

Laraway Road 'Transit Village'

Village of New Lenox, Illinois
Regional Transportation Authority

March 8, 2005

the
Village of New Lenox
"Home Of Proud Americans"



Regional
Transportation
Authority

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URBAN DESIGN + PLANNING

ACKNOWLEDGEMENTS

The *Laraway Road 'Transit Village' Plan*, for the area surrounding the planned new Metra Station on the extended SouthWest Service line, was prepared through the efforts of the Village of New Lenox, the Regional Transportation Authority, Metra, Silver Cross Hospital and the project planning consultants, HNTB Corporation and Valerie S. Kretchmer Associates, Inc. Many citizens, staff and officials of the Village of New Lenox, too numerous to mention here, also participated in the planning process. Their involvement and insights are sincerely appreciated.

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TABLE OF CONTENTS

Introduction	i
Purpose of the Study	i
Study Area	ii
Planning Process	iv
Organization of the Plan	v
I. Community Aspirations	I-1
Existing Conditions Overview	I-2
Planning Context	I-2
Existing Land Use	I-4
Natural and Other Features	I-6
Transit Facilities and Services	I-8
Access and Circulation	I-9
Market Opportunities Overview	I-11
Development Potential	I-12
Observations	I-15
II. Transit Village Plan	II-1
Land Use Framework	II-2
Access, Parking and Circulation	II-5
Transit Supportive Land Use and Development Concept	II-8
Urban Design Framework	II-13
Architectural Design	II-13
Parking Facilities	II-15
Streetscape and Wayfinding	II-15
Transit Facilities and Other Public Amenities	II-17
III. Plan Implementation	III-1
Roles, Responsibilities and Partnerships	III-1
Overview of the Annexation Agreement	III-2
Key Implementation Actions	III-3
Conclusion	III-9
Appendix	A-1
A. Issues and Opportunities Summary	A-2
B. Preliminary Parcel Plan	A-5
C. Market Analysis for Transit-Oriented Development	A-6

LIST OF FIGURES

1. Study Area	iii
2. Planning Context	I-3
3. Existing Land Use	I-5
4. Planning Influences	I-7
5. Land Use Framework	II-3
6. Access and Circulation Framework	II-6
7. Illustrative Transit Village Concept	II-12

LIST OF TABLES

1. Summary of Development Potential	I-14
2. Land Use Framework Acreage	II-5

FOREWORD

The Regional Transportation Authority (RTA) is committed to assisting communities who are interested in improving their commuter station area environments, through Station Area Planning Studies. This process may include reviewing multi-modal access issues, conducting market assessments, identifying appropriate land uses and densities, assessing commuter market demand and ultimately producing a general concept plan for the station area. At the conclusion of this study, the host community will have a tool to assist in their efforts to improve or revitalize their station area in the future.

This study was a collaborative effort sponsored by the RTA and led by the Village of New Lenox. A study Steering Committee was formed to guide the research and provide input throughout the course of the study. The Steering Committee included the RTA, Metra (Commuter Rail), Silver Cross Hospital (study area property owner) and key stakeholders representing the Village of New Lenox.

INTRODUCTION

The Village of New Lenox, in cooperation with Metra Commuter Rail (Metra), the Regional Transportation Authority (RTA) and Silver Cross Hospital, has before it a unique opportunity to sensitively plan and coordinate development of the area surrounding the new Laraway Road Metra Station, creating a cohesive neighborhood with a distinctly “transit supportive” orientation. This newly annexed area provides the Village with the opportunity to realize a “community within a community” that offers a diverse array of housing and commercial options for Village residents, Metra commuters and other regional visitors.

While other stations along existing Metra service lines are generally found in “built up” areas, the future Laraway Road Metra Station on the extended SouthWest Service line is located on a vacant 236 acre site with the unique potential to be developed in a transit supportive format. Development of the site will facilitate multi-modal access and circulation, and a well coordinated yet diverse array of land uses.

This *Laraway Road ‘Transit Village’ Plan* was developed in close coordination with Metra, the RTA and Silver Cross Hospital, the current site owner. This plan, upon adoption, will serve as an addendum to the Village’s official Comprehensive Plan, outlining land use and development policies and strategies with regard to the study area surrounding the Laraway Road Metra Station. It is consistent with the annexation agreement executed between the Village of New Lenox and Silver Cross Hospital.

PURPOSE OF THE STUDY

The Village of New Lenox and Silver Cross Hospital have long been in discussion over the annexation and development of the Silver Cross Hospital property at the intersection of Laraway and Cedar Roads, in south central New Lenox. Conversations have appropriately focused on three areas of concern:

- ✓ Conceptual site planning, including: land use, development intensity, and development standards and guidelines associated with quality development;
- ✓ Annexation agreement provisions which translate the ideas and intentions of agreed upon land use concepts into both specific and flexible provisions of legal documentation annexing the property to the Village; and
- ✓ The location, scale, arrangement and mix of land uses within the immediate Laraway Road Metra Station area.

The *Laraway Road 'Transit Village' Plan* establishes the public's intentions and preferences with regard to the use and development of the Silver Cross Hospital property. The Plan was developed with the involvement and input of the property owner and other key stakeholders- such as the Village, RTA, Metra, local school and park districts, and other agencies- to ensure that it is realistic and addresses local needs. A real estate market analysis identified the type and extent of market supportable development opportunities in the area. The market analysis helps to understand the likely timing and scale of development in the area over the next seven to ten years.

The Plan is not intended to serve as the "land plan" for the site. Rather, it provides a policy program for the owner, the Village of New Lenox and subsequent developers to serve as the basis for preparation of development plans. In other words, it establishes a community "vision" for the site and outlines the Village's public policy expectations for development.

While the Plan provides somewhat detailed insight into development possibilities for the Laraway Road Metra Station area, it is not intended to substitute for a development plan to be prepared by the developer. It serves as a useful "yardstick" against which to measure future development proposals relative to community expectations.

The Plan addresses issues of land use and development, including: overall land use compatibility and development quality; recreation and open space opportunities; mixed use opportunities within the station area; and, the creation of a consistent "image" for the site as a whole and the Transit Village in particular. It also addresses site access and circulation, multi-modal access (including pedestrians and cyclists), and future parking strategies. The Plan advocates and provides direction for proactive planning, and for effective collaboration to achieve the Village's development goals.

STUDY AREA

The Silver Cross Hospital property is approximately 236 acres in size, and is located on the south side of New Lenox. The site is located on the east side of Cedar Road both north and south of Laraway Road. On the north side of Laraway Road, the site extends as far north as the EJ&E Railway right-of-way. It includes land both east and west of the Norfolk Southern Railway. The portion of the site that is south of Laraway Road extends only as far east as the Norfolk Southern Railway. The site is essentially flat, and is currently in agricultural use.

Figure 1: Study Area indicates the extent of the area impacted by the Plan; it encompasses the Silver Cross Hospital site (the "site"), and places particular emphasis on the area immediately surrounding the planned new Laraway Road Metra Station (the "station area").

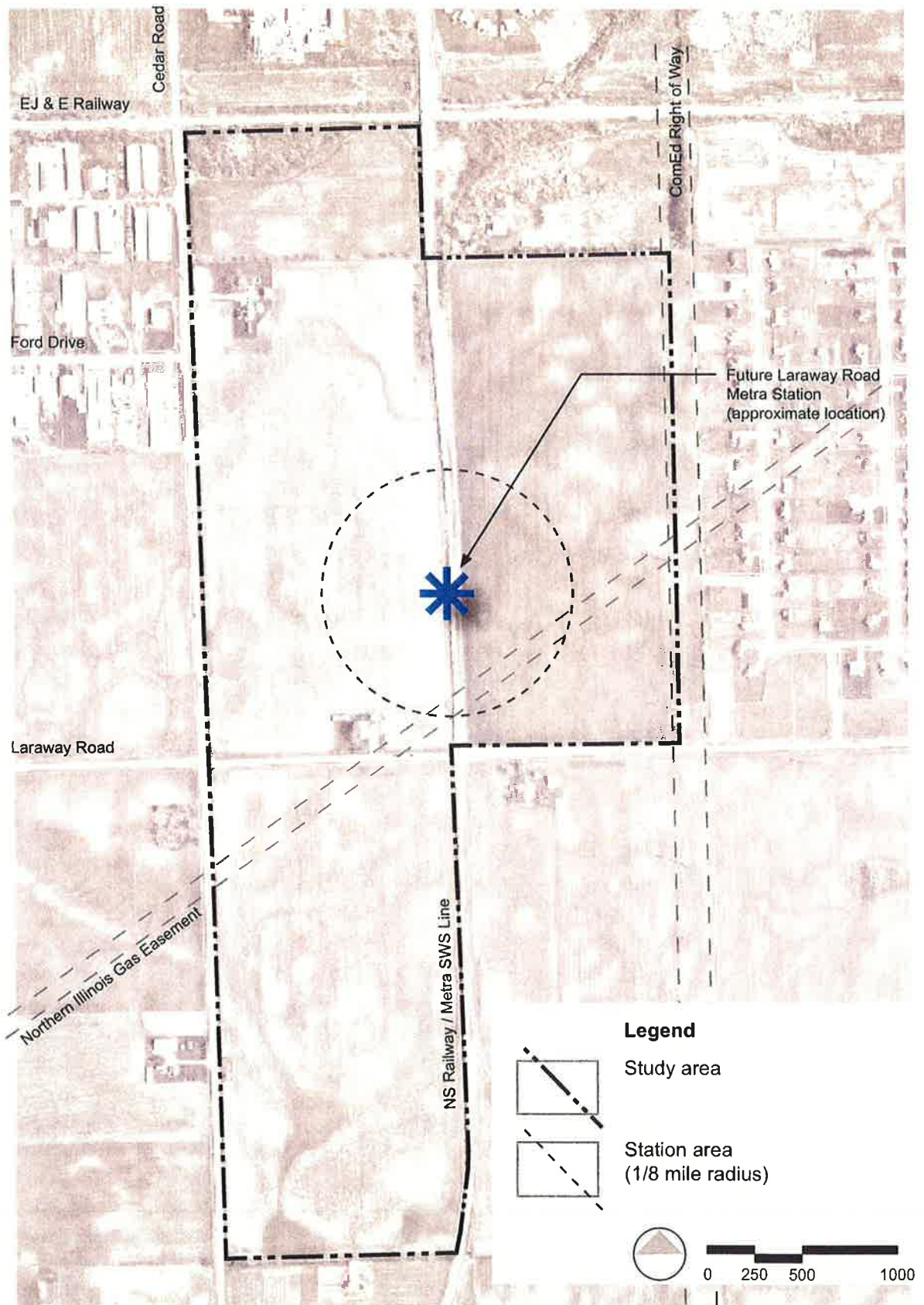


Figure 1 - Study Area

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

the Village of New Lenox
Village of New Lenox, Illinois



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PLANNING PROCESS

The planning process was guided by a development team consisting of staff and officials of the Village of New Lenox, the RTA, Metra, and Silver Cross Hospital. The development team was assisted in their efforts by the project planning consultant, HNTB Corporation. HNTB was assisted by Valerie S. Kretchmer Associates, Inc. who performed a market study during the early stages of the planning process. The Lannert Group served as a land planning consultant directly to Silver Cross Hospital, the site owner. The development team worked cooperatively to develop the *Laraway Road 'Transit Village' Plan*, and reported to the Village Board and Plan Commission from time to time as development of the Plan progressed.

Milestone events in the planning process included:

- ✓ A Kick-Off Meeting was held on January 19, 2004 with the Plan Commission, to discuss the project timeline and scope and conduct a workshop on initial impressions regarding the study area.
- ✓ Key Person Interviews, in which several community stakeholders having an interest in the development of the study area from various perspectives were interviewed to gain their unique insights into the issues and opportunities impacting the study area. These interviews were conducted on January 19 and 20, 2004.
- ✓ A Bus Tour was conducted on March 13, 2004 for all development team members, and included visits to several transit supportive developments within the Chicagoland area that could offer applicable design ideas for the Transit Village. Communities visited included Glenview, La Grange, Elmhurst, Willow Springs, Tinley Park and Mokena.
- ✓ A joint meeting of the Village Board and Plan Commission was held on July 20, 2004 to discuss alternative plan concepts and reach a general consensus regarding the preferred land use plan for the area.
- ✓ The draft *Laraway Road 'Transit Village' Plan* was developed during the summer and early fall of 2004, summarizing the key findings of the study and outlining land use, access and circulation, and urban design frameworks for the study area.
- ✓ The Plan Commission, the RTA and Metra reviewed the draft plan in the fall of 2004. After the completion of revisions requested by all reviewers, the Plan Commission held a Public Hearing on the Plan on January 4, 2005.
- ✓ The Village Board of New Lenox adopted the *Laraway Road 'Transit Village' Plan* as an amendment to the Village's official Comprehensive Plan on March 8, 2005.

ORGANIZATION OF THE PLAN

Chapter I: Community Aspirations provides a summary of the “issues” and “opportunities” identified within the study area, and provides a discussion of physical and market characteristics of the study area that are particularly relevant to the planning process.

A Land Use Framework, Access and Circulation Framework and Urban Design Framework are described in detail in *Chapter II: Transit Village Plan*. Chapter II also presents an Illustrative Transit Village Concept that graphically depicts the potential application of several of the transit supportive principles included in the Plan.

The document concludes with *Chapter III: Plan Implementation*, which outlines roles and responsibilities for Plan implementation, potential funding sources, and detailed implementation projects.

The *Appendix* contains a complete summary of the Issues and Opportunities identified by community stakeholders in the early stages of the planning process. The Preliminary Site Plan prepared by the Lannert Group upon which the annexation agreement is based is also included. The Market Analysis prepared by Valerie S. Kretchmer Associates, Inc. is also presented in its entirety.

