10-year Long Range Plan. The construction of I-355 from I-55 to I-80 in New Lenox is one of the priority projects included in the long range plan. Due to the strong desire for the project on the part of the ISTHA, legislators and local agencies in the project vicinity, construction is expected to begin in fall 2004, with completion of the road in 2007.

The status of the South Suburban Tollway project from I-80 to I-57 is uncertain. A pre-Phase I study was prepared, but a Phase I

Study and Environmental Impact Statement have not been prepared for the project. The pre-Phase I study identified five alternate alignment corridors plus one alternate consisting of widening and using the existing road network (I-80). A preferred alternate has not been selected, and no work has been done on this project for approximately five years. External factors that impact this project are the extension of I-355 and the South Suburban Airport. Whether or not these projects move forward can significantly effect if the South Suburban Tollway project will move forward and what form it will take. There is no current plan to resume work, and no schedule for implementation of the project. This is seen as a long range plan, and near term implementation does not appear likely.

### **Laraway Road:**

Laraway Road has experienced a 100% increase in traffic over the past six years and is expected to double again by 2020. It is proposed to become a primary east-west arterial street as New Lenox grows, serving residential and commercial land uses, as well as industrial and a potential recreational development in the west end of the planning area (see **Figure V-1, Transportation Map**).

The cross-section that is envisioned for Laraway Road includes a four-lane highway with painted or mountable center median, located within a 120-foot or wider right-of-way. New signals are proposed at Gougar Road, Nelson Road, Cedar Road and Schoolhouse Road, where they intersect with Laraway Road. Three of these four intersections (all but Nelson Road) are proposed to be improved with left-hand turn lanes.

Laraway Road is under the control and jurisdiction of the Will County Highway Department, and has been designated as a freeway by the Will County Board. New Lenox and Will County have entered into an Intergovernmental Agreement with respect to the section of Laraway Road through New Lenox, to ensure that adequate right-of-way is available for road construction once it is determined that traffic volumes warrant this upgrade and establish design standards that reflect the character of New Lenox.

### Schoolhouse Road:

In 1999, the Illinois Department of Transportation completed a Strategic Regional Arterial (SRA) Feasibility Study for Schoolhouse Road. A "Pre-Phase I" planning study is currently underway.

**North** —Like Laraway Road, Schoolhouse Road, north of U.S. Route 30 has experienced a 100% increase or more in traffic since 1996.

**Figure V-1, Transportation Map** shows a proposed extension from Francis Road north to U.S. Route 6, which would provide a badly needed north-south roadway on the east side of the community. A potential interchange at Schoolhouse Road and I-80 is discussed later in this chapter. Schoolhouse Road north of U.S. Route 30 is proposed to consist of four travel lanes within a 100-foot wide right-of-way. However, the feasibility of this linkage is affected by:

- Marley Creek floodplain.
- The Norfolk and Western Railroad,
- Interstate 80.

The costs associated with crossing I-80, the railroad and the floodplain are significant, but the benefits to New Lenox from this crossing would be significant, since this is the only viable location for providing a much-needed north/south linkage east of Cedar Road. The ability to design this crossing in an area that has both environmental and physical constraints as well as substantial costs warrants further study.

**South** — Schoolhouse Road, south of U.S. Route 30 is one of two roadways proposed to function as a north/south arterial street that helps mitigate traffic congestion on Cedar Road (the other is Gougar Road, which is described below). Like Laraway Road, Schoolhouse Road is proposed to consist of four lanes with a center median located within a minimum 100-foot wide right-of-way. The signal planned at its intersection with Laraway Road will help improve the operation, safety and efficiency of this roadway.

### Gougar Road:

Gougar Road is also under the jurisdiction of the Will County Highway Department and was also designated a freeway by the Will County Board. As with Laraway Road, the Village and Will County have entered into an

Intergovernmental Agreement that establishes right-of-way and design standards for Gougar Road through New Lenox that reflect the character and needs of New Lenox.

Gougar Road, south of I-80 and north of U.S. Route 30 has experienced substantial traffic increases (south of I-80, 30% since 1996 and north of U.S. Route 30, 70%). The ongoing expansion of industrial uses south to Laraway Road is increasing congestion and contributing to the need for roadway improvements. This road is also proposed to be a minor arterial street (one of three primary north/south linkages in the New Lenox planning area). The same four-lane cross-section, with center painted or mountable median within 120 feet of right-of-way is proposed for Gougar Road as has been planned for Schoolhouse and Laraway Roads.

The transportation map shows Gougar Road extended south to U.S. Route 52. This alignment is conceptual, and is likely to "shift" to minimize impacts to the drainage way associated with Jackson Branch and to serve planned land uses. It is anticipated that the drainage way can be crossed with a box culvert which would minimize costs and environmental impacts. Box culverts were used for adjacent crossings of Jackson Branch and Stonebridge.

### Cedar Road:

Cedar Road is one of the few north-south connecting roads through the planning area. Traffic along this roadway is expected to increase as New Lenox grows and I-355 is constructed, and Cedar Road is used to access this highway. For this reason, a separate study for the Cedar Road Corridor has been completed to study possible improvements to this corridor that would help maintain and improve traffic flow and safety. Also, the extension and improvement of Gougar and Schoolhouse Roads have been proposed to help distribute north/south traffic through the Village, by providing alternative routes to Cedar Road.

Phase II engineering for the realignment of the Haven Avenue and Cedar Road intersection to straighten the "S" curve is scheduled for 2004. The planned construction of this roadway realignment is expected to take place in 2005. Funding from the Surface Transportation Program and Congestion Mitigation and Air Quality program are critical for this project.

### Illinois Highway/West Spencer Road:

Illinois Highway/West Spencer Road is proposed to serve as an east/west collector north of the E. J. & E. Railroad, creating another east/west alternative to Laraway Road through the Village's planning area. The proposed extension of this roadway east to Schoolhouse Road provides continuity in this roadway, maximizing benefits to area residents. The proposed connection from Spencer Road east to Schoolhouse Road can reduce vehicle crossings of the Old Plank Road Trail if constructed south of the Trail (see **Figure V-1 Transportation Map**).

### U.S. Route 30:

Preliminary design engineering for roadway widening along U.S. Route 30 from Williams Road east to U.S. Route 43 is in process by the Illinois Department of Transportation. Improvements include adding two lanes (one in each direction), creating a four-lane improvement with turn-lanes. The construction of these improvements is dependent upon funding.

### Public Transportation:

**Existing Metra Station** (north of U.S. Route 30) — The current Metra station is operating near capacity. The residential growth planned in New Lenox and the surrounding communities provides the opportunity to add a second station to serve the growing resident population in this part of Will County.



**Planned Metra Station** (east of Cedar Road between Illinois Highway and Laraway Road) — The proposed Metra Station will serve the Norfolk/Western line to Manhattan. New Lenox has worked with Metra and area property owners to secure the land necessary to construct this second station. The first phase of 200 parking stalls is scheduled for completion by the end of 2005. At this time, it is not clear whether it is feasible for this station to serve both the Norfolk/Western and the E. J. & E. Railroads if the suburban ring rail line on the E. J. & E. Railroad is implemented.

**Park and Ride Lot** — A park and ride lot is proposed south of U.S. Route 6, east of Cedar Road. This lot will be accessible by commuters traveling on I-80 and I-355, at such time as this roadway is extended. Pace bus route #506 currently provides service between Joliet and the New Lenox Metra station. The Village plans to request Pace to extend its service to the new Metra station (near Cedar and Laraway Roads) at such time as this station is constructed.

### New Interchanges:

Three interchanges to existing and proposed area freeways/tollways are recommended. These interchanges would improve mobility, and enhance the New Lenox "Outer Belt" roadway concept by focusing travel on the perimeter arterial streets of Gougar Road, Schoolhouse Road and Laraway Road, and de-emphasizing the use of Cedar Road and U.S. Route 30.

**I-80 to Schoolhouse Road** — An interchange to I-80 at Schoolhouse Road is a near term medium priority improvement. It would improve access to I-80 for the east and northeastern sections of New Lenox.

The "Pre-Phase I" planning studies for both Schoolhouse Road and for U.S. Route 6/Wolf Road indicate that construction of interchanges to I-80 at Schoolhouse Road and Wolf Road are feasible. However, it is unlikely that interchanges would be constructed at both locations. Consensus among the local agencies within the area would be necessary for selecting a preferred interchange location.

**South Suburban Tollway and Laraway Road** — An interchange at the South Suburban Tollway and Laraway Road is a long term priority. Located just west of Gougar Road, it would focus east-west traffic on Laraway Road and north-south traffic on Gougar Road, both a part of the "Outer Belt" road system.

The South Suburban Tollway, extending from I-80 to I-57, is a long term project that is not expected to proceed in the foreseeable future at this time. Preparation of a Phase I Study and Environmental Impact Statement for the Tollway has not commenced. Its implementation is partially affected by the possible construction of the I-355 Extension and the proposed South Suburban Airport.

**South Suburban Tollway and Schoolhouse Road** — An interchange at the South Suburban Tollway and Schoolhouse Road is also a long term priority. This interchange would enhance mobility in the southeast portion of New Lenox, and would focus traffic on Schoolhouse Road.

#### **Outerbelt Roadways:**

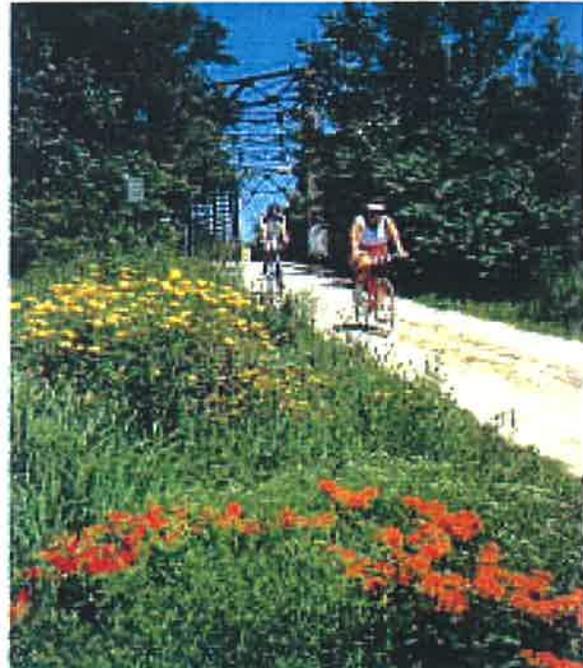
The concept of an "Outer belt" is to identify arterial roadways that would allow through traffic to move efficiently around New Lenox, thus reducing the potential for increased congestion near the Village core. Ultimately, these roads would have four "through lanes", two in each direction and a painted or mountable median.