I. COMMUNITY ASPIRATIONS

This Chapter summarizes relevant background information compiled throughout the planning process, organized as an Existing Conditions Overview and a Market Opportunities Overview. These overview sections follow an initial summary of the key Issues and Opportunities identified at the outset of the planning process by community stakeholders.

During project team meetings and key person interviews conducted at the beginning of the planning process, several key issues and opportunities were identified. As the Plan was developed, these issues and opportunities were revisited and addressed. A complete summary of community ideas is included in the Appendix.

Land Use and Development

- ✓ Stakeholders expressed a strong interest in ensuring that the study area is ultimately developed with a variety of compatible land uses in a coordinated manner. Development should be of high quality, and planned with sensitivity to surrounding land uses.
- ✓ A precedent-setting "transit supportive" neighborhood can be created that will function as a "community within a community" with a unique and attractive image.
- ✓ Mixed use development opportunities should be explored.
- ✓ A variety of housing types and densities should be accommodated.
- ✓ A variety of scales and types of commercial activity should be accommodated, to disperse commercial activity throughout the Village and maximize tax base development.
- ✓ Proactive planning can ensure that recreation and open space opportunities on the site are maximized and that all open areas are connected effectively to facilitate non-vehicular access.
- ✓ Storm water drainage issues should be addressed with shared detention areas that can serve as recreational and visual amenities.

Transit, Access and Circulation

- ✓ The study area is in a high profile and accessible location.
- ✓ The pending extension of Metra's SouthWest Service Line provides the catalyst for a creative and unique multi-modal development.
- ✓ Traffic and access impacts of the development should be carefully and proactively managed. Access locations should be controlled, and easy regional access to the Metra Station should be provided.
- ✓ Adequate commuter parking should be provided.
- ✓ All modes of transportation should be accommodated, including vehicles, bicycles and pedestrians.
- ✓ Pedestrian access and safety should be paramount, especially in the development of the Transit Village.

Implementation

- ✓ Collaborative efforts between the Village, its partner agencies, and developers will be needed to ensure a successful development process.
- ✓ Community support should be maintained as development proceeds.

The project team carefully considered these ideas and concerns, and incorporated them into the preparation of this Plan.

EXISTING CONDITIONS OVERVIEW

Physical planning influences, both internal and external to the study area, were an important consideration in the preparation of the Plan. These include existing land uses, natural features, transit facilities, and access and circulation. It is important to consider this physical context to determine how best to direct both public and private resources in the future.

Planning Context

While detailed planning recommendations and concepts for physical improvements will focus on the Laraway Road Metra Station area, it is important to consider the area surrounding the site. *Figure 2: Planning Context* highlights adjacent communities, major roadways, and rail lines.

The site has excellent visibility and access from both Laraway and Cedar Roads, two major arterials through New Lenox. Laraway is an east-west arterial that provides access from Joliet through southern New Lenox and east into Frankfort. It carries an average of 10,100 cars per day and is one of the few through roads in the area. Though currently two lanes, it is planned to be widened to five lanes in the future. Cedar Road is a major north-south arterial through New Lenox that continues south into Manhattan. Currently two lanes, it is also one of the few through roads in this area and carries a daily average of 6,800 cars south of Illinois Highway (1.25 miles north of the study area) and 14,400 cars per day north of Illinois Highway near U.S. Route 30.

The nearest regional arterial is U.S. Route 30, approximately two miles to the north, and I-80 with an entrance and exit at Route 30 west of Nelson Road, approximately 3 miles northwest of the study area. Metra currently serves New Lenox with a station on the Rock Island line at Cedar Road and U.S. Route 30, two miles north of the study area. Average weekday boardings at this station were 1,076 riders in 2002, sixth highest on the line.

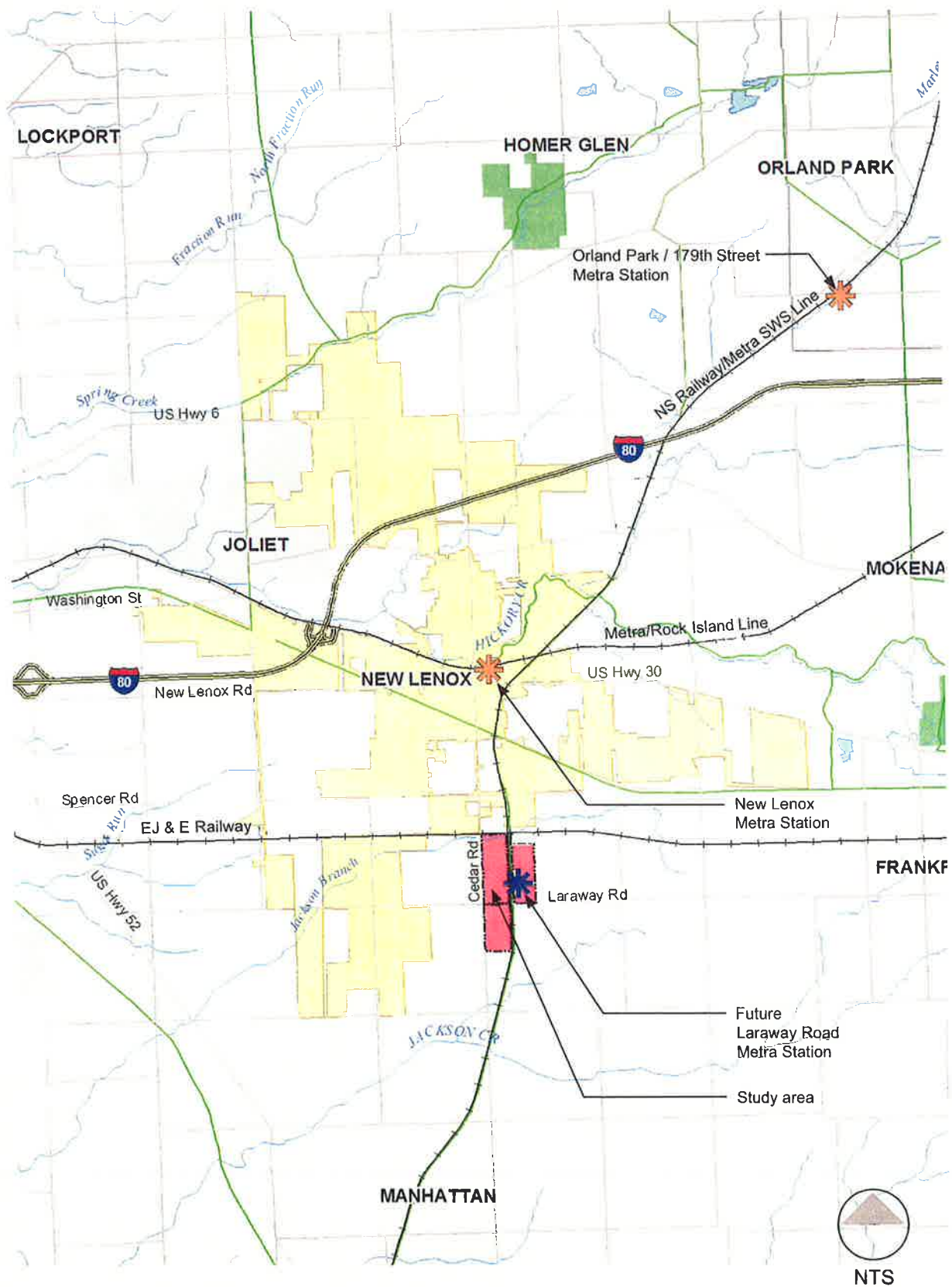


Figure 2 - Planning Context

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

the Village of New Lenox
Home of Peace, Progress



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Land uses north of the site include a small industrial area, offices of New Lenox Township and a new senior citizens apartment building operated by the Township. Across the street to the west is another small industrial area, the American Legion Hall, land owned by the Lincoln-Way High School District 210 that is currently used for sports and recreation, and farmland. A portion of the land to the east of the site is vacant and another portion is a single-family home subdivision in unincorporated New Lenox Township. Development to the south of the site includes some large lot single-family homes, Christ's Mission Church and farmland.

Existing Land Use

Existing land use within the study area is illustrated in *Figure 3: Existing Land Use*, and briefly described in the following paragraphs.

- ✓ **Agriculture / Vacant Land:** The vast majority of the study area is currently in agricultural use or vacant.
- ✓ **Commercial:** This category includes businesses selling consumer goods on-site, restaurants, and businesses offering personal, financial and other services to customers or clients on-site. There is one existing commercial development adjacent to the study area, on the east side of Cedar Road just north of the EJ&E Railway.
- ✓ **Single Family Residential:** This category includes detached single family homes. There is an existing residential subdivision directly east of the Commonwealth Edison easement that forms the eastern boundary of the study area, accessed from Laraway Road.
- ✓ **Multi-Family Residential:** This category can include all densities of multi-family residential dwellings. There is some existing multi-family residential housing north of the EJ&E Railway, located between the Norfolk Southern Railway and the Commonwealth Edison overhead utility line easement.
- ✓ **Public / Institutional:** This category includes public and quasi-public uses that attract vehicular and pedestrian traffic, including municipal facilities, churches and schools. The study area is bounded on the west side, directly north of Cedar Road, by the existing Lincoln Way High School Sports and Recreation complex.
- ✓ **Light Industrial:** This category generally contains a variety of light manufacturing and distribution businesses with respect to facility age, and size and type of operation. There is existing light industrial activity west of Cedar Road, immediately north of the Lincoln Way High School facility. Light industrial development also occurs north of the EJ&E Railway, near the Norfolk Southern Railway and east of the Commonwealth Edison overhead utility line easement.

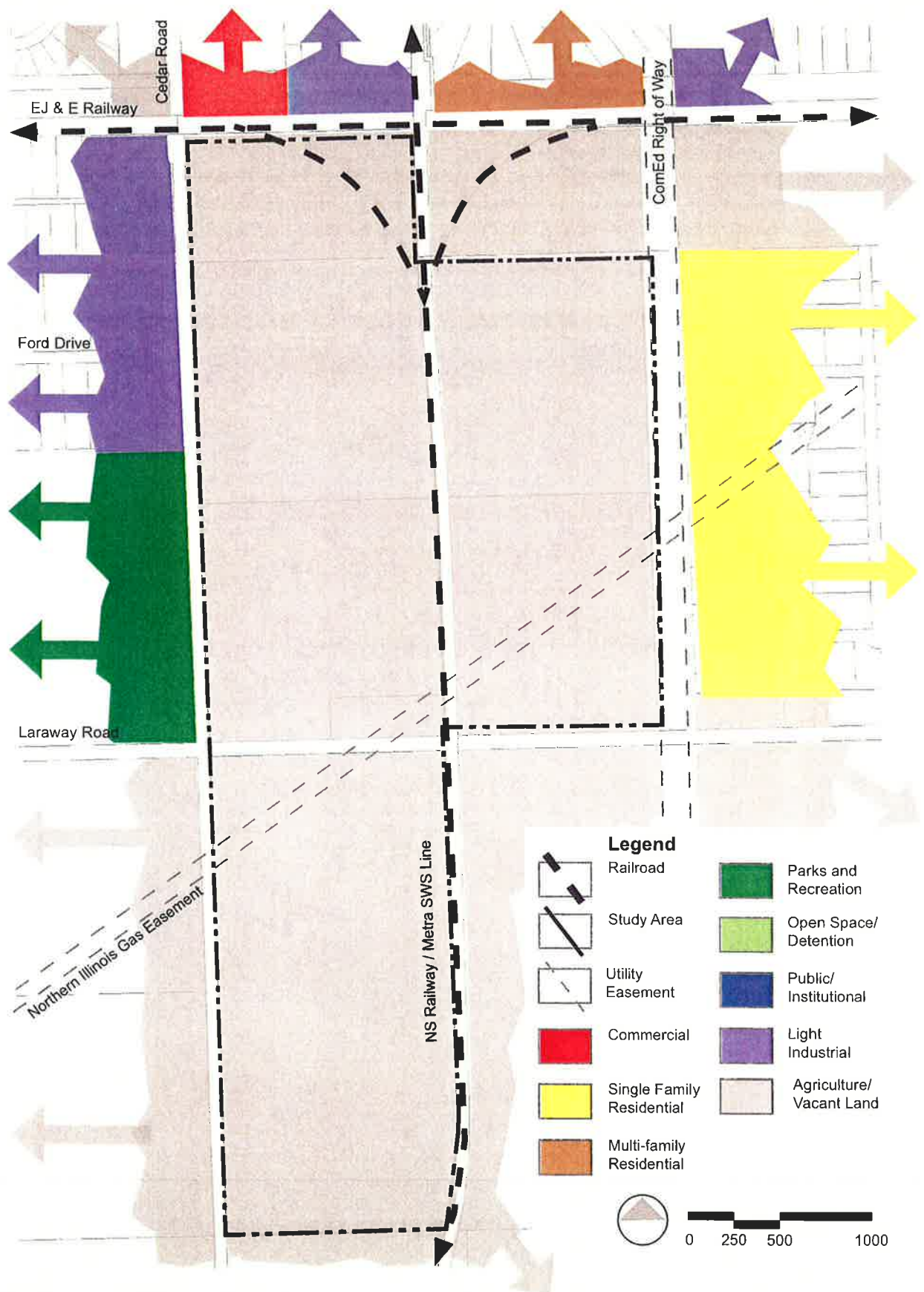


Figure 3 - Existing Land Use

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

the
Village of New Lenox
Smart Growth, Smart Future



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Natural and Other Features

Figure 4: Planning Influences illustrates natural features, including topography and drainage, waterways and floodplain, wetlands and wooded areas, as well as utility easements that impact the study area. Because these areas are often regulated by federal and state agencies, and can often serve as key development assets, they have been considered in the Plan.

- ✓ **Topography and Drainage:** The land surface elevation within the study area ranges from approximately 678 feet to 716 feet (mean sea level). The area northwest of the Northern Illinois gas line easement that crosses the property drains into the Jackson Branch Watershed, and the area southeast of the gas line easement drains to Jackson Creek (south of the study area).
- ✓ **Waterways and Floodplain:** Jackson Branch flows through the property at its northwestern corner, near the at-grade crossing of the EJ&E Railway and Cedar Road. According to information provided by the property owner, 100-year floodplain exists in two locations on the property: along both sides of Jackson Branch at the far northwest corner of the study area, and in another small isolated location just east of the intersection of Cedar Road and Ford Drive, near the western boundary of the study area.
- ✓ **Wetlands and Wooded Areas:** Information provided by the property owner indicates the presence of three wetlands within the study area. The first is located within the floodplain along the Jackson Branch waterway. Two additional wetlands are located in the southwest corner of the study area, per Figure 4. There are also several small and isolated wooded areas in the vicinity of Laraway Road, and some additional wooded areas further north, in the vicinity of the EJ&E Railway. To the extent feasible, these areas should remain and be protected as part of any development proposal.
- ✓ **Utility Facilities:** Two significant utility facilities impact the study area, as depicted in Figure 4. A 66 foot wide Northern Illinois gas line easement transects the study area, generally from southwest to northeast. A 200 foot wide Commonwealth Edison right-of-way that accommodates overhead utility lines forms the eastern boundary of the portion of the study area located north of Laraway Road.

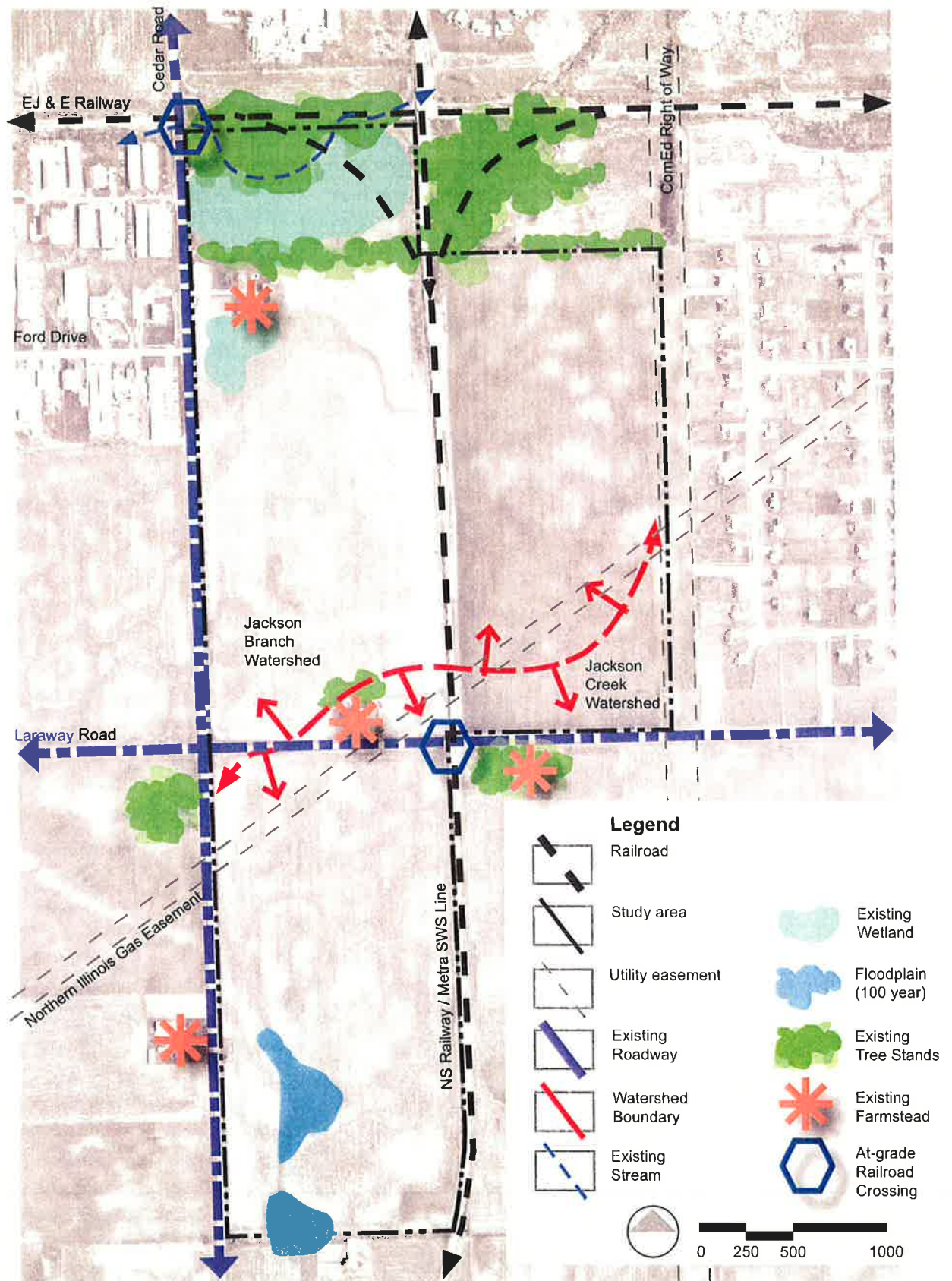


Figure 4 - Planning Influences

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

the
Village of New Lenox



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Transit Facilities and Services

An understanding of pending plans for future Metra and Pace service expansion is essential for the implementation of the Plan. *Figure 4: Planning Influences* illustrates relevant railroad facilities described in this section.

Metra's Proposed SouthWest Service Extension

The SouthWest Service (SWS) Line currently provides commuter service at nine stations between downtown Chicago and Orland Park/179th Street. Metra has received funding under the Federal Transit Administration (FTA) New Starts Program for a twelve-mile extension of rail service between Orland Park/179th Street and Manhattan with a new station in New Lenox at Laraway Road. Operational service to Manhattan will commence in 2005. Metra plans to expand service frequency on this line by increasing the number of daily trains to thirty. Twenty-six trains will run to Orland Park/179th Street, and four more will run further southwest to New Lenox and Manhattan. Tracks and signals along the line will be upgraded through the study area to accommodate the additional trains and increased operating speeds.

Preliminary ridership projections prepared in 1999 for the Laraway Road Metra Station, utilizing 1990 Census data, indicated 190 boardings by the year 2008, with a need for 170 parking spaces at the station, and 280 boardings by the year 2020, with a need for 260 parking spaces. Recent population increases indicated by the 2000 Census, along with NIPC projections for continued population growth in New Lenox and surrounding areas, indicates in hindsight that these ridership projections were quite conservative. Additionally, should Metra eventually upgrade to full service beyond the Orland Park/179th Street Station, ridership will almost certainly significantly outpace these projections. Metra is currently undertaking the design and engineering of a boarding platform, warming shelter and first-phase parking lot adjacent to the future Laraway Road Metra Station. Due to the configuration of the parcel closest to the station, the first-phase parking lot will be "built out" to accommodate 318 parking spaces, which are projected to be available when service commences in 2005.

Metra's Proposed STAR Line Service

Metra is studying the feasibility of implementing a new outer circumferential commuter rail service to enhance regional access. The potential future STAR Line Service would provide suburb-to-suburb commuting options and would connect with Metra's existing commuter rail lines that serve downtown Chicago. In the vicinity of New Lenox, this service would utilize the EJ&E Railway right-of-way that runs east-west just north of the Silver Cross Hospital property. While any implementation of this STAR Line service would be several years in the future, studies are ongoing to assess potential future station locations. One station location under consideration is northwest of the

intersection of the EJ&E Railway and Cedar Road, in the vicinity of the Silver Cross Hospital property. The Village will continue to work with Metra to assess options for accommodating potential future STAR Line service and access along the EJ&E Railway as feasibility studies proceed.

Pace Bus Service

Bus service in New Lenox is provided by Pace. Route 506 provides all day service between the New Lenox Village Hall and Joliet Union Station (Metra).

Pace has no immediate plans to extend Route 506 to serve the new Laraway Road Station. However, Pace has created "Vision 2020," a systemwide master plan containing their vision for providing a publicly acceptable level of efficient suburban mobility. The plan calls for a network of new services, infrastructure improvements, and a decrease in travel times in order to enhance mobility in the future. Although there are no definite plans in place, Pace envisions the Village of New Lenox as one of several locations for a "community based service hub." Community based services include a full gamut of service types, including: fixed routes, flexible routes, employer shuttles, historic trolleys and demand responsive services. Community based services would originate from transportation centers or "hubs." These facilities would provide comfortable, convenient locations for customers to make connections between various transit services. Both Metra Stations in New Lenox could provide "hub" locations for these types of future services, as noted in "Vision 2020."

Access and Circulation

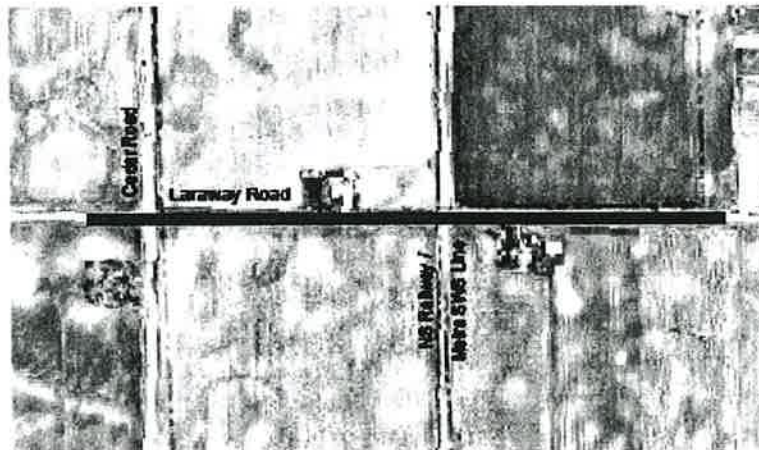
An understanding of existing vehicular access and circulation, and planned upgrades, is also essential for the implementation of the Plan. *Figure 4: Planning Influences* illustrates relevant circulation modes and access features as described in this section.

Laraway Road and Cedar Road are the two main roadways providing access to the study area. Access to the northeast quadrant of the study area, east of the NS Railway/Metra SWS Line, will be provided via a new intersection with Laraway Road. Access to development in the northwest and southwest quadrants of the study area, west of the NS Railway/Metra SWS Line, will be provided via up to four new intersections with Cedar Road.

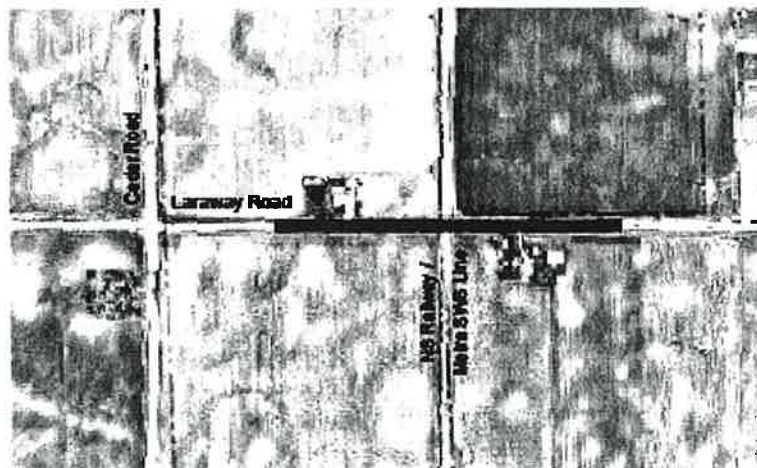
It is expected that the new intersections at Cedar Road will be controlled and signalized as warranted as traffic volumes in the area increase. The Will County Highway Department is pursuing plans to widen Laraway Road to five lanes, with signals at the new intersection that will provide access to the Laraway Road Metra Station. This intersection will also serve new development planned to the south of Laraway Road. Other roadway upgrades, access control measures and at-grade railroad crossing improvements in the area will be undertaken as the need arises. At-grade

railroad crossings at both Cedar and Laraway Roads should be designed according to Quiet Zone criteria.

During the development of this Plan, the potential for a grade separation at the crossing of Laraway Road and the Norfolk Southern Railway (future Metra SWS Line) was investigated at a cursory level. Both an above-grade and a below-grade option were analyzed. An underpass at the railroad to move Laraway Road below grade would result in a return to existing grade both to the east and west approximately 850 feet from the railroad centerline. This would eliminate potential access to the portion of the study area located east of the railroad without the creation of an additional railroad crossing in another location to provide access from the property from the west, or a frontage road adjacent to Laraway Road. Similarly, an overpass at the same location would result in a return to existing grade approximately 1650 feet west and 1250 feet east of the railroad centerline. This would not only eliminate potential access to the portion of the study area located east of the railroad, but also require significant grade alteration at the intersection of Laraway and Cedar Roads. The following illustrations graphically depict these conditions.



*Overpass
Option*



*Underpass
Option*

While there are significant technical and economic issues to address with regard to grade separation in this area, the Village should continue to consider all options to minimize congestion on Laraway Road in the future.

MARKET OPPORTUNITIES OVERVIEW

A market analysis was performed to provide an understanding of the market conditions surrounding the Silver Cross Hospital site, and the impact of regional development trends. This analysis provided direction during the development of the Plan by identifying the amount and types of commercial development likely to be proposed for the study area (including retail, service, entertainment and office uses). It also projected the amount and types of residential development expected to be marketable during the time frame of site development (including single family detached, townhouse, patio home and condominium dwelling types). Understanding these market factors allowed the Plan to be responsive to realistic market conditions.

The study area is well located in a corridor experiencing a significant amount of residential development with the population projected to more than double by 2020 according to the Northeastern Illinois Planning Commission (NIPC). The Village of New Lenox has added 300-400 new dwelling units per year for the past nine years and this pace is expected to accelerate over the next five years. Nearby municipalities, including Frankfort, Mokena and Manhattan, will also experience significant growth, and are included in the same market area as New Lenox for retail and office space.