Roads that could serve an "Outer Belt" function include:

- Gougar Road from U.S. Route 6 to Laraway Road to the west of the Village.
- Schoolhouse Road from U.S. Route 6 to Laraway Road to the east.
- Laraway Road from Gougar Road to Schoolhouse Road to the south, assuming a South Suburban Tollway interchange is constructed at Laraway Road.
- U.S. Route 6 to the north. The proposed interchange with I-355 reinforces the selection of this route as an "Outer Belt".

#### **Trails:**

New Lenox adopted a Bicycle/Pedestrian Facility Master Plan in 2002, during the update of this comprehensive plan. Goals and policies for developing a network of trails throughout the planning area are included in this document. General planning priorities for trail development are as follows:



**First** — Connect new pedestrian walks and bicycle paths with existing and planned trails, such as the existing Old Plank Road Trail and the planned Waupanse Glacial Trail.

**Second** — Connect new pedestrian and bicycle facilities to existing and future Metra stations.

**Third** — Connect new walks and paths to commercial/industrial areas and potential places of employment.

**Fourth** — Connect new pedestrian and bicycle facilities to schools and parks.

## Road Network Improvement Implementation and Prioritization

Time frame and priorities for the recommended roadway improvements that follow should be considered a general guide, and should be reviewed in light of the actual pattern and speed at which development occurs in New Lenox over time. Table 6 on the following page presents time frame, priority and improvement description, based on anticipated patterns of growth and development in New Lenox.

In general, roadway improvements in the center of town should be prioritized over those identified for outlying areas. However, if development in the southern end of town should accelerate due to the expansion of southwest commuter rail service and completion of the new Metra station, then it may become appropriate to accelerate what are currently identified as long term improvements in southern New Lenox.

## Policy Recommendations

To ensure that the transportation system in New Lenox is developed in a manner that provides satisfactory levels of service for the community, a series of policy recommendations have been developed to provide a framework for implementation of the plan. The policy recommendations include guidelines that address the safety, recreation, commerce and infrastructure needs of the Village of New Lenox.

**Maintain a system of roadway hierarchy in all new development** — As land development projects are proposed for the Village of New Lenox, it is imperative that the developments include local streets and collectors to move residents in and out of their neighborhoods, and linkages to arterials where appropriate. The hierarchy, as described above, should be developed to provide safe and easy access for residents and visitors to the community. As such, driveway access is primarily on local streets and is very limited on all other roadway types.

**Provide an interconnected, easily negotiated circulation system that accommodates motor vehicles, pedestrians and bicycles** — The design of land development projects must consider the relationship of adjoining land parcels and their place in the entire community. Collectors and arterials must transcend neighborhood boundaries to provide a seamless network of streets and pedestrian ways that meet the future needs of Village residents.

**Minimize curb cuts and require cross-access with new developments** — Frequent curb cuts along a collector or arterial street can create traffic conflicts as cars attempt to enter and leave the flow of traffic, often at relatively high speeds of 35 to 45 miles per hour. Also, the efficiency of the roadway diminishes as cars slow to turn or allow vehicles from adjacent properties to access the roadway. For these reasons, the number of points of access to or from a collector or arterial roadway should be kept to a minimum.

New subdivisions should be designed to provide driveway access from local roadways, instead of collector or arterial streets. Cross-access between adjacent non-residential properties also should be required. Cross-access provides an alternative to re-entering the flow of traffic on an adjacent arterial or collector street, thereby helping to maintain the flow of traffic.

**Encourage use of landscape corridors along major highways and collector streets** — Increasing setbacks from highways allows the creation of landscaped corridors that will provide a sense of open space and separation between roadways and development. As open space and rural character are important to the Village of New Lenox, developing a theme for landscaped edges that enhances the Village character and image is important.

<b>Road Network Improvement Implementation and Prioritization</b>				
<b>Priority</b>	<b>Street</b>	<b>Limits</b>	<b>Improvement</b>	<b>Complexity</b>
<b>Near Term Improvements (one to five years out)</b>				
<b>High</b>	Nelson Road	Illinois Highway to Haven Ave	2-lane new road	Little
	Cedar/Haven Ave	Intersection	realignment	Difficult
<b>Medium</b>	Schoolhouse Road	U.S. Route 30 to Francis Rd.	4-lane	Average
		Francis to U.S. Route 6	4-lane new road	Difficult
	U.S. Route 6	Meader Rd to Homer Glen line	4-lane	Average
	Cedar Road	I-80 to Bruce Road	4-lane	Average
	Joliet Highway	Gougar Road to Nelson Road	2-lane new road	Little
	Spencer Road	Delaney Rd. to U.S. Route 30	2-lane	Little
<b>Low</b>	Haven Avenue	Cherry Hill Rd. to Cedar Road	2-ln widen & resurf	Little
	Cedar Road	Illinois Highway to I-80	2-ln widen & resurf	Little
	U.S. Route 6	Joliet line to Clinton Road	4-lane	Average
	Marley Road	U.S. Route 30 to Francis Road	2-lane reconstruct	Little
<b>Mid-Term Improvements (six to fifteen years out)</b>				
<b>High</b>	Clinton Road	I-80 to U.S. Route 6	2-lane reconstruct	Little
	U.S. Route 30	RR bridge to Township line	4-lane reconstruct	Average
	Vine Street	Haven Avenue to Francis Rd.	2-lane reconstruct	Average
	Schoolhouse Road	U.S. Route 30 to Laraway Rd.	4-lane	Average
	Laraway Road	Cherry Hill to Schoolhouse Rd	4-lane	Average
<b>Medium</b>	Illinois Highway	Cherry Hill to Spencer Road	4-lane reconstruct	Average
		Spencer to Schoolhouse Road	4-lane new road	Average
	Nelson Road	Smith Rd. to Illinois Highway	2-lane reconstruct	Little
	Francis Road	Gougar Road to Regan Road	2-lane reconstruct	Average
	Joliet Highway	Nelson Rd. to Schoolhouse Rd	2-lane reconstruct	Average
	Parker Road	Francis Road to Bruce Road	2-lane reconstruct	Average
<b>Low</b>	Kankakee Road	Smith Road to Delaney Road	2-lane new road	Little
<b>Long Term Improvements (sixteen years out or later)</b>				
<b>High</b>	Gougar Road	U.S. Route 52 to Laraway Rd.	4-lane new road	Average
		Laraway Road to Bruce Road	4-lane	Average
	Cedar Road	Smith Rd. to Illinois Highway	4-lane	Average
	Schoolhouse Road	Smith Road to Laraway Road	4-lane	Average
<b>Medium</b>	Cherry Hill Road	Baker Road to U.S. Route 30	4-lane	Little
	Bruce Road	Farrell Road to Parker Road	4-lane	Average
	Nelson/Clinton Rd.	U.S. Route 30 to I-80	2-lane new road	Difficult
	Delaney Road	Cherry Hill Road to Frankfort	4-lane	Little
	Baker Road	Cherry Hill Road to Manhattan	2 or 4-lane reconst	Little
<b>Low</b>	Farrell Road	U.S. Route 6 to Bruce	2-lane reconstruct	Little

Source: 1996 Transportation Update, modified August 2004

**Require bike trails along collectors and within open spaces** — Creating a system of trails provides opportunities for recreation and allows an alternative means of commuting between homes, work places, schools, shopping and other community destinations. As the design of land development projects takes place, it is important to create these linkages just as collector and arterial roadways are linked. Along collector roads, the landscape corridors should be utilized as locations for trails as well, providing the major linkages between neighborhoods and districts.

**Provide safe streets by applying various traffic calming features.** Particularly in residential neighborhoods adjacent to schools, parks and commercial areas, it is important to introduce design features and planning techniques that will allow safety to take precedence.

Design standards should be developed to ensure safety for pedestrians, bicyclists and drivers alike. Examples include: traffic circles, raised cross-walks, textured pavements, chokers, median barriers, etc.

**Encourage land use patterns that reduce motor vehicle trips and encourage public transportation** — Creating neighborhoods that allow residents to live, work, shop and play within walking distances is a way to decrease the reliance on the automobile and remove unnecessary traffic from the roadways. As development takes place, creating multi-use areas and linkages between adjacent land uses will play a key role in providing these alternative modes.

**Encourage transportation system improvements that directly benefit job creation and retention and commerce** — Providing direct, safe and simple patterns of roadway infrastructure that link non-residential areas to both the residents of the Village and to the region is important in the development of commerce. Linkages and proximity between neighborhoods and places of work provides employers with easy access to a work force.

These same linkages allow residents to patronize local businesses. Linkages with major transportation systems such as the interstate highway and rail lines provide regional access to and from New Lenox, and encourage the development of business enterprises with a more regional or global outlook.

**Encourage collection of transportation fees as part of future annexation agreements** — Improvements to the existing roadway network are inevitable as development proceeds in any community. Each and every development project will have some effect on the road network capacity and the function of key intersections, and as such should contribute to future improvements.



# Chapter VI, Land Use and Development Recommendations

## Introduction

Over the past few decades, the urban edge of Chicago has moved west across Will County into New Lenox. The rate of growth has been steady for the past decade, and is expected to continue into the next 20 years (see **Chapter I, Community Assessment**). The Village wants to manage this anticipated growth while encouraging sustainable development and residual property values to preserve the quality of life in New Lenox. The land use map and recommendations included in this plan are intended to serve as a policy guide that will ensure that planned growth addresses traffic, economic development, quality of development, creation of practical and quality open space and community identity.

This Chapter presents growth management tools and strategies that are available to achieve the goals and objectives established by New Lenox. Those areas of the community's planning area, where each technique has the greatest applicability, are identified. Each of the tools and techniques that follow are intended to:

- Promote quality housing, at densities that can be supported and sustained.
- Provide an economic base that can support area schools and sustain the growing population as the demand for public services increases.
- Locate regional commercial, corporate office, office research and development and industrial uses along I-80 and the planned extension of I-355, where access to and from such uses by those who work or shop in these areas can occur from existing and planned interchanges. This will reduce travel through other parts of the community.
- Discourage premature development by focusing development toward the areas of the community where utilities and services can be most efficiently provided and that otherwise brings positive benefits to the community.
- Decentralize high trip generating uses, including commercial and office, by dispersing these uses throughout the planning area, rather than concentrating all such uses along U.S. Route 30 or near I-80 and the I-355 extension.
- Create neighborhoods with a mix of land uses that support residents, reducing travel time and traffic on the Village's collector and arterial roadways.
- Maintain some of the area's rural character by:
  - Preserving mature trees.
  - Establishing a system of greenways that includes floodplain, trees, wetlands and farm ponds. These greenways will preserve important natural resources and wildlife habitat and can be used by residents for hiking, bicycling and viewing wildlife.
  - Creating open space through subdivision design for projects 20 acres or larger that sets aside 30% or more of the total acres as permanent open space.
  - Designing landscapes along key roadways that include increased building setbacks and heavily-vegetated buffers that screen views of new developments and buffer new homes from the sight and sound of traffic.
- Foster place making through:
  - Corporate office parks in campus settings.
  - Well-planned regional shopping and life-style centers.
  - A new municipal complex with Village Hall, library, park district, commercial and open space/recreational areas (i.e., New Lenox Commons).
  - Commuter rail stations and transit-oriented development with higher residential densities, mix of uses and amenities.
  - Preservation of open space (i.e., conservation subdivisions, landscaped corridors and preservation of important natural resources).
  - Creation of character through authenticity of architectural design, particularly for commercial and municipal/governmental buildings.

## Residential

### Calculating Residential Density:

The land use map includes residential land use classifications that are based upon density, rather than product or lot size. Development potential is determined by multiplying the number of allowable units per acre by the number of acres in a parcel of land that has been allocated for residential land use. Acres that are planned for commercial or other uses are not included in this calculation.

The densities identified within each residential land use classification provide an order of magnitude understanding of the number of units that can be accommodated on a development parcel. ***This density is not a "right" but instead, is a measure that both a developer and New Lenox can use when determining the number of homes that a specific site can support.*** Other factors that will be considered include:

- Availability of sewer and water.
- The extent that a parcel may be unbuildable due to the presence of natural resources such as wetlands, floodplain, poor soils, mature trees, etc., unless such features are incorporated into the development and enhanced as open space amenities serving residents of the development.
- Requirements for parks and open space (note: at least 30% of a development parcel must consist of usable and accessible open space. See discussion on open space in Chapter VII).
- Stormwater retention / detention requirements.
- Streets and rights-of-way.
- Amenities (i.e., trails, recreational facilities, etc.).

Areas planned for residential development may, at the discretion of the Village, include townhomes and duplexes in addition to single-family homes, thereby creating a neighborhood, rather than a subdivision. This diversification in lot size and product type would meet the needs of existing and future residents in all age categories, consistent with the goals and

objectives of New Lenox. However, the introduction of varied lot sizes or a multiple-family product will not necessarily increase the number of dwelling units recommended by this plan.

### Conservation Subdivision Design:

Conservation subdivision design is a flexible planning tool that allows a community to meet both its development and conservation goals. Conservation subdivision design enables land conservation and preservation of natural resources while accommodating the full development potential of a parcel. With conservation subdivision design:

- Critical resources, such as wetlands, trees, and floodplain are protected, thereby minimizing the environmental impacts of development.
- A minimum 50% of the total development parcel is preserved as open space.
- Development takes place at the same density otherwise allowed, thereby ensuring property rights are protected.
- A high quality subdivision design is created.

Conservation design subdivisions offer what many home buyers would consider as the best of both worlds – modern suburban homes surrounded by woods, wetlands and other undisturbed green spaces. Developers, consumers and environmentalists alike are finding conservation subdivision design increasingly appealing, because it offers a flexible, market-oriented approach to local open space conservation and environmental protection.

### How Conservation Subdivision Design Differs from "Traditional" Development –

Conservation subdivision design (CSD) represents a subtle, but significant twist to the traditional subdivision design. CSD is a rural version of the traditional urban neighborhood. Conservation subdivisions work around the outstanding natural features of a parcel of land rather than destroying them by dividing a parcel of land equally among homeowners. CSD lots are generally smaller and part of the purchase price of a home goes towards the protection of open space for trails, greenways and wildlife habitat.



Sample Conservation Subdivision  
Fox Mill, St. Charles, IL

Typically, the open space is permanently preserved via easement or dedication and managed through a homeowners association, land trust (or other conservation organization) or local government agency. In some conservation subdivisions, preserved areas have been leased to farmers for small-scale agricultural production, used for community gardens, and even used as community-owned horse farms (see **Open Space Preservation/Maintenance**, below).

**Benefits of a CSD** – From the developer's perspective, CSD offers lower development-related expenses with a high-quality, highly-marketable product. Having homes clustered on smaller lots reduces development costs because there are fewer trees to clear, less land to grade, and less road, water and sewer infrastructure needed to serve the development.

Conservation subdivisions also target the growing consumer market for homes in natural settings with less property to maintain. Even with smaller lots, housing prices and resale values in conservation subdivisions compare favorably to those in traditional subdivisions.

Consumers have shown a willingness to pay a premium for the environmental amenities and quality of life that conservation subdivisions offer.

The community-at-large can also benefit from CSD. It can be a useful tool to help address local concerns regarding the loss of environmental resources and community character. Local governments can also use CSD as a vehicle for creating community-wide open space networks, reducing the need to purchase and maintain new tracts of public land. Establishing open-space networks and reducing impervious surface cover can benefit the community by providing new recreation opportunities, protecting wildlife habitat, maintaining the ecological and water filtration functions of wetlands and riparian areas, and reducing stormwater runoff and flooding.

**Where Should CSD be Promoted?** – The 2004 plan shows CSD as a residential land use north and west of Spring Creek and south of Laraway Road, west of Gougar Road. CSD is also an acceptable development pattern in the Manhattan Key Area south of Delaney Road. These areas are on the edge of the planning area, next to large, vacant undeveloped or farmed parcels. Some include planned greenways with floodplain, wetlands and mature trees. The use of CSD as a planning tool will enable New Lenox to maintain its rural character at its perimeter as the community continues to grow. New Lenox will require a market feasibility study for all conservation subdivisions as part of the development review process.

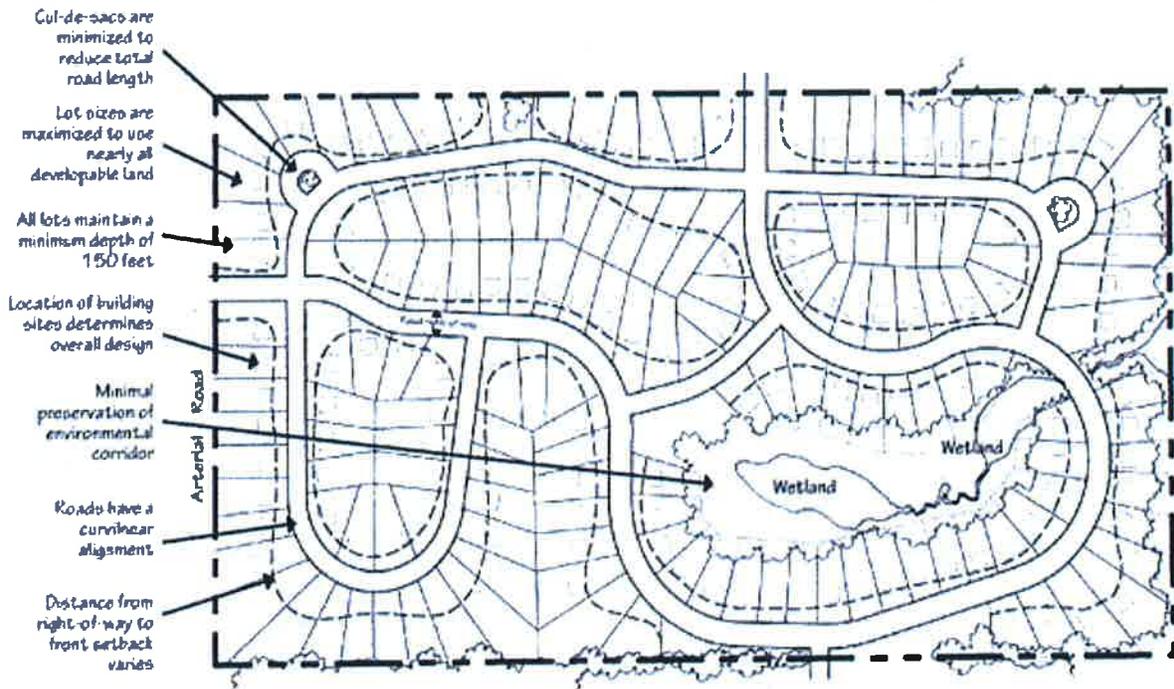
Areas not identified as conservation subdivisions on the future land use map also may be considered for such development. Introducing CSD into these areas would be consistent with the Village's desire to preserve open space and maintain its existing rural character.

The future land use map (see Figure IV-1) applies recommended densities to all areas proposed for conservation subdivision design. These densities establish the number of units per acre envisioned for these areas. Minimum lot size should not be less than 8,750 square feet without consideration of benefits that might otherwise be achieved by a plan that proposes lots that fall below this threshold. Benefits would include the type and quality of product, orientation to open space and amenity packages that benefit both residents of the subdivision and the community at large.

**Coving Subdivision Design:**

Coving Subdivision Design is, in many ways, simply a more creative and interesting way to approach the conventional subdivision. The setback of the houses varies from lot to lot, but in a smooth transition that creates sweeping front yards with a park-like feel. Roadway and utility infrastructure costs are typically lower than the conventional subdivision, and are looped systems due to the lack of cul-de-sacs.

The lotting follows the natural contours of the land, thereby reducing grading costs as well. As with conventional subdivisions, larger lots provide privacy and greater ownership rights. Coving can be used anywhere in New Lenox, but is less appropriate for developments next to the existing core, where more traditional subdivision development patterns already exist.



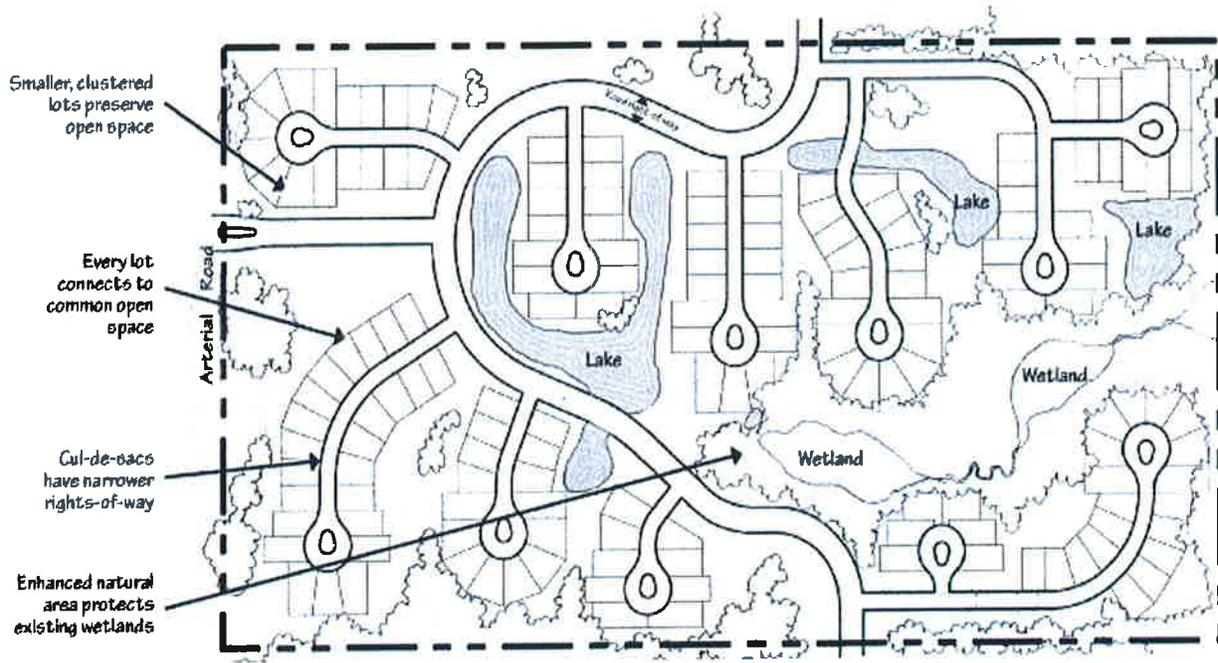
Sample Coving Subdivision

**Urban Cluster Subdivision:**

Urban Cluster Subdivisions provide housing on small lots to maximize the availability of open space. In most urban cluster designs, all house lots are directly adjacent to open space, providing easy access to a network of corridors and spaces for use by everyone. The small lots allow owners to have some land for personal use, but with minimal maintenance required, thus appealing to empty-nesters. Each cluster of homes is often designed with a theme to provide neighborhood cohesiveness. Infrastructure costs are usually lower than conventional designs due to narrower roadways and use of open space for stormwater management.