The addition of Metra SouthWest Service at Laraway Road will enhance the competitiveness of the study area compared to other similarly sized parcels of land elsewhere in the Village and immediate surrounding area. However, there are pending development proposals before the Village of New Lenox that would add in excess of 5,500 new residential units. Excluding the study area, the Village indicated that there are over 2,400 new residential units that are ready to start construction in 2004-2005 with additional projects planned to start in 2006-2007. This is in addition to the remaining lots in the Village's existing subdivision inventory. While the property has excellent residential potential, it will be competing with many other developments. This will have an impact on the length of time it will take to build out the study area.

The Village of New Lenox is currently underserved with retail space. Residents have to leave the Village for all but their everyday, convenience needs. A significant amount of retail space has recently been built and more is planned along the Route 30 corridor in New Lenox, Mokena and Frankfort. The intersection of Wolf Road and Route 30 in Mokena and Frankfort is currently recognized as the preferred location for retailers in this market area. Major stores including Kohl's, Bed Bath and Beyond, Sportmart, Target, Lowe's, Home Depot and Menards now have or will announce plans to locate stores at various locations along Route 30. Additional land is available along

Route 30, thus retail development in the next five years is likely to be concentrated along this corridor. A new 14-screen multi-plex theater is now open on the west side of New Lenox just south of Route 30. Additional demand for movie theaters is unlikely for many years.

New Lenox has a limited amount of office space and the existing space is full. Office users are small professional, medical and service businesses, with the vast majority employing fewer than 10 people. The population growth in the area will fuel the demand for more small office space in the near and mid term. New Lenox is not likely to attract larger office buildings.

Development Potential

Residential

It is recognized that any new development in the study area will be competing with other residential projects in the Village and surrounding market. The absorption of homes, townhouses and condominiums will be based in part on the level and price of competitive properties in any given year. However, it is assumed that the study area will be able to command a slight premium in price over homes elsewhere in the Village and a slightly higher rate of absorption over time given the proximity to the station and other study area amenities.

Based on the absorption history of the past three years for developments in New Lenox and Mokena, demand and absorption are estimated as follows:

- ✓ *Single family detached:* Approximately 30 units per year at prices ranging from \$240,000-\$400,000 for units of roughly 2,000-3,500 square feet. Depending on the ultimate development plan, 150-200 units could be supported here on lots ranging in size from 8,000-14,500 square feet.
- ✓ *Townhouses, rowhouses, zero lot line and patio homes:* Approximately 15-20 units per year of townhouses or rowhouses initially and increasing to 25-30 units per year once other amenities are in place. A similar number of zero lot line or patio homes in which the units are detached, but on very small lots, could be supported as well, and would cater to more empty nesters than younger buyers. Units should be roughly 1,500-2,000 square feet with prices initially in the \$210,000-\$300,000 range. This assumes a higher level of quality and more innovative design than is now found in the area. An average of 50 units per year could be supported for a total of 500 such units over a ten year period.
- ✓ *Condominiums:* Approximately 30-40 unit mid-rise buildings. The first building is likely to be sold out within 1.5 years. Units should be roughly 900-1,800 square feet with prices in the \$135,000-\$250,000 range. While most of the units will have two bedrooms, some smaller one bedroom units would attract younger commuters. Over a 7-year time frame, there

should be demand for a total of three buildings here with a total of 100-120 units. A fourth similarly sized building could be supported within 8-10 years bringing the total number of condo units to 150-160. Depending on the location of the condominium buildings, ground floor retail or service space may be desirable. However, it is not recommended that retail space be required in all of the condominium buildings. Each building should be considered individually based on its location and access.

Retail, Services and Entertainment

The Laraway Road corridor is viewed as five years away from being a significant retail node. Sites along Route 30 are still available and larger retailers will choose to be closest to the Route 30/Wolf Road intersection. However, in the near term (next three years), there is an opportunity for a grocery-anchored retail development. A grocery store such as Dominick's would be logical for this location and Dominick's is starting to look for sites after 18 months with no development activity. A grocery store would take up approximately 65,000 square feet of floor area. An additional 25,000 to 35,000 square feet of convenience-oriented retail, restaurant and service uses could be supported in the near term, for a total of 90,000 to 100,000 square feet. Without a grocery anchor, only 20,000 square feet of convenience oriented retail, service and restaurant space is recommended in the next three years.

As residential development in the area continues over the next five to seven years, additional convenience retail, restaurants, services and possibly some medium sized big box stores (25,000-75,000 square feet) up to an additional 150,000 to 250,000 square feet will be marketable, for a total build-out of 240,000 to 350,000 square feet of retail and entertainment space. While one or more large big box stores (over 100,000 square feet) may be attracted to the study area, their scale may not be appropriate for the type of transit-oriented development preferred. Typical lifestyle retailers that would be excellent for the study area (especially a book store and apparel stores) are likely to look first at the Route 30 corridor. While the population density may not warrant additional stores along Laraway Road for at least five to seven years, it is reasonable to set aside land for additional retail and entertainment space.

There is demand for a health/fitness/recreation facility in New Lenox that would be very appropriate in the study area. It could be owned by a public entity, not-for-profit organization such as a hospital, YMCA or other, or a private company. Sizes vary significantly based on what is included, from several thousand square feet for a room with exercise equipment to over 100,000 square feet for a building with an indoor pool, gyms, running track and possibly an ice rink. Anything 20,000 square feet or larger would probably be considered an anchor, similar to another medium sized retailer.

Office

There is an opportunity for 20,000 square feet of office space in the study area in the next three years. This could be in either a rental or condominium format and may be in several smaller buildings. The office space will cater to small tenants, those generally looking for 500-3,000 square feet. It is possible that a 5,000 square foot user would be interested in this location, but that would be considered a large user.

Looking ahead within the three to five year time frame, another 20,000 square feet of office space should be supportable. The demand will be based in part on the pace of new residential development which fuels the need for more small office space. Approximately 20,000 square feet of office space every two to three years would be supportable. Some of it could be part of a mixed-use building, while some would likely be in small one and two-story buildings.

Table 1: Summary of Development Potential provides a concise summary of the types and quantities of development of various land uses identified in the Market Analysis. As Table 1 indicates, it is estimated that a total of up to 240,000 to 350,000 square feet of commercial development is possible in the area within the next ten years.

Table 1: Summary of Development Potential

Development Type	Quantity	Comments
Residential*		
Single Family Detached	150-200 units	30/yr
Townhouses, Rowhouses	500 units	15-20/yr early, 25-30/yr in later years
Patio and Zero Lot Line Homes**	incl. above	15-20/yr early, 25-30/yr in later years
Condominiums	150-160 units	30-40 unit buildings; 3 buildings in yrs 1-7, 1 building in yrs 8-10
Commercial***		
Big Box Retail	65,000sf	grocery store "anchor"
Retail, Service, Restaurant	25,000-35,000sf	smaller scale uses; 20,000sf without "anchor"
Health/Fitness/Recreation	up to 100,000sf	size varies; over 20,000sf functions as "anchor"
Office	40,000sf +	20,000 every 2-3 yrs; eventual total contingent upon residential growth; small tenants likely

* over an approximate ten (10) year time frame

** small lot size, detached, single level design

*** over an approximate three (3) year time frame; an additional 150,000 to 250,000 square feet will become marketable as ongoing residential development occurs

This "Market Opportunities Overview" section includes materials prepared by Valerie S. Kretchmer Associates, Inc. A copy of the complete "Market Analysis for Transit-Oriented Development" prepared as part of this Plan is included in the Appendix. The complete report contains more detail regarding study area market opportunities, along with extensive socioeconomic background data for the market area.

OBSERVATIONS

The key physical features of the study area, relevant off-site impacts, transit agency plans and the site's regional market position were all carefully considered as the Land Use Framework and Access and Circulation Framework presented in the following chapter were developed. This understanding facilitated the development of a realistic, implementation oriented Plan that fully leverages the existing advantages of the site and its surroundings, ensures compatibility with adjacent areas, and captures available market potential. The result is a cohesive and attractive new neighborhood, focused on a transit supportive core surrounding the new Laraway Road Metra Station.

II. TRANSIT VILLAGE PLAN

This Chapter introduces the Laraway Road Transit Village. It provides policy guidance for the Village, property owner(s), and prospective developers on the Village's preferences for the type, intensity and design of development within the future Laraway Road Metra Station area. Utilizing insights gained from community participation, market research and existing conditions studies, several land use and development recommendations have been prepared. They are based on two distinguishable characters sought for the site. The first is a transit supportive core area located within one-eighth to one-quarter mile of the future Metra Station area. This is the strongest pedestrian zone in the study area, and provides the greatest opportunity for transit oriented development. The Plan applies special land use and design principles toward this purpose. The second area comprises the remainder of the study area. A variety of recommendations are offered which support the concepts of a well integrated Transit Village in the general vicinity of the Laraway Road Metra Station.

Implementation actions will require a "framework" for decision making – addressing the type, location, organization and intensity of future land uses and the key linkages between them. The framework will help ensure that new investments within and surrounding the Transit Village are functionally interconnected and mutually supporting. It will provide guidance regarding land uses and key connections, both within the study area and the Transit Village. Sections include:

- ✓ *Land Use Framework* – which provides a Land Use Framework that addresses the entire study area.
- ✓ *Access and Circulation Framework* - which provides guidance with regard to key connections, and the coordination of various recommended transportation modes within the study area – focusing on the future Laraway Road Metra Station.
- ✓ *Transit Supportive Land Use and Development Concept* - which highlights the Village's expectations for the physical design, arrangement and intensity of improvements within the Transit Village area immediately surrounding the future Laraway Road Metra Station.
- ✓ *Urban Design Framework* – which outlines an overall thematic design framework and the aesthetic expectations of the Village with regard to both public and private sector improvements within the study area, and the Transit Village in particular.

LAND USE FRAMEWORK

The Land Use Framework incorporates community preferences identified as a result of community involvement, and is consistent with the Village's Comprehensive Plan. It is depicted in *Figure 5: Land Use Framework*. The Framework is also consistent with the overall pattern of land uses described within the annexation agreement executed between the Village of New Lenox and Silver Cross Hospital (see the Appendix for the Preliminary Parcel Plan included in the annexation agreement).

The Framework indicates a "Transit Village" focus within a one-eighth mile radius surrounding the Laraway Road Metra Station, to encourage commercial and residential uses and shared open space uses within a contiguous, walkable mixed-use area proximate to the station. It focuses auto-oriented commercial activity to the west and south along Laraway Road, to provide locations for commercial support activities that would draw upon regional traffic. Multi-family residential development is planned north of the Transit Village, as well as in a contiguous area to the south. A new single family residential neighborhood is planned to be developed within the southwest quadrant of the study area, south of Laraway Road.

Recreation space and publicly accessible storm water detention areas are located throughout the study area, linked with a comprehensive system of trails for pedestrians and cyclists. Existing industrial, institutional and commercial uses to the west and north of the study area are expected to remain, along with an existing single family residential subdivision to the east.

The Land Use Framework emphasizes the following:

- ✓ A focused ***Transit Village*** area for commercial and mixed uses both east and west of the Laraway Road Metra Station, with an emphasis on mixed use structures coordinated with commuter parking facilities within walking distance of the station (generally within one-eighth mile). Publicly accessible plazas and open spaces should also be located within this area, coordinated with a grade separation under the NS Railway/Metra SouthWest Service (SWS) Line, to encourage pedestrian activity and a vibrant atmosphere. Further detail regarding the transit supportive nature and urban design intent for this area is included in subsequent sections of this Chapter.
- ✓ ***Commercial*** areas fronting onto Laraway Road south and west of the Transit Village. These auto-oriented areas will allow for larger scale commercial businesses that can benefit from proximity to the Transit Village, but require more parking and rely more heavily upon regional traffic. Parking areas should be coordinated, well landscaped and buffered from adjacent non-commercial properties in these areas.