This design concept can be applied wherever open space or natural resources are worked into a subdivision. It will have its greatest utility on parcels where greenways planned for protection exist. As with conservation subdivision design, minimum lot size should not fall below 8,750 square feet without consideration of benefits that might otherwise be achieved by a plan that proposes lots that fall below this threshold.





Sample Urban Cluster Subdivision

**New Urbanism Subdivision Design:**

New Urbanism Subdivision Design is a play on the old traditional urban neighborhoods where alleys provide garage access, thus eliminating the garage-dominant front yards found in today's conventional subdivisions. The difference is that new urbanism designs are built around open space similar in style to the village greens in old New England villages. This 'built' open space then leads into more natural open space, providing varied opportunities for recreation, habitat and stormwater management.

The New Urbanism Design also promotes a sense of place through development of architecture, lighting, paving and other site amenities that work together to create a theme. Authentic architecture is an essential component of New Urbanism Subdivision Design, and the pitch of the roofs, proportions of windows and doors, materials and other detailing should be true to the intended design. Otherwise, the neighborhood is likely to appear "Disney-like" in its approach to traditional development, rather than an extension of what exists in the historic core of New Lenox.

New Urbanism Subdivision Design can be used most anywhere in the Village's planning area. It can become a part of a conservation subdivision proposed as part of a new subdivision near the historic center of the community, or used to create diversity next to established developments on the outskirts of the community. It is best on flatter sites. Typically, this design is used where smaller lots are proposed. Minimum lot size should be 8,750 square feet, unless the Village of New Lenox finds that there is reason to reduce the lot size to achieve some of the goals of the project.



**Density Bonuses:**

There are times when New Lenox may agree to allow more lots than recommended for a particular land use classification, as presented on the land use map, to achieve better land development patterns or other expressed goals of this land use plan. Examples of land use patterns that might be encouraged through a density bonus include:

- Conservation Subdivision Design.
- Coving.
- New Urbanism Subdivision Design.
- Open space that exceeds minimum requirements.
- Developments that include homes that face, rather than back up to, collector and arterial roadways.
- Mixed use developments that include municipal/governmental uses, institutional uses (i.e., schools or churches), or neighborhood commercial.

The implementation of this concept would involve the creation of a list of allowable density bonuses along with an assigned percentage that relates to the increase in units allowed, such as the list found in Appendix "D". In that way, the concept can be objective by allowing developers to choose from a list of options that would increase density to help offset costs associated with providing amenities beyond the minimum required standards, or implementing desired development patterns. New Urbanism Subdivision Design, for example, has increased costs due to the added pavement required for alleys.

**Medium- and High-Density Residential Development:**

The 2004 Plan proposes to maintain and expand the existing single-family character of New Lenox. However, it also proposes to add medium- and high-density residential development where appropriate to ensure that a diversity of housing types are available to accommodate singles, young professionals, families, executives and seniors, all of whom have different income levels and needs.

The proposed medium- and high-density residential land use classifications identified on the Future Land Use Map are intended to represent density, not product. For example, a residential subdivision planned for an area with a maximum density of 6.0 units per gross acre can include single-family detached dwellings, as well as duplexes or townhomes. The type and mix of housing proposed will depend on a variety of factors, including location, market and yield. All medium- and high-density developments should include open space that is accessible and useable to residents of the development. A minimum requirement of 30% open space is recommended for all multiple-family developments.

Multiple-family dwellings must be able to withstand the "wear and tear" that comes from having more people in one building. For these reasons, New Lenox will require townhomes, condominiums and apartments to be primarily of brick construction, although wood or stucco may be used to accent these dwellings. Attached garages should be at or behind the front façade of the building, so that they do not protrude into the front yard, creating visual and social barriers.

Where condominiums and apartments are proposed, enclosed garages should also be provided for residents. These garages should be worked into the site plan so that they are not visibly obtrusive, and provided with foundation plantings to soften their appearance and help them blend overall into the landscape.



While multiple-family housing can be introduced into any land use classification, medium- and high-density development should be located next to shopping and major employment centers, to provide consumers and workforce housing for such uses. Often, individuals who choose to live in townhomes, condominiums or apartments have more discretionary income than families, and New Lenox can capture retail sales tax dollars by ensuring that such housing is located near restaurants and retail stores that cater to the life-styles of young professionals and empty nesters. Also, locating multiple-family housing near employment centers reduces the commute time to work and can provide workforce housing for the industrial, corporate office and office research and development uses planned along the I-80 and I-355 corridor.



**Senior Housing:**

Many of New Lenox’s seniors want to remain in the Village, next to family, friends and familiar surroundings. Most prefer maintenance-free housing and one-story living rather than large yards and two-story homes. Some seniors choose to live in complexes that offer activities, classes, community gathering spaces and recreation. For these reasons, senior housing in New Lenox is encouraged.



Senior housing can take a variety of forms, including single-family detached dwellings, duplexes, townhomes, condominiums, apartments and assisted care facilities. Specific areas for such housing have not been identified as part of this plan update (with the exception of the airport property, which could include congregate care housing if the property is developed with medical facilities) (see **Chapter IV, Future Land Use**).

Already, 10% of the population in New Lenox is over 60 (source: 2000 Bureau of the Census). Ideally, senior housing will be located in areas that are accessible to public transportation, retail shopping, health care facilities and parks and recreation areas. The Village will require market research to support proposals for senior housing developments.

Village officials should encourage developers to meet the needs of its residents by introducing housing specifically targeted for the elderly in its development plans and proposals. This is particularly important since the Northeastern Illinois Planning Commission projects that 22% of the population in the six-county planning area will consist of persons over the age of 60 (see **Chapter I, Community Assessment**).



As with prior recommendations made for multiple-family housing, senior housing that takes the form of townhomes, condominiums or apartments should be designed primarily of brick. This will ensure that the large-scale buildings blend with surrounding residential neighborhoods and provide a quality product that can hold up over time. Also, covered parking in the form of attached or detached garages should be provided to minimize surface lot parking and provide protection for parked cars. Garages provided for condominium or apartment living should be designed to blend with the architecture of the principal building and be brick in construction to withstand the wear and tear associated with their use.

**Transit-Oriented Development:**

New Lenox has one transit station north of U.S. Route 30 and east of Cedar Road, and a second station planned north of Laraway Road and east of the Norfolk and Western Railroad, where these two rail lines intersect (approximately ½ mile north of Laraway Road and ¼ mile east of Cedar Road). The 2004 plan proposes land around each of these stations to be “transit-oriented”, with a mix of uses that includes residential and commercial:

- Land around the vicinity of the existing station is proposed to be developed or redeveloped to integrate vacant and underutilized properties and solve ingress and egress problems along Cedar Road that are related to commuter traffic and the proximity of curb cuts to U.S. Route 30.



- Properties planned for TOD development near the future station are predominantly vacant, and the approximately 250 acres of land that exists offers the best opportunity for such development. The existing Lincoln-Way High School athletic fields could be relocated east of Spencer Road to make way for such development, which would include commercial and office uses.

**What is Transit-Oriented Development (TOD)?** – TOD focuses a mix of land-uses, such as residential, office, shopping, civic uses and entertainment within easy walking distance from a transit station (generally ¼ mile, or 5 to 10 minutes.). This mix of uses, combined with thoughtfully designed community spaces, plazas, etc., forms a vibrant village-like neighborhood where people can live, work and recreate. Such a neighborhood is compact in size, pedestrian-friendly in design, can be customized to offer a wide variety of housing options, with convenient access to services, jobs, and plenty

of ways to get around without being dependent upon the automobile. When done correctly, the mix of uses also reduces the need for transportation. If one can live, work and shop in close proximity, then the need for transportation is reduced.

The proposed TOD neighborhoods illustrated on **Figure IV-1, Future Land Use Map**, are intended to have a center with a rail station that is surrounded by relatively high-density development (10 to 12 units per gross acre). Progressively lower-density development is expected to spread out from this center. For example, the neighborhood center may have a transit station, multi-story commercial and residential buildings. Blocks of townhomes and small-lot single-family residences at the edge of this higher density development would transition to larger-lot single-family housing farther away from the center.

Some of the key components of TOD design include:

- The neighborhood is designed for cycling and walking, but accommodates the automobile.
- Streets have traffic calming features such as narrower streets, textured pavement or landscaped medians to control vehicle traffic speeds.
- Mixed-use development includes shops, schools and other public services, and a variety of housing types and prices, within each neighborhood.
- Promotion of shared parking to reduce the amount of land devoted to parking compared with conventional development, and to take advantage of the parking cost savings associated with reduced automobile use. For example, residential parking needs peak in the evening when office demand has dropped, and peak hour parking for retail and restaurants may differ, depending on the type of retail or restaurant.



**What are the Benefits of TOD?** – TOD can increase transit service efficiency, resulting in improved performance and cost effectiveness. It also reduces reliance upon the automobile, which lessens air pollution and traffic. It also creates neighborhoods that are physically and socially more desirable places to live, offering an alternative to the traditional single-family detached subdivision. These benefits are reflected in higher property values and increased commercial activity and tax revenues.

During this plan update, New Lenox began a study through the Regional Transportation Authority's Regional Technical Assistance Program to develop more detailed plans and guidelines for development adjacent to the two Metra stations. It is anticipated that the final product from that study would be adopted as an addendum to this 2004 Plan.

### Mixed Use Developments:

Conventional suburban development mandates a separation of land uses. While this separation of land uses originally was intended to protect communities from businesses and industries considered to be incompatible with residential development, it has led to a pattern of land development where housing, schools and stores can only be reached by automobile, adding to traffic congestion in areas that are already heavily traveled by individuals commuting to and from work. The separation of land uses also requires people to spend a large part of their day traveling between home, work, shopping and school.



Smart growth supports the integration of mixed land uses as a critical component of creating better places to live. By placing uses close to one another, alternatives to driving,

such as walking or biking, are possible, reducing the reliance upon the automobile and encouraging interaction among those who live and work in New Lenox. Also, more economic activity exists when there are more people in the surrounding area to shop.

The plan for the New Lenox Commons is an example of mixed-use development. This project will include commercial, governmental uses (i.e., new Village Hall, library and park district recreation center), restaurants, and office and commercial space. The uses are arranged around a public square linked by sidewalks, bike paths and roads. The entire complex will be connected to the regional bicycle trail network. Consistent with the vision adopted for the Commons, New Lenox is promoting the following recommendations to create developments that are diverse, vibrant and attractive to those who live and work in New Lenox:

- Design comprehensive, mixed-use neighborhoods instead of isolated pods, subdivisions and developments. Include commercial, institutional (i.e., schools and churches) and parks and open space in new residential developments that are accessible by bike or foot.
- Provide housing within walking distance from major employment centers such as those proposed near the planned I-355 extension and interchange.
- Require a mix of lot sizes and product types and densities within all areas designated for multiple-family development on the land use map. Allow development to occur at the highest densities allowed when this recommendation is followed.
- Allow some residential housing in areas shown for commercial or office uses, such as second floor residential units above commercial or office space.
- Make neighborhoods as pedestrian-friendly and as bicycle-friendly as possible.
- Use innovative zoning tools, such as planned unit developments, to achieve mixed-use development and good site design.

**Economic Development:**

The 2004 Comprehensive Plan integrates the 2000 Sub-Area Plan prepared for the area around I-80 and I-355 extended in the northern portion of the planning area. The economic development potential of the 37-square mile planning area is characterized as follows:

Land Use	Approximate Sq. Ft.
Commercial (all types):	8.65 million
Office (all types):	3.7 million
Office/Research and Development:	2 million
Industrial/Warehouse/Distribution:	14 million

Corporate office parks and office/research and development facilities should be developed as corporate campuses with unified architecture, landscaping, signs and lighting. Parking lots and loading zones should be screened from public view with landscaping, and buildings that are developed next to I-80 and I-355 should be designed with front facades that face these roadways.



Parkway trees and landscaped parking setbacks of 30 feet or more should be required to enhance the appearance of streets that pass through these developments. Buildings should be constructed of brick or pre-cast panels, and include architectural treatments at entryways. Also, buildings with façades that are 250 feet or more in length should incorporate a change in plane for visual relief. This change in façade would create a wall that is staggered by 10 feet or more. This distance is enough to create shadows and to provide the desired “break” in long façades.

Commercial developments should follow guidelines included in Community Identity/Place Making, below. These guidelines address landscaping, building orientation and architectural design. Interchange commercial should be well-lighted and include frontage roads and signs that lead the motorist to his or her destination without confusion or conflicts between truck and automobile traffic.



Industrial parks should be enhanced by street tree plantings and landscaped so that parking is buffered and loading docks are screened. Buildings should include architectural enhancements at entryways not only to add to the appearance of the industrial park, but also to provide an attractive workplace for employees and visitors. Property maintenance regulations should be enforced to keep industrial areas attractive and free of debris.

New Lenox needs to increase its economic base to provide taxes to support the growing residential population and to provide close-to-home employment. New Lenox can work to increase the pace of economic development by:

- Working with developers to extend appropriately-sized utilities into those areas planned for economic development.
- Identifying roadway improvements required to serve the type and intensity of development envisioned in areas planned for commercial, office, industrial and office/research and development use.
- Changing its codes and ordinances to reflect the goals of this plan so that developers know what is expected and how that relates to development potential.
- Streamlining the development review process to ensure that individual projects that are consistent with the land use plan can be processed without delay.
- Preparing a developer’s prospectus that addresses:

- Marketability of New Lenox (i.e., location along I-80 and I-355 extension).
- Population (existing and projected).
- Existing and planned zoning in areas planned for economic development.
- Availability of utilities.
- Summary of housing (existing and planned).
- Summary of development incentives (if any).
- Summary of zoning process and time lines.

**Open Space Preservation/  
Maintenance:**

The preservation of rural character through open space conservation was identified as one of the goals of the 2004 plan because the Village believes that preserving open space contributes to place making and makes the community an appealing place to live. Also, open space conservation is critical to the long-term protection of the area’s visual character and ecological systems. The preservation of large areas and corridors will maintain habitat for plants and animals that otherwise would be lost by urbanization. Creating and maintaining open space also provides economic benefits to New Lenox by enhancing the value of individual properties.



The 2004 plan sets aside a system of environmental corridors along the six creeks that pass through the Village’s planning area (see **Figure II-6 Environmental/Parks and**

**Open Space/Cultural Resources Map).**

These corridors include floodplain, wetlands and major stands of trees and, where possible, can be used for trails in addition to wildlife protection and habitat. Also, the plan recommends that the Village require subdivisions that are 20 acres or larger to set aside at least 30% of the development as open space.

New Lenox also is promoting conservation design subdivisions, where 50% or more of the land is set aside as permanent open space for use and enjoyment of residents. These open space lands can be used for recreation or wildlife habitat, and linked to create larger systems or connected to such systems through greenway corridors and trails. This provides recreational experiences for residents, while preserving the ecological health of the community.



Several techniques are available to New Lenox to provide for the ongoing preservation and management of open space, whether such open space is part of a residential subdivision, along an environmentally-sensitive resource such as Hickory Creek, or at the outer edges of New Lenox to visually and physically separate it from neighboring communities. The application of such techniques varies, depending upon the size, purpose of the open space, and entity responsible for maintenance of the land that is preserved. These techniques include:

- **Private Property Owners** – Owners of some private lots have a legal responsibility to maintain open space. Usually created at the time of subdivision, some platted lots have permanent open space easements, deed restrictions, covenants or conservation areas that cover a portion of their lot. This open space area may include stormwater management facilities, buffers or specially recognized open spaces such as entry areas, wetlands or tree lines. In many zoning

ordinances, the area that is not developed is referred to as "natural area open space." It cannot be developed or disturbed other than management necessary to maintain the property in a natural state in perpetuity. While the property owner has the open space restriction on their, land his/her neighbors, a non-profit or public entity may have the power to enforce the open space limitation to assure the ongoing management of the property.

- **Property Owners' Associations** – Property Owners' Associations are non-profit organizations operating under recorded land agreements through which each owner automatically is a member and is subject to a proportionate share of the expenses, such as the management of open space. Property Owners' Associations commonly maintain entry features, medians, private parks, ponds and wetlands. Due to concerns about the long-term viability of Property Owners' Associations, the Village may require a Special Service Area as a back-up funding mechanism.
- **Special Service Areas (SSAs)** – SSAs are a special geographically defined taxing district where the property owners tax themselves at a higher rate to receive a special benefit. Administered by local government, SSAs collect an additional tax commensurate with the unique maintenance costs and responsibilities of maintaining and managing the open space. The local government may either contract for ongoing maintenance or conduct the needed activities itself. Dormant SSAs are encouraged to ensure a funding mechanism for open space in the event a Property Owners' Association fails to perform the required maintenance.
- **Public Ownership and Management** – Probably the most common form of open space management is the ongoing management of public lands at the national, state and local level. Locally, the County Forest Preserve Districts, local Park Districts and local municipalities own and manage open space.
- **Land Trusts** – A land trust is a private, non-profit organization formed to protect natural resources. Land trusts purchase and accept donations of conservation

easements and fee simple land as well as manage their landholdings. The Nature Conservancy, the nation's largest land trust, owns and manages thousands of acres of land in almost every state in the union.

- **Special Associations** – Some special interests groups like athletic associations, garden clubs, Friends of the Parks, historic groups, etc. take a special interest in a particular property and assume the maintenance of the open space.
- **Conservation Easements** – This technique removes the development potential from property in order to protect it. An agreement is prepared whereby private property owners voluntarily restrict their land from specific activities in exchange for money or donation tax credits. Landowners can manage the easement themselves or they may convey management rights to another organization. Land is kept in private ownership and on local tax rolls. Such easements can take many forms including:
  - **Agricultural Conservation Easement.** This is a deed restriction that landowners voluntarily place on their property to protect important resources such as productive farmland, groundwater, surface water, wildlife habitat, historic sites or scenic views. They are used by land-owners to authorize a qualified conservation organization or public agency to monitor and enforce the restrictions set forth on the agreement. They are flexible documents, tailored to the specific property, and may cover a portion or portions of a property. Most agricultural easements are permanent. They may be modified or terminated by a court of law if the land or the neighborhood changes, and the objectives of the easement become impossible to achieve. They also may be terminated by eminent domain proceedings; and
  - **Natural Resources or Habitat Protection Easements.** These easements are essentially the same as other conservation easements, except that their focus is on the preservation of plant and animal communities that are threatened by human activities. The landowner retains ownership and control

of the property, subject to limitations on use and conservation including development restrictions, removal of flora and fauna, and grading or the disruption of soils.

- **Tax Revenues, Bond Measures and Referenda** – A community can allocate tax revenues for the protection or acquisition of land. They also can raise money with bond measures, in which a government can issue a certificate of debt, guaranteeing payment of the original investment plus interest by a specified future date. Referenda, the submission of a public proposal to a direct popular vote, can be used to pass a tax increase or bond measure to raise dollars for land acquisition programs.
- **Grants** – There are many funding and acquisition grants available to help communities achieve their objectives with respect to open space preservation. These funding sources and grants are highly competitive, and availability is dependent upon funding levels from year to year. They include:
  - Open Space Lands Acquisition and Development Program (OSLAD).
  - Natural Areas Acquisition and Development Program (NAAF).
  - Open Land Trust (OLT).
  - Land and Water Conservation Program (LAWCON)
  - SAFETEA.
  - Bicycle Path Grants Program.

These grants are described in **Chapter VII, Implementation**.

**Pattern of Development:**

Agriculture has been an integral part of Will County’s economy, landscape and natural resource base. The 2004 plan recognizes that farmers may wish to sell or reuse their property once encroaching development discourages new investments in farm improvements, stimulates land speculation and

increases property assessment and the cost of public services. The plan also recognizes farming in New Lenox Township as a viable land use and industry that not only contributes to the economy of the region but also creates identity and character valued by those who live there. As New Lenox continues to grow, conflicts between farm and non-farm uses, such as odors, dust and noise, will place increased pressures on remaining farms to convert to urban uses.