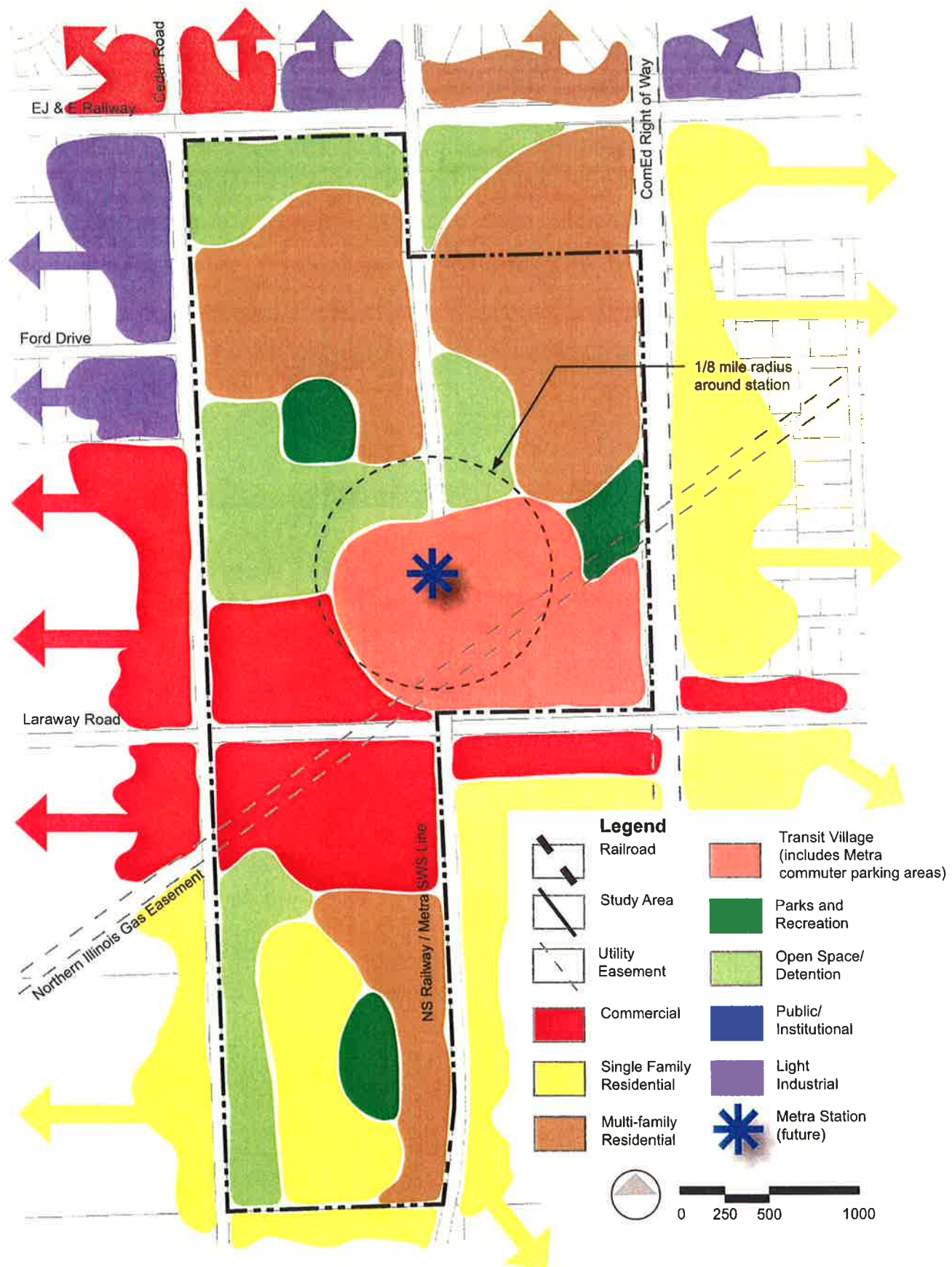


Figure 5 - Land Use Framework

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

the
Village of New Lenox
Home of Proud Americans



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- ✓ **A Single Family Residential** neighborhood is planned for the southwest quadrant of the study area, buffered from Cedar Road by storm water detention facilities and from the NS Railway/Metra SWS Line by townhomes. The density in this area should not exceed four (4) dwelling units per net acre. It is anticipated that single family residential development will also occur to the southwest and southeast of the study area.
- ✓ **Multi-Family Residential** neighborhoods should be created both south of Laraway Road along the NS Railway/Metra SWS Line, and northeast and northwest of the Transit Village. These areas, particularly those north of Laraway Road, should be well connected to the Transit Village by sidewalks and non-vehicular trails, in order to facilitate transit use by residents. The particular housing product type within these areas will vary. Potential development types include town homes, courtyard and multiplex homes, and condominiums. Overall, the density in these areas should average approximately twelve (12) dwelling units per net acre, but will vary based upon design and proximity to the Transit Village. Densities should range from approximately nine (9) to eighteen (18) dwelling units per net acre. Higher density product types should be concentrated closest to the Transit Village, with lower densities located farther from the Metra Station area.
- ✓ **Parks and Recreation** areas should be incorporated into each of the three quadrants surrounding the Transit Village, to provide neighborhood-oriented recreational amenities for all new residential neighborhoods. To the extent feasible, parks should be located adjacent to open spaces serving as storm water detention areas (see below) or provide pedestrian linkages to them. Parks of approximately three acres in size are planned for the northeast and southwest quadrants, with a smaller park (less than one acre in size) planned in the northwest quadrant. Activities occurring within the park in the northeast quadrant can potentially share parking with nearby Metra commuter lots during evenings and weekends.
- ✓ **Open Space and Storm Water Detention** areas need to be thoughtfully incorporated into each quadrant of the study area, providing visual relief and a buffering function between residential areas and potentially incompatible adjacent uses. Preliminary planning by Silver Cross Hospital indicated that approximate acreage needs for storm water detention were as follows: 10 acres in the northeast quadrant, 13.5 acres in the northwest quadrant and 12 acres in the southwest quadrant. In the Land Use Framework, it is expected that detention capacity will increase overall, and that more will be provided in the northwest quadrant (approximately 25 acres), and less in the northeast quadrant (approximately 7 acres), due to overall site drainage patterns. This is consistent with the Preliminary Parcel Plan included in the annexation agreement (see Appendix).

- ✓ The **Light Industrial** properties located north and west of the study area are expected to remain.
- ✓ Should the School District choose to relocate and/or consolidate the existing Lincoln Way High School Sports and Recreation Complex at the northwest corner of Laraway and Cedar Roads, commercial development at that corner should be considered.

Table 2: Land Use Framework Acreage summarizes the approximate acreage breakdown by land use within the Land Use Framework.

Table 2: Land Use Framework Acreage

Land Use Category	Acreage*	Percentage*
Transit Village (includes Metra Station and parking areas)	31	13%
Commercial	31	13%
Single Family Residential	16	7%
Multi-Family Residential	70	30%
Parks and Recreation	7	3%
Open Space / Stormwater Detention / Trail Easements	50	21%
Public Rights-of-Way	31	13%
TOTAL	236	100%

* approximate

Natural resources- including flood-prone areas, wetlands and mature tree stands- should be protected and utilized as amenities for the Transit Village and surrounding neighborhoods, including providing areas for passive recreation. These areas of sensitivity were described in the previous Chapter of this Plan.

ACCESS, PARKING AND CIRCULATION

As development occurs within the study area, it is critically important that effective linkages be created through the area to allow for efficient multi-modal access to the Transit Village and Laraway Road Metra Station. *Figure 6: Access and Circulation Framework* depicts the key access and circulation features planned for the area as it develops.

The Access and Circulation Framework emphasizes the following features:

- ✓ The location for the planned **Laraway Road Metra Station** is the east side of the Norfolk Southern Railway approximately one-eighth mile north of Laraway Road. A key aspect of the development of the station is a **below-grade “broad walk” pedestrian connection**, to provide a welcoming pedestrian connection to the station and east boarding platforms from the west side of the railroad.

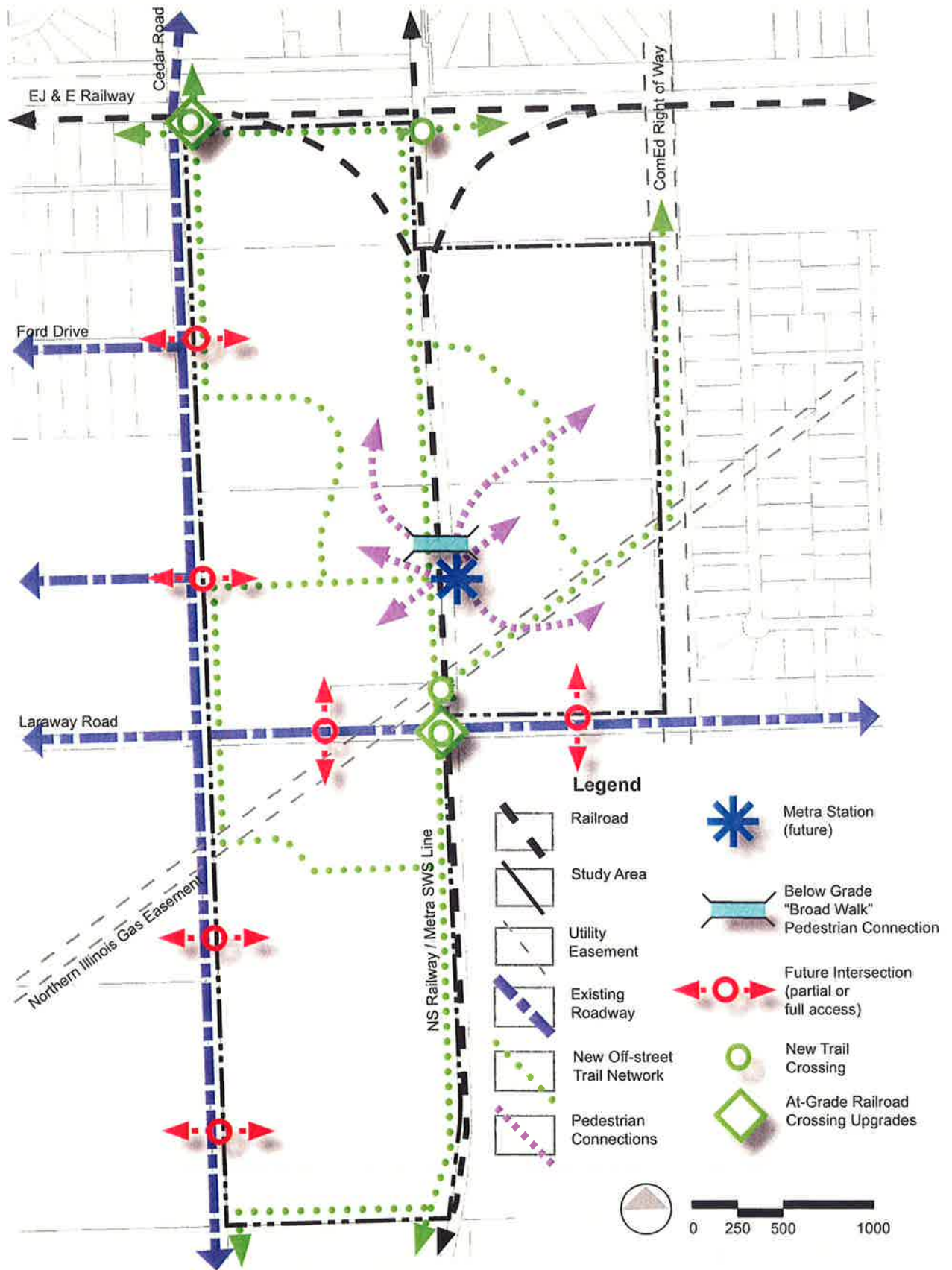


Figure 6 - Access and Circulation Framework

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

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Village of New Lenox
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- ✓ **Key pedestrian connections** are identified in a general manner, noting the importance of ensuring a pedestrian-friendly environment both within the Transit Village- between the Metra Station, commuter parking lots and commercial businesses- and between the Transit Village and adjacent residential neighborhoods.
- ✓ **Future intersections** indicate likely access locations for new roadways internal to the study area. These intersection locations are located to facilitate the creation of four-way intersections at existing or new development locations to the west and south, and to consolidate and minimize curb cuts onto Laraway and Cedar Roads.
- ✓ **An off-street trail network** is illustrated which provides mobility within the study area for bicyclists and pedestrians. These preliminary alignments are based on the "greenway" network included in the Village's Open Space and Greenway Plan (dated 1998), and will need to be coordinated with roadway and open space configurations as they are developed. The primary consideration in system design is to provide easy access to the Transit Village and Laraway Road Metra Station from the entire study area. Trail connections should include connections between residential neighborhoods south of Laraway Road and the Transit Village and commercial area to the north, to encourage pedestrian and bicycle movement.
- ✓ Appropriate and timely **upgrades to Laraway and Cedar Roads**, the existing County routes providing regional access to the study area and Transit Village, should be undertaken as development occurs. These upgrades should include **railroad crossing improvements** at existing locations, including Cedar Road/EJ&E Railway and Laraway Road/NS Railway. Crossing improvements should be designed according to Quiet Zone criteria. Additionally, new **trail crossings** will need to be created to provide off-site system connections to the north, west and south across both roadways and railroads.

It will also be important to carefully coordinate the exact location and configuration of commuter parking facilities to support interaction with commercial properties in the Transit Village, thereby encouraging commuters to patronize businesses without generating unnecessary vehicular traffic. Where feasible, parking structures should be considered to meet future commuter parking needs, in conjunction with commercial uses immediately adjacent to the Metra Station. As ridership increases and the need for additional commuter parking is generated, commuter spaces should be well integrated into the Transit Village, to support Transit Village businesses and provide additional parking capacity for other uses during evening and weekend hours through shared parking arrangements. If commuter parking spaces are accommodated within parking structures, more land can be made available for other types of development in the vicinity of the Metra Station.

Ideally, structured parking would be accommodated in mixed use structures that include first floor retail uses, where feasible.

TRANSIT SUPPORTIVE LAND USE AND DEVELOPMENT CONCEPT

This section of the Plan describes land use planning and development principles that will be appropriate for the transit supportive area generally within one-eighth to one-quarter mile of the Laraway Road Metra Station. An Illustrative Transit Village Concept provides insight as to how these principles might apply in a station area such as the Laraway Road location, and highlights the Village's general expectations for physical and aesthetic improvements.

Transit supportive principles support the notion of the Laraway Road Metra Station area functioning as "a transit-oriented community within the larger New Lenox community." Development within and around the immediate station area should create a unique sense of physical form and place, clearly distinguishable from other areas of the Village. While the development program should be consistent with other planning goals of the Village, such as the New Lenox Commons, it should establish a unique image and character for the Laraway Road Transit Village "neighborhood."

In general, the principles of transit supportive development do not "fall far from the tree" in relation to traditional Downtown planning and design principles. It is important however, that the special needs of transit facility development, transit users and multimodal connections be given special attention. Transit supportive planning principles can be organized around the three dimensions, or "3D's" of transit oriented development (TOD). They provide a means for the Village to evaluate and judge the appropriateness of private and public investments in the future. Of the three principles, design will likely be among the most important in guiding development at the Laraway Road Transit Village. The "3D's" include: Design, Diversity, and Density.

Design

Design is a critical element to successful transit supportive land use and development. Key principles applicable to the Laraway Road Transit Village include:

- ✓ **Street design should give preference to pedestrians and cyclists rather than vehicle travel.** Street hierarchy within the Transit Village should be addressed with a focus on "pedestrian streets," rather than on typical vehicle capacity considerations. Roadway space should be allocated for required circulation, but without being excessive in pavement width. Signal timing and crosswalk right-of-way priorities should favor pedestrians and cyclists.