The Village supports the recommendations of the Will County Land Resource Management Plan to encourage continued farming in areas designated for rural development south of New Lenox’s planning area. Also, the 2004 Comprehensive Plan recognizes the importance of lengthening the life of agricultural land uses as long as practical, but seeks to balance the economic needs of the land owners against the protection of existing farms and open space.



To achieve this goal, the following recommendations have been considered:

- Protect agricultural lands from premature development. Discourage piecemeal, low-density, mono-functional development at the edges of built-up areas until utilities and services can be efficiently provided.
- Encourage new development toward the center of the community rather than along the urban fringe, where new uses may conflict with established agricultural practices.
- Use utilities as a way to control “leap frog” development that allows development in rural areas rather than promotes compact growth around the Village’s established center.
- Use conservation subdivision design to provide open space between residential dwellings and active farms to buffer these two land uses from one another.

- Consider the conservation easements as a way to maintain agricultural lands from being developed and to preserve rural landscapes. Although the land is restricted from development, it may be used for other purposes, including recreation in addition to farming. This technique is described under **Open Space Preservation/Maintenance**, above.
- Discourage piecemeal, low-density, mono-functional development at the edges of built-up areas and promote an increase in density among selected developments and the gradual integration of uses as a means of better tapping the development potential of different locations within the already-developed areas.

### Community Identity/Place Making:

One of the goals of this plan is to create identity that makes New Lenox distinct from its neighbors. Developing the New Lenox Commons as planned will provide a community gathering place with a mix of uses that draws residents together. Elements that should be promoted to create identity community-wide include:

- Open space and natural areas that maintain rural character.
- Physical characteristics of developed areas, including corridor enhancement programs, relationship of buildings to the street or neighborhoods that are developed with a variety of uses that serve residents.
- Authenticity of buildings, structures and development patterns.
- Amenities that meet resident needs and desires.

**Open Space/Natural Areas** – Open space and natural resources account for some of the most obvious components of “place”. Consistent with community vision, the 2004 plan promotes open space and natural areas through:

- The preservation of such features through environmental corridors or greenways along each of the six creeks that traverse the

community’s planning area (see **Figure II-6, Environmental/Parks and Recreation/Cultural Resources Map**).

- Conservation subdivision design in areas containing natural resources, where 50% or more land in a residential subdivision will be set aside as permanent open space.
- 100-foot wide landscaped corridors along I-80 and the proposed I-355 extension.

These open space and natural areas are, or will be, visible from many of the Village’s collector and arterial roadways as New Lenox grows.

### Physical Characteristics of Developed Areas

– People go to great lengths to attain an authentic experience because it lasts as a memory. New Lenox is developing a corridor plan for U.S. Route 30, designed to physically and visually tie this corridor into the Commons. The orientation and proximity of buildings to streets, coupled with architectural styling and landscaping will substantially contribute to place making along this key commercial corridor. Some of the techniques that are recommended for U.S. Route 30 and for new commercial developments and residential subdivisions include:

- Gateway treatments at key points of entry into New Lenox that include signs, lighting and landscaping.
- Authentic architectural styles, with proportions, colors and materials that are appropriate to the design. This includes the construction of multiple story residential and commercial buildings along collector and arterial streets to increase the visual massing and to create a traditional town streetscape.
- Adaptive reuse of buildings in the Village’s historic core generally located near U.S. Route 30 and Cedar Road when feasible.
- Well-landscaped commercial corridors that include:
  - Evergreen and flowering trees and shrubs.
  - Uniform signs, lighting and architecture.
  - Sidewalks and bikeways to and through commercial developments.

- Amenities such as plazas and outdoor dining areas.
- Residential streets that include:
  - Street trees.
  - Parking on at least one side of the street.
  - Sidewalks.
  - Homes with detached garages or attached garages that are either side or rear loaded or set back from the front façade.
- Development patterns that:
  - Locate commercial buildings, rather than parking, along the street.
  - Avoid cul-de-sac streets, except in large lot or estate subdivisions.
  - Avoid reverse frontage in subdivisions, orienting front or side elevations of residential dwellings, rather than rear facades, along the street.
- Sidewalks and bikeways that connect existing and planned land uses to one another.

**Amenities** – Public urban space provides the opportunity for residents and visitors to interact and relax with one another. Amenities that can help promote this interaction and foster a sense of place include:

- Restaurants and outdoor dining areas.
- Food and flower vendors.
- Pet areas (places for pets to run, play and get a drink of water).
- Display areas for crafts, art, antique automobiles, etc.
- Street performers.
- Plazas located at the center of activity that are developed with comfortable seating and other elements such as trees, colorful plantings, sculpture, and/or water fountains that promote relaxation.

The extent to which these amenities can be provided depends upon their location. However, they should be encouraged within the New Lenox Commons area and promoted as part of more urban development planned around transit stations.



# Chapter VII, Implementation

## Introduction

This comprehensive plan is an advisory document that does not, by itself, regulate or control the use of land. Instead, it describes the growth management tools and recommendations adopted by New Lenox to achieve its vision and long-term goals. This chapter describes a wide variety of actions that can be taken to implement the plan. These actions include amendments to existing codes and regulations, and identify techniques that New Lenox can use to achieve a stated goal.

Plan implementation does, however, begin with the adoption of the plan by the Village Board. Upon adoption, the implementation techniques that follow should be prioritized, and changes made to applicable codes and ordinances as identified below. Only then can the vision of New Lenox, as expressed by the elected and appointed officials and the general public, be achieved to the maximum extent possible.

## Development Regulations

Changes to the Zoning Ordinance are required to implement the plan. These changes also will help streamline the annexation and plan review process, as inconsistencies between the plan and the current zoning ordinance are eliminated, and regulations are more clearly outlined for developer use.

### Zoning Ordinance Changes:

There are several changes to the Zoning Ordinance that will need to be made to implement the plan. These include:

#### **Adopt a Conservation Subdivision Ordinance**

— A Conservation Subdivision Ordinance (CSD) may be one of the best ways to ensure that a development proposal incorporates all of the amenities and design standards envisioned by New Lenox. The customary one minimum lot size requirement is altered in an effort to:

- Realize the goals and objectives identified in the adopted plan.
- Protect and preserve natural resources.

- Maximize open space by requiring 50% or more of a development parcel to be set aside as open space.
- Provide for flexibility in lot size.
- Diversify a subdivision by promoting differing products and lot sizes.
- Reduce impervious surface areas.
- Implement sustainable stormwater management techniques.

Clarifying process, regulations and the extent to which flexibility from the underlying zoning can be granted will facilitate the development process and ensure that New Lenox is objectively and consistently applying the same standards to developers approaching the community.

Developments that offer clustering and mixed lot sizes are unique and should be processed as a special use. CSD Zoning should not be construed to be used as a way to increase density. Density in a residential development should not exceed that otherwise permitted under the regulations of the underlying zoning district and as described in this plan.

**Adopt a Definition of Open Space** — The Zoning Ordinance does not include a definition of open space. A definition should be created that includes a statement of purpose, establishes the proposed 30% requirement for subdivisions 20 acres or larger, and provides a list of items that can be counted toward required land donations (i.e., open space).

Recommendations for items that should qualify as open space include:

- Detention and retention ponds, provided 30% or more of the total acreage set aside as open space remains unencumbered by such features unless they are capable of being used for recreation (i.e., landscaped trails, gazebos, etc.).
- Donated school or park sites.
- Landscape buffer yards along primary arterial and collector roadways.

- Natural resources, such as wetlands and floodplain, provided 30% or more of the total acreage set aside as open space remains unencumbered by such features unless they can be used for recreation.
- Large lots, defined as lot area in excess of 20,000 square feet for areas recommended for Estate Residential and Large Lot Residential land uses, and lot area over 15,000 square feet for areas identified for Low Density Residential uses and the Manhattan Key Area.

#### **Require 30% Open Space for Subdivisions**

— Recommendations included in Chapter VI suggest that 30% of a single-family or multiple-family development 20 acres or larger should be set aside as permanent open space. This will require an amendment to the Zoning Ordinance. The following should be incorporated into a zoning amendment:

- The open space that is provided should be part of a larger system, and visible to, and accessible by residents, rather than placed at the rear of residential lots.
- The required open space may include stormwater detention and retention facilities, provided such facilities are developed as an amenity, with landscaping, trails and other features such as gazebos, interpretive signs, etc.
- **Not more than 70% of the total open space dedication may include stormwater retention or detention facilities or natural resources.**

**Modify the Definition of Density** — Often, developers base their anticipated density on the maximum density allowed for a particular land use classification and do not take into consideration site constraints or other objectives and requirements of the community. This means that projects are often presented to New Lenox that exceed expectations of the community with respect to the number of dwelling units proposed.

The current definition of density in the Zoning Ordinance does not provide guidance for calculating density on a development parcel. A definition of density could be created that indicates that the Village will derive the

maximum number of units allowed on a development parcel by multiplying the acres of the subject property devoted to residential development (excluding acres for non-residential uses) by the number of units per acre identified by the 2004 Comprehensive Plan, based on the residential land use classification (gross density). For example, a 100-acre parcel that is classified as large-lot residential would be allowed to have up to 100 dwelling units constructed on it (100 acres times the maximum 1 unit per acre allowed within the large lot residential land use classification).

Density calculations will be based on the entire parcel, including any natural resources such as wetlands and floodplain that exist and are likely to be protected by other regulations. The ability to achieve the maximum number of units identified by the 2004 Plan will depend upon:

- The extent to which the presence of natural resources or other factors limit development potential. Many natural resources, including wetlands and trees, will be protected by local, state and federal regulations. However, such resources cannot comprise more than 70% of the open space set aside for each development proposal (see **Adopt a Definition of Open Space**). This means that property that is "developable" also must be included in the open space requirement, when parcels include unbuildable resources that occupy 30% or more of a development site.
- The minimum lot size that is allowed by the Village:
  - If the property is being processed with conventional zoning, then lots will need to comply with minimum lot sizes that have been established for the applicable district. Therefore, it will not be possible to achieve the number of units identified by the plan when natural resources that require preservation exist on a development parcel.
  - If the project is being processed as a planned development or conservation subdivision, some flexibility in lot size may be warranted for open space dedications that exceed the

recommended 30% proposed for subdivisions larger than 20 acres. In this instance, the minimum lot sizes established by New Lenox (as discussed later in this chapter) would be adhered to. Larger lots than this minimum may be required, depending upon the zoning classification of the property and/or surrounding land uses. The acceptance of smaller lots at selected locations on sites that contain natural resources that warrant preservation does not necessarily mean that an increase the number of lots will be allowed.

**Adopt a System of Density Bonuses** – This plan proposes a system of density bonuses that incrementally may allow a developer to add lots to achieve a higher density than the minimum established for a residential land use classification when a project exceeds the minimum standards required by New Lenox. Density bonuses can be used to obtain more open space; increase landscaped setbacks; promote innovative design techniques, such as coving; or provide for municipal facility contributions that are above and beyond cash contributions required by other codes and ordinances. In order to successfully implement the density bonus concept, New Lenox will need to prepare a table that identifies both the amenity and the allowable density credit that can be obtained by providing that amenity. An example of how this concept might be used in New Lenox can be found in Appendix D. Consider granting density bonuses for the following:

- Open space that exceeds the minimum required.
- Perimeter yards along collectors and arterials that exceed minimum requirements and contribute to open space and rural charter.
- Recreational trails.
- Coving.
- New Urbanism subdivisions.
- Urban cluster subdivisions.
- Subdivisions that are built without reverse frontage (i.e., homes that back up to collector roads and arterial streets).
- Dispersed multiple-family housing.
- Subdivisions that are not garage dominant.
- Authentic architecture.
- Senior housing.
- Community center/clubhouse.
- Municipal facilities.
- Private community centers.
- Underground parking.
- Balconies and patios for high density housing.

**Reduce Minimum Lot Size for CSD, Urban Cluster and New Urbanism Developments**

— Chapter VI identifies several instances where allowing lots to be as small as 8,750 square feet would be appropriate. This includes:

- Conservation subdivisions, where natural resources are protected and not less than 50% of the total acres will be set aside as permanent open space.
- Urban cluster subdivisions, where development is worked around greenways and natural resources.
- New urbanism subdivisions, where added pavements for alleys often reduces development potential, and smaller lots are consistent with the overall design theme. The smaller lot is intended to be a tool to provide more creative and responsible planning. Adopting a standard that allows an 8,750 square-foot lot does not necessarily increase density.

**Multiple-Family Developments** — The 2004 Comprehensive Plan reinforces the existing single-family character of New Lenox. However, multiple-family housing will add variety to the existing housing stock in New Lenox, as well as provide lifestyle alternatives for residents. Zoning Districts that allow multiple-family housing (R-3, R-4 and R-5) should be amended to include requirements for:

- Dispersing multiple-family housing throughout the development to avoid a

concentration of duplexes, townhomes, condominiums or apartments at any one location.

- Ensuring dwelling units that are predominantly brick in construction and authentic in design.
- Providing required open space (30% or more of the total development parcel, when developments are 20 acres or larger).
- Enclosed garages (attached, detached, or underground).
- Garages to be set back at or behind the front façade, so they do not visually dominate the street.

**Single-Family Residential Zoning, Garages**

— Garages can dominate the street in all low-density or large-lot residential subdivisions (R-1, R-2A and R-2). To create streets that open up views of front façades, porches and yards, the Zoning Ordinance should be amended to:

- Require side-loaded garages, where possible.
- Require attached, front-loaded garages to be located at or behind the front façade of the building, unless it can be demonstrated that specific model homes cannot be provided unless garages extend into the front yard.

**Landscaped Setbacks** — To avoid crowding streets, and promote development patterns that contribute to place making and rural character, the plan recommends setbacks from perimeter roadways that exceed those currently required. Therefore, the Zoning Ordinance should be revised to require the following:

- 50 feet of landscaping along all minor arterial streets and collector roadways.
- 100-foot corridors along I-80 and I-355.

**Non-Residential Zoning Districts** — The success of a project or development proposal often is in the design details. New Lenox’s Ordinance should be amended to address the following:

- Standards for parking lot lighting that unify commercial developments, corporate office parks, business parks and industrial developments while preventing glare and excess light spillage (see **Chapter VI, Land Use and Development Recommendations**).
- Building orientation and design, so that all façades of commercial buildings that are exposed to public view include storefront glass.
- Building setbacks, so that commercial buildings can be:
  - 20 feet from the front lot line in neighborhood commercial districts constructed along collector roadways.
  - At the front setback line in the historic core of New Lenox (in the vicinity of Cedar Road and U.S. Route 30 and in the New Lenox Commons), to maintain compatibility with existing homes and businesses and maintain the character of the area.
- Cross-access between outlots in shopping centers and between centers, where possible.
- Building materials, so that commercial, office, and industrial buildings are constructed of quality masonry materials.
- Architectural design, so that buildings are well proportioned and façades that exceed 250 feet are “stepped” so that the plane of the long façade projects 10 or more feet behind or in front of the long wall.



- Floor area ratios in commercial, office and office/research and industrial districts to ensure that development requests do not exceed the intensity envisioned by New Lenox.

**Landscape Ordinance** — New Lenox has a new landscape ordinance that regulates landscaping in residential and non-residential districts. The following changes are recommended to slow runoff, enhance water quality and protect sensitive environmental resources:

- Require landscaping within and around stormwater management areas.
- Provide a 75-foot corridor along streams, wetlands and drainage swales that is planted with native trees, shrubs and prairie plantings.

### **Annexation and Development Agreements:**

Public/private agreements provide increased property rights certainty for a developer that proposed development will be allowed to proceed consistent with the original approval. In return, New Lenox will be assured that adequate public facilities will be provided to meet new growth and that development will be phased in accordance with a pre-established schedule and vested for use and density.

Development agreements are typically associated with site plan review that requires a special use permit or change in zoning. Because such agreements represent commitments that must be reserved as long as the approval is valid, the duration of approvals should include expirations. For example the agreement and plan approvals could be rendered null and void if building permits are not secured within 18 months of the execution of the development agreement. This “use it or lose it” approach will avoid tying up public capital investments that reserve capacity for speculative development.

### **Impact Fees**

Development impact fees are one-time charges applied to new developments. They are used to raise revenue for the construction or expansion of capital facilities located outside the boundaries of a new development that will benefit the contributing development. They are assessed and dedicated primarily for the provision of additional water and sewer systems, roads, schools, libraries and parks

and recreation facilities made necessary by the presence of new residents in the area.

New Lenox has already re-evaluated its school impact fees. It is suggested that the community also evaluate the adequacy of existing fees for:

- Police.
- Fire and other Emergency Services.
- Parks.
- Library.
- Sewer and Water.
- Water Storage and Supply.
- Transportation Improvements.

### **Other Implementation Tools**

#### **Capital Improvement Plan:**

Capital improvements programming involves the timed allocation of public infrastructure investments through which the community projects its capital facility needs for a specified time period (usually five to seven years). It specifies the costs of the improvements, and details the sources and methods of financing. The Capital Improvements Plan (CIP) typically is prepared and adopted annually. It is critical to manage newer development because the plan focuses on timing and location of development, both of which are particularly susceptible to capital programming. New Lenox’s CIP plan should focus on:

- Extending sewer and water to meet projected residential and non-residential growth and development over the next five years.
- Upgrading or adding new roads as well as roadway maintenance (linkages, widening, resurfacing).
- Expanding water supply and water storage to meet the demand anticipated by developments under consideration and the type and intensity of development recommended by this plan.
- Creating a non-motorized multi-use recreational path plan and providing funds for implementation of multi-use trails through greenways (see **Multipurpose Recreational Trail Plan**, below).

**Boundary Agreements:**

Boundary agreements help each community maintain control of land uses within their planning jurisdiction, thereby ensuring plan implementation. Also, they avoid frustrations from competition between adjacent communities for tax-generating uses or desirable residential projects. At the present time, New Lenox does not have a boundary agreement with Manhattan. Discussions with representatives of this community should occur, focusing on boundaries as they relate to community identity; economic development; and the ability to provide sewer and water and other public services.

**FPA Amendment:**

An amendment to New Lenox's existing FPA will be required to serve the planning area. The ability to obtain these amendments from appropriate review agencies (such as the Environmental Protection Agency and the Northeastern Illinois Planning Commission) will depend, in part, upon the demonstrated need for the amendment proposed and the ability to serve planned development with sewer and water.

**Parks and Recreation:**

One of New Lenox's goals is to increase the number of acres of land within the Village's planning area devoted to open space and recreation. The Village Board can cooperate with the Park District by ensuring that land/cash requirements are met as part of the subdivision approval process, and that no less than 8.5 acres per 1,000 residents is available for recreation. Also, land that is dedicated as permanent open space approved as part of a conservation subdivision can be dedicated to the Park District with agreements to control the use of this land so that future development that might be proposed by the Park District is compatible with the type and intensity of the conservation subdivision.

**Multipurpose Recreational Trail Plan:**

New Lenox has prepared a multipurpose Bicycle and Pedestrian Facilities Plan to provide linkages to residential and commercial areas, parks, open space and forest preserves

Coordination with Will County (planning department and Forest Preserve District) should occur, so that future connections to existing and future trails proposed by these agencies are provided.

**Tree City USA:**

Tree City USA, sponsored by The National Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention and national recognition for urban and community forestry programs. Being a Tree City USA helps present the kind of image that most citizens want to have for the place they live or conduct business. The Tree City USA signs at community entrances tell visitors that here is a community that cares about its environment. It also is an indication to prospective businesses that the quality of life may be better here than in adjacent communities.

Preference is sometimes given to Tree City USA communities over other communities when allocations of grant money are made for trees or forestry programs. The reason is that there are invariably more requests than available funds when grants are available through state or federal agencies. If requests are equally worthy, some officials tend to have more confidence in communities that have demonstrated the foresight of becoming a Tree City USA.

In order to qualify as a Tree City, four standards must be met, including:

- A tree board or department.
- A tree care ordinance.
- A community forestry program with an annual budget.
- An annual Arbor Day observance and proclamation.

**Intergovernmental Agreements:**

Some of the proposals in this Comprehensive Land Use Plan require cooperation between agencies and political jurisdictions. This includes proposals for transit-oriented

development, which will require partnering with Metra and the Will County Highway Department, and plans for recreational trails, which will include cooperation with adjacent municipalities and Will County to ensure that trail connections are made. Also, New Lenox may be able to partner with the Will County Forest Preserve District to acquire areas identified for open space acquisition as part of the overall system of greenways. This system, which not only will provide the opportunity for trails, will also protect environmentally important or sensitive resources, which have a regional, as well as local benefit.

### **Special Service Area Financing:**

This is a mechanism authorized for use by Illinois municipalities to finance facilities improvements or special services for a specific geographical area. A tax is levied only on those properties that are located within the geographical area proposed to be improved, and these properties are taxed at the same rate, based on equalized assessed value, typical for other local property taxes. The taxes that are paid are deductible for federal income tax purposes. Use of funds from this financing mechanism could be considered for streetscape beautification, pedestrian ways, landscaping, street lighting, snow removal, sewers, and maintenance of open space.