- ✓ **A strong pedestrian connection between the east and west sides of the station area is essential for development continuity.** A “broad walk” grade separated pedestrian connection running under the rail road would be most effective. The broad walk should be 50 to 150 feet wide, to create a highly visible connection between the east and west sides of the Metra Station area. It can function as an open space plaza area, allowing for street vending or other compatible uses. Its primary purpose is to encourage pedestrian movement between the east and west sides of the NS Railway/Metra SWS Line through a readily accessible, visually stimulating and comfortable connection.
- ✓ **Reduce off-street parking standards for commercial and residential uses in areas immediately proximate to the station.** Transit reduces auto dependence, and reductions in parking will not result in increased congestion. Parking standards for residential and commercial uses within the Transit Village can be “relaxed” due to the high level of commuter patronage of commercial businesses and the likely commuter orientation of many Transit Village residents.
- ✓ **To the extent practical, commuter parking should be shared with other land uses.** Because commuter parking lots are destination facilities, they do not need to occupy prime development space at the station, nor disrupt desirable “shopping” and “strolling” street patterns.

Parking lots, and parking structures where feasible, should be located throughout the Transit Village, to provide both commuter and commercial parking. During off-peak periods (evenings and weekends) it is possible that certain commuter spaces could be made available for other users through shared parking arrangements.

- ✓ **Increased densities usually facilitate “intermodal” transportation facilities.** The Transit Village should maintain a pedestrian and bicycle orientation. Consider intermodal transit facilities for transferring passengers, including sensitive design of facilities, access, and safety. These facilities include bus stops, “kiss and ride” lanes and commuter parking facilities.

Dedicated commuter “kiss-n-ride” parking areas should be provided directly adjacent to both the east and west Metra platforms. A Pace bus pullout near the new Metra Station will provide a safe boarding location for transferring commuters. As Pace bus service is routed to and within the Transit Village, curbside bus stops at the “far side” of intersections should be provided, including weather shelters within the core of the Transit Village.

- ✓ **Provide amenities to support and encourage multiple modes of travel.** Alternative sidewalk and pathway systems and well-defined bicycle routes should be provided throughout the Transit Village, together with pedestrian seating and designated bicycle parking areas to encourage multiple modes of travel.

Diversity

Diversity is applicable to the mix of land uses within a transit supportive area. The principles advocate the presence of diverse, but mutually reinforcing land uses which create a desirable living, shopping, working and recreational environment. In the Laraway Road Transit Village, consideration should be given to the following:

- ✓ **Mixed use development is highly desirable.** Given the current market position of the site, residential uses above commercial uses would likely be successful. In addition, mixed uses need not always be accommodated within one building, but can be reflected in the Transit Village as a whole.
- ✓ **Public spaces should be integrated into the use mix.** Community facilities within station areas can be important to creating a vibrant, mixed use environment. This could include a satellite administrative facility, an indoor recreation center, or other public facility uses. Such uses should be carefully integrated into the layout of the Transit Village, to develop a "synergy" with nearby commercial uses and take advantage of highly visible and accessible sites.
- ✓ **Varied housing types should be located within walking distance to transit facilities.** Increased density in the immediate station area is highly desirable. Condominiums and apartments will appeal to transit-reliant Transit Village residents.
- ✓ **The extent of commercial and retail development must be market driven.** Transit access can strengthen a market, but does not create it. Commercial uses within the Transit Village are likely to be small scale, locally-oriented businesses that primarily serve local residents and Metra commuters, but that also effectively draw in regional traffic and community facility users.

Density

In general, an increase in land use and development density in the immediate station area has a direct positive relationship to transit usage and commercial business patronage. Multimodal facilities, which can be also be accessed by bus, bicycle and on foot, can reduce vehicle trip generation. In the Laraway Road Transit Village, consideration should be given to the following:

- ✓ **Allow and encourage higher density development in the immediate station area.** When properly designed, private development projects can overcome the negative stereotypes of appearance and massing suggested by higher density. The Laraway Road Transit Village could easily support well designed structures to a height of five to six stories. Mixed use buildings are encouraged, accommodating commercial uses on the ground floor and residential units on upper floors. Secure structured or underground parking for residential uses would be encouraged. The market analysis for the site indicates a strong potential for high quality condominiums, ideally in 30- to 40-unit buildings. An individual building of this type could be developed in the range of 35 to 45 dwelling units per acre, depending upon location and parcel configuration. It is important to note, however, that the provision of other uses, plazas and open spaces throughout the Transit Village (discussed below) would result in lower density within the Transit Village overall.
- ✓ **Population density in the immediate station area can be important.** Because the Laraway Road Metra Station will be set back a distance from major roadways, drawing market interest in retail and commercial investment near the station will require population densities in the immediate area for market support. Residential density to sustain commercial uses in the Transit Village will be more important than daily Metra ridership in sustaining market demand. The annexation agreement allows for a density bonus for projects that provide enhanced landscaping, other public amenities, a clubhouse, and/or especially high quality architectural features.
- ✓ **Balancing higher densities with publicly accessible open spaces and plazas can create entertainment attractions and enhance the pedestrian experience.** Publicly accessible open spaces, including a pedestrian "broad walk" under the NS Railway/Metra SWS Line and adjacent plaza, will serve to provide a visual balance with taller structures, and provide an important venue for communal outdoor activity.

Figure 7: Illustrative Transit Village Concept incorporates many of the design principles discussed above. The concept is intended to provide a general understanding of how these principles and guidelines are applicable to a station area such as the Laraway Road location from a physical design point of view. While there are likely many acceptable design solutions for the Laraway Road Metra Station area, the concept illustrates those elements that are particularly important to incorporate into the implementation of the Laraway Road 'Transit Village.'

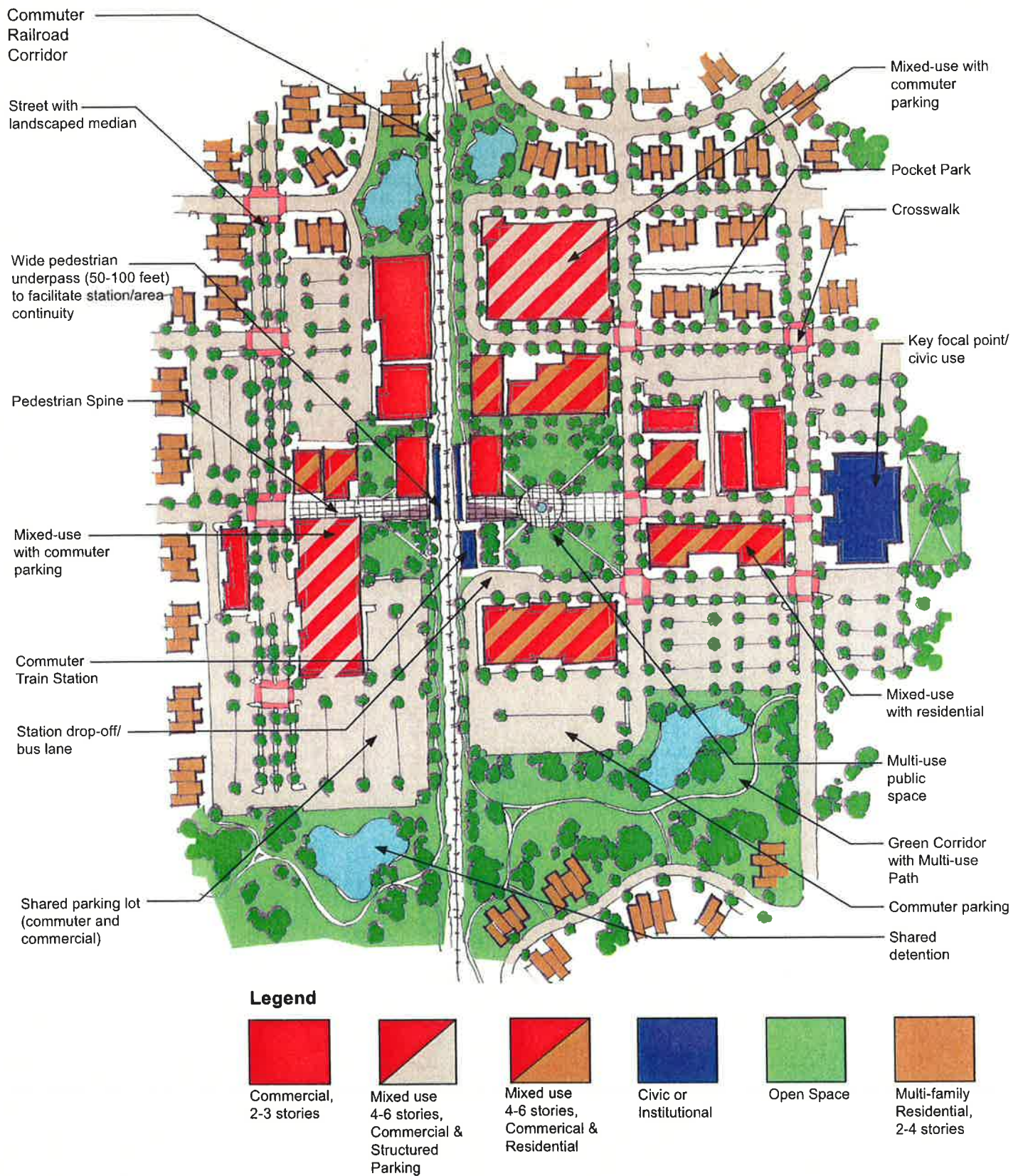


Figure 7 - Illustrative Transit Village Concept

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

the Village of New Lenox
Illinois



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URBAN DESIGN FRAMEWORK

This *Urban Design Framework* outlines the aesthetic expectations of the Village with regard to both public and private sector improvements within the study area, and the Transit Village in particular. The guidance provided in this section is to be applied in connection with other land use, access and transportation recommendations included in previous sections of this Chapter.

Architectural Design

Within the Transit Village, the following general design standards should be applied:

- ✓ Develop a thematic approach to the design and placement of structures and circulation elements within the Transit Village and other commercial areas.
- ✓ Despite the auto orientation of major streets serving the area, the Transit Village should be developed with a strong pedestrian orientation.
- ✓ Establish a unique design image and identity for the Transit Village as a whole, and coordinate the architectural design of all commercial areas.
- ✓ Incorporate urban plazas, open spaces and focal points in the development of the Transit Village. Provide for a highly visible and accessible outdoor space for community gatherings and special events.
- ✓ Structures should include high quality materials- preferably brick, stone, metal window systems, etc.- and should generally be no more than three to four stories in height.



- ✓ Taller buildings may be acceptable where compatible with adjoining uses and designed to minimize the appearance of building bulk and mass. This can be accomplished through upper story setbacks, changes in building materials, and the articulation of building details.
- ✓ Structures should be built up to the right-of-way to create a pedestrian oriented "street wall" and include inviting storefront windows, easily identifiable entrances, prominent display and showroom areas, and other street level amenities.

- ✓ Provide visually coordinated site and building signage, sized and located to address both drivers and pedestrians.
- ✓ Provide pedestrian-scale lighting at building facades, sidewalks and parking areas.
- ✓ Public and institutional facilities, including transit facilities, should occupy high visibility locations within the Transit Village. Their location should be "framed" by the design of surrounding structures and related improvements.

The general design standards below represent the Village's expectation for design quality of residential developments throughout the study area. All residential structures should include:

- ✓ First floor masonry
- ✓ Architectural variation in detail on all building elevations
- ✓ Setback variation along public roadways
- ✓ A unified architectural character, to include all residential buildings, garages, recreational buildings and site features
- ✓ A uniform color scheme with subtle variations
- ✓ Varied rooflines, with roof features such as dormers, multiple rooflines and pitches
- ✓ High quality roofing materials (architectural shingles or shakes)
- ✓ Design coordination of address plaques, mailboxes, walks and landscape features within a consistent palette
- ✓ Entry doors and overhead garage doors coordinated with the architectural theme of the building
- ✓ An outside deck or patio and landscaped area
- ✓ Exterior chimneys constructed of masonry
- ✓ Aluminum gutters and downspouts, and aluminum soffits and fascia
- ✓ Hardy board on any floor except the first floor
- ✓ An attached two-car garage containing at least 400 square feet of area; except that condominiums with more than one story should provide one enclosed parking space
- ✓ Motor court paving surfaces delineated with landscaped islands, varied paving patterns, textures, edges or a combination of such features



Parking Facilities (Public and Private)

- ✓ In many areas, in particular within the Transit Village, it is possible to include on-street parking. Including on-street parking reinforces the pedestrian character of the area, and functions as a traffic calming feature.



- ✓ Parking lot landscaping should be utilized to enhance the overall image and quality of the Transit Village, at the perimeter of lots to define the “street wall” and internal to lots to break up large areas of pavement.



- ✓ A perimeter planting buffer should be included when adjacent to public rights-of-way, landscaped with low shrubs and groundcover. A low decorative metal fence can be incorporated within the planting buffer for visual variety and protection.



- ✓ Planting islands should be incorporated within parking areas; these should be landscaped with trees and low groundcover.
- ✓ Structured parking should be incorporated as an integrated design feature of the overall site development. Parking structures can be located behind other primary structures, can incorporate ground level storefront commercial space, or can otherwise be concealed with architectural design features consistent with nearby buildings.