### **Grants**

The Illinois Department of Natural Resources and other state and federal agencies offer various grants directed at park and open space development funding. These include:

#### **Open Space Lands Acquisition and Development Program (OSLAD):**

The Open Space Lands Acquisition and Development (OSLAD) Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. The program is financed by a percentage of the state's Real Estate Transfer Tax. Under the OSLAD program, funding assistance up to 50% of an approved project

costs can be obtained. Grant awards up to \$200,000 are available for acquisition projects, while development/ renovation projects are limited to a \$400,000 grant maximum. It may be possible to fund the acquisition of land and trail development associated with greenways in those areas where linkages across private property that is not expected to be developed in the near future is required to provide the environmental corridors and trail system recommended as part of this plan.

#### **Open Land Trust (OLT):**

The Open Land Trust Grant Program has been designed to provide assistance to eligible units of local government on a competitive basis, for the purpose of acquiring real property from willing sellers for public outdoor, natural resource-related recreation purposes. This grant program can provide up to 50% state funding assistance on total project acquisition costs, up to \$2 million for a single project in a fiscal year. Unlike the OSLAD program, grant funding under the OLT program is provided on a reimbursement basis. New Lenox may be able to use grant dollars associated with this program for the development of trails and preservation of open space associated with greenways and other sensitive resource areas identified in this plan.

#### **Greenways Program:**

This state funded program provides incentives and technical assistance for local communities to protect greenways corridors and to provide bike trails; coordination occurs with IDOT on bike trail projects with federal funding. The program encourages the formation of coalitions within counties and communities for the application of grants, up to \$20,000 per grant, to prepare plans for the improvement of greenway systems.

#### **Natural Areas Acquisition and Development Program (NAAF):**

The Natural Areas Acquisition Fund is used by the Department of Natural Resources to purchase high-quality natural areas and habitat for endangered and threatened species. All of the sites acquired through the NAAF are natural areas of statewide significance and are included on the Illinois Natural Areas

Inventory. The Natural Areas Acquisition Fund spent \$3.1 million to purchase 997 acres of high-quality natural land and habitat, including recent acquisitions at Volo Bog State Natural Area, Prairie Ridge State Natural Area, and the Cache River State Natural Area.

### **Land and Water Conservation Program (LAWCON):**

The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States.

This grant program may be used to secure large tracts of land to obtain and preserve open space valued by community residents. Land is purchased from landowners at fair-market value (unless the owner chooses to offer the land as a donation or at a bargain price). The Fund receives money mostly from fees paid by companies drilling offshore for oil and gas. Other funding sources include the sale of surplus federal real estate and taxes on motorboat fuel.

The LWCF Act contains a clear and common sense provision to protect grant-assisted areas from conversions. Section 6(f) (3) of the LWCF Act contains strong provisions to protect Federal investments and the quality of assisted resources. The law is firm but flexible. It recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual "discards" of park and recreation facilities by ensuring that changes or "conversions from recreation use" will bear a cost - a cost that assures taxpayers that investments in the "national recreation estate" will not be squandered.

### **Bicycle Path Grant Program:**

The purpose of the Illinois Bicycle Path grant program is to provide financial assistance to eligible, local units of government to assist

them in the acquisition, construction, and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. Project applications are limited to land acquisition or trail development along a single trail corridor. Bicycle routes sharing existing roadway surfaces are not eligible for funding consideration under this program.

The Bicycle Path grant program provides up to a maximum of 50% funding assistance on approved local project costs. Maximum grant assistance for development (construction) projects is limited to \$200,000 per annual request. No maximum grant amount limit exists for acquisition projects other than the established annual state appropriation level for the program. Funding for the program is derived from revenue generated from fees collected pursuant to Section 3-821(f) of the Illinois Vehicle Code (625 ILCS 5/2-119).

### **Illinois Tomorrow Corridor Planning Grant Program:**

The Corridor Planning Grant Program is intended to help local governments develop plans that promote the efficient use of transportation facilities by integrating transportation and land use/development decision making. The five core principles of the Illinois Tomorrow Initiative are:

- Reducing traffic congestion.
- Preservation of open space.
- Reinvestment and redevelopment.
- Quality of life.
- Local government partnerships.

All applications for funding under this program will be evaluated based on how the proposed project addresses the following goals:

- Preservation of open space.
- Congestion relief.
- Cooperative inter-jurisdictional relationships.
- Balanced economic development policies.
- Contiguous and infill development / redevelopment.
- Development in areas with existing transportation and utility infrastructure.

- Development in areas with currently available housing.
- Enhance travel choices
- Creation of public-private coalitions.
- Collaboration among local governments, the development industry, labor, public interest and environmental organizations.
- Minimization of infrastructure cost to taxpayers.

Funding is available for planning activities only. Example projects for which New Lenox could be available could include:

- Creation of multi-community corridor plans (i.e., U.S. Route 30 corridor) to develop efficient transportation facilities and land uses.
- Development of transit-oriented/mixed use development plans to increase transportation options improve walkability and enhance access to transit.
- Planning for municipal and/or county level systems of bicycle facilities in existing corridors.
- Creation of downtown redevelopment/revitalization plans that integrate rail and bus service mixed use developments.
- Development of intergovernmental agreements that provides for multi-jurisdictional planning of land use, zoning and development decisions.

#### **SAFETEA:**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA) is a reauthorization of the Transportation Equity Act for the 21st Century (TEA-21). TEA-21, which will expire on September 30, 2003, was enacted on June 9, 1998, and authorized the federal surface transportation programs for highways, highway safety, and transit for the 6-year period from 1998-2003.

SAFETEA continues the funding guarantees of TEA-21 that linked highway funding with the receipts generated by transportation excise taxes; by redirecting to the Highway Account

of the Highway Trust Fund, the 2.5 cents per gallon of the gasohol tax currently deposited in the General Fund; and dedicates an additional \$1 billion a year of Highway Trust Fund dollars over and above each year's estimated receipts into the Highway Trust Fund to improve highway infrastructure performance and maintenance. It is expected that SAFETEA will incorporate much of the same funding programs for transportation projects that were adopted as part of TEA-21, which included funding for bikeways, trails and bridge facilities.

### **Plan Amendments and Updates**

This Comprehensive Land Use Plan includes text and a land use map that is intended to be used as a tool to guide developers, planners, officials and residents in locating areas suitable for a proposed use and for identifying the type, intensity, pattern and quality of development envisioned by community officials. The plan represents policies, goals and objectives that have been adopted by the Village Board as part of this land use plan.

Generally, the land use plan is expected to span a time frame of five to ten years. However, almost inevitably, community development will not unfold exactly as envisioned. Changes that occur may be the result of new markets, new policy markers, or influences that are beyond the community's control and, in many cases, beyond prediction at the time the Village Board adopted e plan.

To ensure that the plan provides the best representation of New Lenox's goals, objectives and polices, the land use plan and map should be reviewed on a regular basis.

This includes:

- An evaluation of the success of the Plan Commission and Village Board to implement the plan.
- The effectiveness of the design controls that have been incorporated into the Zoning Ordinance.
- An analysis of markets to determine whether land use proposals are appropriate and viable.

# Appendix D, Density Bonuses

Density bonuses identified below have been developed for traditional subdivisions proposed for development in New Lenox (as opposed to transit-oriented development or conservation subdivisions). They may be proposed, reviewed and approved as part of:

1. An annexation agreement
2. A planned unit development
3. A special use permit

As open space increases beyond the minimum 30% and other amenities are provided within a development, a density bonus may be approved as part of a residential development by selecting from the options identified below. A density bonus of up to 20% can be granted for each amenity or design feature, consistent with the attached table.

Density Bonus Recommendations		
% Bonus	Item	
10%	<b>Open Space</b> – 10% density bonus for each 5% increment of open space over 30% (see table, below)	
10% max	<b>Location of Open Space</b> – Open space is located so that it can be enjoyed by a majority of the residents of the subdivision	
	5%	Homes front on open space/parks in a traditional setting
	5%	Systems of open space are created so that 50% or more of the homes are sited next to open space
10% max	<b>Landscaped Buffer Yard</b> – 2% for each 20 feet of width of bufferyard along the perimeter of a development beyond the minimum bufferyard requirements of New Lenox (see Zoning Ordinance) and 1% for every 50 plant units in excess of the minimum landscaping requirements of the Zoning Ordinance	
10% max	<b>Recreational Trails</b> – 10-foot wide, asphalt trails that are landscaped along both sides with trees and shrubs at a ratio of 2 trees and 5 shrubs per 100 lineal feet are provided as part of the development	
	5%	Perimeter only
	5%	Interior only
	10%	Perimeter and interior trails
5%	<b>Coving</b> – See definition/illustration in Chapter VI, Land Use and Development Policies	
5%	<b>New Urbanism</b> – Traditional neighborhood where alleys provide garage access (see definition/illustration)	
5%	<b>Urban Cluster</b> – Homes sited on smaller lots near the core of the community to maximize open space (see definition/illustration)	
10%	<b>No Reverse Frontage</b> – The development uses open space and frontage roads to site homes so that front or side elevations face streets that form the boundary of the project (rather than rear yards)	
5%	<b>Dispersed Multiple-Family Housing</b> – The development disburses multiple-family housing throughout the project so that not more than 20% of any multiple-family product type is concentrated in any one area of the development	

## Density Bonus Recommendations

10% max	<b>Non-Dominant Garages</b> – Single-family or multiple-family dwellings that locate garages at or behind the front façade of a dwelling or provide access from the side of a dwelling	
	5%	50% or more of the total dwelling units
	10%	All dwellings
5%	<b>Architecture</b> – The architectural styling of a development includes visual breaks in the front facades by means of architectural features, and is a recognizable architectural style with respect to design, materials and proportions (i.e., Georgian, Prairie, Greek Revival, Victorian, etc.)	
6%, max	<b>Senior Housing</b> – Housing for senior citizens, such as:	
	2%	Ranch townhomes or duplexes
	5%	Independent living or condominiums
	5%	Assisted care
15% max	<b>Community Center/Clubhouse</b> – Land or buildings (off-site) for a community center or a club house that includes:	
	5%	Land for community center
	8%	Public community center building
	2%	Outdoor pool
	2%	Indoor pool
	1%	Community gardens (formal)
	1%	Community gardens (vegetable)
	1%	Playground / tot lot
15% max	<b>Municipal Facility</b> – Fire station, public works facility	
	5%	Land for municipal facility in excess of donation required by Village Code
	10%	Structure
5%	<b>Private Community Center</b> – Clubhouse, pool and other amenities for residents of the subdivision	
5%	<b>Underground Parking</b> – High density-housing locates 50% or more of the total number of parking spaces underground	
5%	<b>Balconies/Patios</b> – Medium and high density housing incorporates outdoor living spaces in the form of balconies and patios	