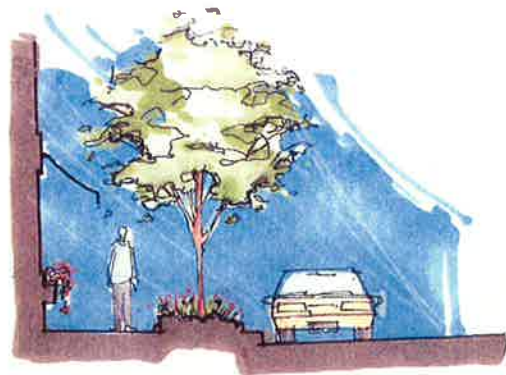
Streetscape and Wayfinding

- ✓ Consistent gateway elements, parkway and median plantings, and streetscape treatments should be incorporated along roadways within the Transit Village, including elements such as upgraded sidewalk paving, decorative lighting, planters, street trees, pole-mounted flower pots and banners, etc. Enhancements at Metra facilities or within the Norfolk Southern Railway right-of-way will be subject to compliance with appropriate Metra and railroad guidelines.

- ✓ Pedestrian walkways should be exceptionally wide along both sides of both streets within the Transit Village, ideally no less than fifteen to twenty feet in width. This will help to accommodate both shoppers and commuters. They should provide a pedestrian walking zone directly adjacent to storefronts.



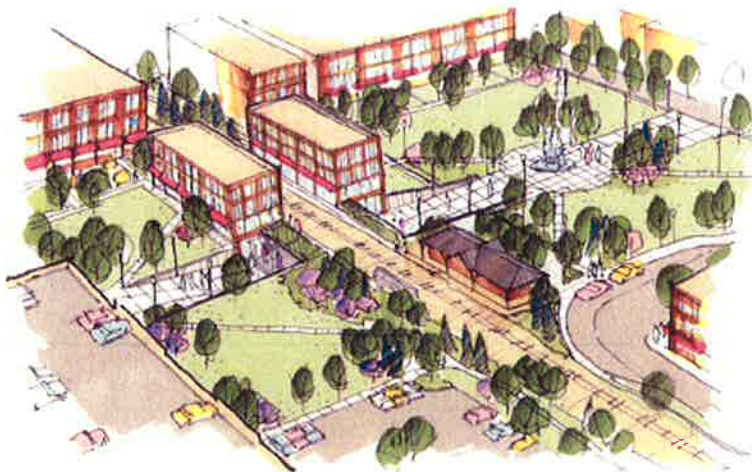
- ✓ A “wayfinding” system should be developed, incorporating recurring visual elements and informational signage visible to both drivers and pedestrians, to aid in orientation when visiting the Transit Village. Signage in remote locations should guide visitors to the Transit Village from elsewhere in the study area and the Village.



Section view of a pedestrian-friendly street, including broad sidewalks, direct access to storefronts, on-street parking, landscaping and pedestrian-scaled amenities.

Transit Facilities and Other Public Amenities

- ✓ A high quality Metra Station, “broad walk” access tunnel, and platforms with weather shelters should be constructed to create a strong visual and physical connection to the Transit Village. Informational kiosks should be placed throughout the Transit Village to provide train and bus schedules, and information about nearby businesses and destinations.
- ✓ The Village should work with Metra and Pace to ensure that the architectural style and design of station facilities, bus shelters and other improvements are consistent with the Transit Village as a whole.
- ✓ Preservation and enhancement of natural areas, including floodplain, wetland and wooded areas, should be undertaken to create visual relief and passive recreation amenities.
- ✓ Seek to create small plazas in association with new developments, adjacent to buildings and accessible to walkways. Plazas should be coordinated visually with the streetscape treatments used at Transit Village roadways, including the “broad walk” underpass at the Metra Station.



A “broad walk” underpass linking urban plazas adjacent to transit facilities, providing easy access to commuter parking areas and nearby commercial uses.

III. PLAN IMPLEMENTATION

This Chapter identifies critical relationships between the Village and other organizations with regard to the implementation of the *Laraway Road 'Transit Village' Plan*. It discusses the key partnerships that the Village will need to establish in order to move ahead with implementation, and the relationship between this Plan and the annexation agreement. "High priority" actions described in the Plan are highlighted, followed by a summary of other action items necessitated by the Plan.

ROLES, RESPONSIBILITIES AND PARTNERSHIPS

Varying degrees of involvement and/or direct action by the Village will be required in order to facilitate Plan implementation. The Village can act in a variety of roles, as appropriate, in order to move Plan recommendations forward. These varying levels of potential involvement are described below:

- ✓ *Enacting and Enforcing Policies and Codes:* The Village will need to amend the zoning text and map in order to align them more closely with the intent of the Plan and annexation agreement. In addition, ongoing enforcement of both amended and existing codes and regulations will be critical to the Plan's success.
- ✓ *Implementing Public Improvements:* The Village should undertake several important physical enhancement projects within the Transit Village area in the coming years, as outlined in this Chapter. These projects will be undertaken by the Village alone or in partnership with other public agencies, as appropriate.
- ✓ *Acting as a Development Catalyst:* The Village will need to consider taking on a more direct and active role in aspects of certain high priority development projects contained within the Plan, in order to exert an appropriate level of control over development quality. For example, the Village may need to assist with environmental studies and efforts to procure development permits for certain parcels, provide publicly funded parking, consider targeted relief of development standards to achieve other desired development goals, and/or consider ownership of key properties to be leased to developers. These and other actions should be considered, as appropriate, to make desirable development types financially feasible and shorten the overall time frame for development.

Potential Partners

To effectively pursue implementation of the recommendations in this Plan, the Village of New Lenox will need to solicit the involvement of various public and private sector partners. Some of these may include the following:

- ✓ The Regional Transportation Authority Service Boards, **Metra and Pace**, who can assist with the design, coordination and implementation of transit facility and service improvements.
- ✓ **Other Public Agencies**, including the Illinois Department of Transportation (IDOT), the Will County Highway Departments, the Forest Preserve District, the Illinois Commerce Commission and the Illinois Department of Natural Resources, who can assist with roadway improvements, and improvements to recreational and natural resource amenities.
- ✓ The **Norfolk Southern Railway**, who can work with the Village and Metra to facilitate station area and railroad right-of-way improvements.
- ✓ Other Village Departments, and the New Lenox Community Park District, who can cooperate in the improvement of open spaces and recreational amenities.
- ✓ The **Chamber of Commerce, South Suburban Mayors and Managers Association, local businesses and local property owners**, who can assist with marketing and business recruitment for the Transit Village.
- ✓ **Local Financial Institutions**, who may be interested in providing financing assistance for the implementation of private sector aspects of the Plan.
- ✓ **Builders and Developers**, who will be motivated by the existing and future market potential of the area to get involved in implementing aspects of the Plan.
- ✓ The **Citizens of New Lenox**, who can patronize and support Transit Village businesses and utilize Transit Village community resources whenever possible.

OVERVIEW OF THE ANNEXATION AGREEMENT

An annexation agreement executed by and between the Village of New Lenox and Silver Cross Hospital and Medical Center on June 30, 2004 also provides guidance with regard to the development of the property that comprises the study area for this Plan. Both of these documents, taken together, should be referred to as development proposals are considered and public investments are made in the study area.

The agreement acknowledges that annexation of the Silver Cross Hospital property into the Village will enable the Village to "control the development of the area and serve the best interests of the Village." To that end, it provides an overall land use framework that identifies allowable use types and densities within specific development parcels throughout the Silver Cross Hospital site, identifies a future roadway network, and also provides basic development standards to be adhered to as developments are pursued. In conjunction with annexation of the property, the Village committed to granting a Special Use for an R-1 Preliminary Planned Development plan based upon the Preliminary Parcel Plan included in the agreement (see Appendix). The current or subsequent owner(s) will be required to submit documentation for Preliminary

P.U.D. Plat approval, and may then apply for Final P.U.D. Plat approval for portions of or all of the property, as they see fit.

The development standards within the annexation agreement include: basic structural massing prototypes; material and other design standards for architectural design; minimum lot size, unit size and yard requirements for each housing type; and, parking requirements for residential uses. Park land contributions are identified, along with monetary contributions to impacted school, library, fire protection and 911 communications districts. Parcels are also identified for conveyance to Metra for the construction of transit facilities, and roadway and utility system construction standards are outlined.

While this Plan seeks to reinforce the overall intent of the annexation agreement with regard to most areas, it primarily provides more definitive guidance with regard to the development of the area defined as the "T.O.D. Area" within the annexation agreement (the area within one-eighth mile of the Laraway Road Metra Station due to begin operation in 2005). It is the design and development of this area, described within this Plan as the Transit Village, that will most directly support, influence and benefit from the new Metra Station facilities planned to be located on the site. The annexation agreement indicates that this area will be developed with "mixed uses, higher densities and additional retail/commercial/and multiple family residential uses so as to further promote a transit oriented development community."

As noted previously, this Plan upon adoption will serve as an addendum to the Village's Comprehensive Plan with regard to development and public investment strategies for the study area in general and the Transit Village in particular.

KEY IMPLEMENTATION ACTIONS

Plan implementation is a complex process, influenced by many variables – financial resources, community participation, property owner involvement, and intergovernmental relationships, just to name a few. While these variables will change over time, it is important to identify key actions, and the relationships among these actions, to begin effective implementation. These strategies include many of the activities described throughout the Plan. Strategies are grouped into two general categories as they relate to implementation: High Priority Actions, and Ongoing Actions.

- ✓ *High Priority Actions-* These activities should be initiated as soon as possible, ideally within the next year. The Village and its partners should seek to make significant progress on them within a year or two of Plan adoption. These are actions that require strong leadership by the Village and, as a group of activities, are important for creating momentum for development of the Transit Village.

- ✓ *Ongoing Actions-* These are activities that should be initiated as soon as practical and necessary, with significant progress expected within four or five years. While these actions are important for successful implementation, they can follow behind initiation of the "High Priority Actions."

High Priority Actions

High priority actions require the Village of New Lenox to act as a direct "catalyst," in order to jump-start implementation toward achieving Village goals. Activities should be initiated immediately. They will serve to demonstrate a commitment to the area by the Village to the private sector, thus increasing interest in private investment.

1. Initiate a Development Staging Strategy

The following key projects should be actively pursued within the first year of Plan implementation. These projects will capitalize on visible "high impact" sites to improve the overall perception of the Transit Village as a desirable development location. Demonstrating early and highly visible success will generate interest and enthusiasm among the citizens of New Lenox, developers and financiers.

- ✓ Refer to the Land Use Framework as the "macro-level" master development plan for the study area. Within each development stage, however, carefully consider issues of site access and relationships to adjacent developments.
- ✓ Work with the property owner to identify an appropriate developer, possibly through the issuance of a Request for Qualifications (RFQ). Ideally, a developer who is committed to the concept of transit oriented development can be identified. To ensure a coordinated and cohesive development effort, it will be ideal to identify one developer for the entire property.
- ✓ Consider property acquisition in the Transit Village area to facilitate future coordinated development of the entire Transit Village by a single developer. This strategy would require investigating an arrangement with Metra in order to better coordinate future commuter parking expansion and facility development with Transit Village commercial and mixed use areas. Suggestions for integrating development and commuter parking areas in this manner are provided in the Illustrative Transit Village Concept. Mechanisms for coordination with Metra could include a land swap, an intergovernmental agreement, and/or a public-private partnership. As subsequent development stages occur, Metra will need to maintain any previously existing commuter parking capacity.

- ✓ Encourage higher density residential development in the immediate vicinity of the Transit Village, to quickly generate market demand for Transit Village commercial uses. Multi-family residential development will likely lead, followed by retail and commercial uses to serve both the new population and Metra commuters.
- ✓ Consider a recreational or fitness-related use as an anchor for commercial activity in the Transit Center, to serve both Metra commuters and nearby residents.

2. Initiate Key Transit Facility Improvements

Partnerships with Metra, IDOT, the Norfolk Southern Railway and others will be necessary to pursue the transit facility development below. Public improvements will be very visible and effective generators of excitement and support for the Plan. Federal and state funding, secured with the assistance of the Village's partner agencies, will be an important component of funding for these initiatives, along with general Village resources.

- ✓ Construct a new Metra Station facility- including a warming shelter, boarding platform and commuter parking lot- east of the Norfolk Southern Railway and north of Laraway Road, per the Land Use Framework Plan.
- ✓ Eventually, the new Metra Station should coincide with the location of a new "broad walk" access tunnel and public plazas on each side of the Metra SWS Line, to provide ready access to commercial uses for commuters and nearby residents.

3. Align Development Regulations to Support the Plan

Appropriate code and map amendments should be undertaken. Additionally, partnerships with other public agencies and districts should be established in order to secure agreement on the development of new public facilities within the Transit Village.

- ✓ Amend the text and map of the zoning ordinance as needed to align Village regulations more closely with the intent of the Plan as they impact the Transit Village. At a minimum, actions should include the following:
 - Consider the creation of an "overlay district" covering the Transit Village, creating a mechanism to allow greater scrutiny of proposed projects within the area for compliance with the intent of the Plan.
 - Review allowable densities and height within the business and residential districts utilized for zoning the Transit Village, to ensure transit-supportive and appropriately scaled development. Alternatively, create new zoning districts to accomplish the same, including the creation of a new "Transit Village Business District."

- Review and amend setback and other bulk requirements for application in the Transit Village to more closely reflect the desired “traditional” character within the Metra Station area.
- Review and amend off-street parking requirements within the Transit Village to facilitate appropriately located and scaled off-street parking lots behind and/or between buildings.
- Review the mix of permitted and conditional uses within business zoning districts to ensure a compatible mix of future land uses, as well as including those uses recommended as part of the Plan.

Ongoing Actions

These actions should be initiated as soon as practical and necessary, with significant progress expected within four or five years. They are divided into related groups of actions for ease of reference. Like the High Priority Actions above, they should be undertaken in parallel, as each provides support to the other in the overall Plan implementation process.

1. Land Use and Redevelopment

These actions will build upon the initial activity generated by the High Priority Actions described previously. Early successes will make these initiatives easier to get off the ground, as interest in the Transit Village grows. Funding for these initiatives will consist largely of providing support as needed to developers and businesses who are seeking financing and technical assistance available directly to them. Encouraging the use of available state and federal funding programs will also be important.

- ✓ Encourage and facilitate the establishment of commercial businesses within the Transit Village area. Concentrate pedestrian-oriented and convenience commercial uses nearest to the Laraway Road Metra Station. Business types could include: coffee shops, casual and full-service restaurants, sandwich shops, convenience stores, dry cleaners, florists, card/gift shops, and other specialty shops. Other types of uses that can encourage “foot traffic” within the Transit Village include: convenience services, medical and dental offices, professional offices and business services.
- ✓ Locate auto-oriented commercial businesses and those that can benefit from regional exposure in contiguous areas to the south and west of the Transit Village, with high visibility from Cedar and Laraway Roads, per the Land Use Framework.
- ✓ Facilitate and encourage new housing in the Transit Village area, to encourage an increased residential population near the Laraway Road Metra Station. Require the creation of high quality shared green spaces in conjunction with new residential developments.

- ✓ Bring appropriate municipal, cultural and recreational uses into the Transit Village.
 - Consider a new branch Public Library in the Transit Village, in conjunction with development of commercial and mixed use properties in the area.
 - Consider acquisition and appropriate zoning of key parcels to locate a future public plaza and community anchor use (such as a recreation facility) in the Transit Village.
 - Encourage and facilitate the creation of recreational amenities (including walking paths and educational signage) in wooded and wetland areas in the study area, per the Access and Circulation Framework.

2. Access, Circulation and Parking

Federal and State funding secured with the assistance of public agency partners will be critical for the implementation of these actions, as will close coordination with regional and state agencies and impacted property owners. These actions will improve mobility within the area as the level of activity increases due to new development.

- ✓ Implement the following improvements related to pedestrian access and safety:
 - Create a complete pedestrian circulation network, including sidewalks and crosswalks, throughout the Transit Village area.
 - Install pedestrian-activated crosswalk signals at all signalized intersections in the Transit Village.
 - Create attractive pedestrian linkages to adjacent neighborhoods and natural areas from the Transit Village.
- ✓ Implement the following improvements related to traffic access and flow:
 - Implement traffic signal prioritization (TSP) technology at signalized intersections for Pace buses as service is expanded.
 - Create bicycle routes, off-street or with dedicated on-street lanes if feasible, leading into the Transit Village and to the Metra Station from surrounding neighborhoods, per the Access and Circulation Framework.
 - Design all at-grade railroad crossings according to Quiet Zone criteria.

3. Public Improvement Projects

In addition to the high priority improvements identified above, several other important public improvement projects should be pursued. Partnerships between the Village, developer(s), IDOT, Metra, Pace, the Norfolk Southern Railway and others will be necessary to pursue the actions outlined below. Federal and state funding, secured with the assistance of the Village's partners, will be an important component of funding for these initiatives, along

with general Village revenues and possibly the creation of a Special Service Area (SSA).

- ✓ Further enhance the Metra Station area. Desirable improvements include: bus shelters, upgraded lighting, information kiosk(s), benches, refuse receptacles, and decorative fences and landscaping along the railroad embankment.
- ✓ As part of any development in the Transit Village, it will be important to facilitate Pace bus access to the immediate Metra Station area.
- ✓ Implement Transit Village parking improvements as development occurs. Create new parking lots for shoppers, commuters, residents and civic facility visitors, per the ideas provided in the Illustrative Transit Village Concept. Pursue shared parking arrangements between Metra, the Village and commercial property owners to allow access to designated commuter parking spaces in the evening and on weekends.

4. Urban Design

Building upon the “high impact” actions contained in the High Priority section above, the following actions will continue aesthetic improvements throughout the larger area. Partnerships between the Village, developer(s), business owners, IDOT, Metra, Pace, the Norfolk Southern Railway and others will be necessary to pursue the actions outlined below. Federal and state funding, secured with the assistance of the Village’s partners, will be an important component of funding for these initiatives, along with general Village revenues.

- ✓ Implement the following improvements related to streetscape and Transit Village signage:
 - Create a unified streetscape image at both primary and secondary roadways within the Transit Village through the use of consistent and recurring visual elements. Streetscape improvements may include: planted parkways and medians, upgraded paving and lighting at sidewalks, gateways, benches, refuse receptacles, banners and pole-mounted flower pots.
 - Announce arrival to the Transit Village through the use of “gateway” features and consistent entryway signage at main entry points.
 - Implement a consistent Transit Village “wayfinding” signage system.
- ✓ Implement the following landscaping improvements throughout the Transit Village area:
 - Provide attractive perimeter buffer treatments and internal landscaping at Transit Village parking lots.
 - Install low maintenance plantings adjacent to and within the Norfolk Southern Railway right-of-way, subject to Metra and railroad

landscape guidelines to ensure adequate visibility, to improve the appearance of highly visible right-of-way areas.

CONCLUSION

The Village of New Lenox, in cooperation and partnership with others as described in this final section of the Plan, is poised to begin the vitally important process of establishing the Transit Village as a new "community within a community," both symbolically and functionally. This Plan provides the vision, policy guidance and implementation direction needed by the Village and its partners to capitalize on positive regional development trends, new transit services, single ownership of a large developable site, and the community's desire to create a unique and special new neighborhood that will enhance the quality of life for all Village residents.

APPENDIX

A. Issues and Opportunities Summary

B. Preliminary Parcel Plan

Village Station
New Lenox, Illinois

Prepared for: Silver Cross Hospital and Medical Centers, Joliet, IL
Prepared by: Lannert Group, Geneva, IL
Date: June 28, 2004

C. Market Analysis for Transit-Oriented Development

Laraway Road and Cedar Road
New Lenox, Illinois

Prepared by: Valerie S. Kretchmer Associates, Inc.
Date: February 23, 2004

A. ISSUES AND OPPORTUNITIES SUMMARY

On January 19, 2004, the Plan Commission conducted a kick-off meeting for the *Laraway Road 'Transit Village' Plan*. As part of the meeting, HNTB conducted a workshop to draw out the Plan Commissioners' initial ideas and impressions regarding future development of the Silver Cross Hospital site. In addition, key person interviews were conducted on January 19 and 20, 2004 to gain broad-based insight and to better understand conditions and potentials within the planned Laraway Road Metra Station area. A brief summary of the workshop and interview comments follows.

Issues and Concerns

Issues and concerns identified for the site and the Laraway Road Metra Station area include:

Land Use and Development

- ✓ Ensure high quality development
- ✓ Compatibility with surrounding land uses
- ✓ How will development affect the surrounding neighborhoods
- ✓ Other developments in the area
- ✓ Land use—residential or commercial?
- ✓ After hour amenities for families (not a ghost-town after 5:00 pm)
- ✓ Density

Transit, Access and Circulation

- ✓ Traffic congestion
- ✓ Traffic and access should be properly managed
- ✓ Safety along the railroad tracks
- ✓ Road width
- ✓ Laraway Road /RR crossing
- ✓ Controlled access to major roads
- ✓ Community access by way other than car
- ✓ Pedestrian friendly
- ✓ Bicycle and pedestrian safety
- ✓ Access to station
- ✓ Train schedule
- ✓ Adequate parking

Community Facilities and Resources

- ✓ Provide adequate recreation and open space opportunities
- ✓ Address any issues associated with the local schools
- ✓ Serving the area with water and sewer
- ✓ Storm water drainage

Urban Design

- ✓ “Unpleasant” views—nothing that is distinguishing—boring
- ✓ Making it look different from other Village developments
- ✓ Building residential homes vertically or horizontally?
- ✓ “Industrial” look becoming prominent
- ✓ Signage

Implementation

- ✓ Agencies need to work collaboratively to ensure successful development
- ✓ Community approval

Assets and Opportunities

Assets and opportunities identified for the site and the Laraway Road Metra Station area include:

Land Use and Development

- ✓ Highly unique development opportunity for new, large scale TOD development in proximity to the Metra Station – precedent setting for the region
- ✓ Large site (200+ acres) —potential for variety of creative land use and development
- ✓ Opportunity of developing station to our needs
- ✓ High growth area with need for certain types of development
- ✓ Community within a community
- ✓ Vacant land – a chance “to do it right”
- ✓ Clean canvas—paint what you want
- ✓ Proximity to ever-growing southwest part of town
- ✓ Opportunity to provide a mix of housing to fill a range of community needs
- ✓ Explore mixed-use development around the immediate station area
- ✓ More retail development
- ✓ Potential for large scale (big box) and small businesses
- ✓ Restaurants would benefit this area in the future
- ✓ Various types of housing
- ✓ Lower density residential uses are appropriate around the perimeter of the site

Transit, Access and Circulation

- ✓ Encourage transit supportive development
- ✓ Location at intersection of two future major arterial roadways
- ✓ The presence of the EJ&E
- ✓ Highways nearby
- ✓ Encourage traffic away from “30”
- ✓ Straight roads

- ✓ Allows easier access to other communities
- ✓ Convenient location for downtown commuters
- ✓ Second station; alternative to the Route 30 station
- ✓ Access to major venues (Route 66 and Motor Speedway)

Implementation

- ✓ Strong market and real estate investment opportunity
- ✓ Planned community growth
- ✓ One property owner—also a disadvantage
- ✓ Disperse commerce through community, especially in the growing south part of the Village
- ✓ Can draw business to that side of town
- ✓ Draw business from other communities
- ✓ Supportive Village and staff
- ✓ County support

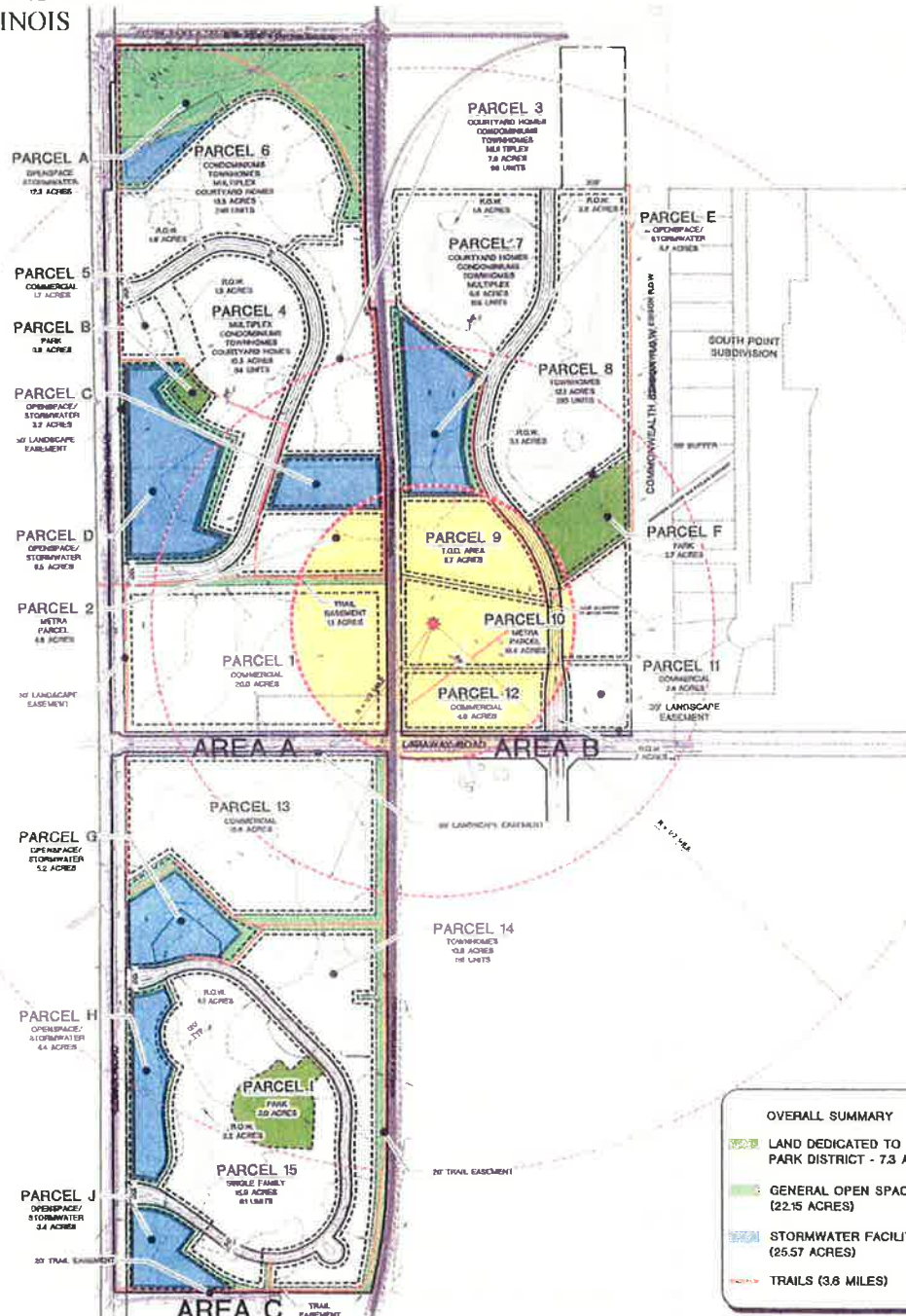
Community Priorities

When asked to rank priorities for the planning effort, the following general concerns ranked most highly among workshop participants and interviewees (not presented in order of priority):

- ✓ High quality development that fits within the anticipated low density character of the surrounding area
- ✓ Types of development
- ✓ Building theme and design; a unified project theme
- ✓ Community access; access to station
- ✓ Tax base development
- ✓ Development of and support to the Laraway Road Metra Station
- ✓ Ensuring adequate roadway capacity to handle future traffic (grade separation, number of traffic lanes)
- ✓ Access to/from parking lot(s)
- ✓ Serving the area with utilities
- ✓ Community acceptance

VILLAGE STATION

NEW LENOX, ILLINOIS



OVERALL SUMMARY

- LAND DEDICATED TO PARK DISTRICT - 7.3 AC
- GENERAL OPEN SPACE (22.15 ACRES)
- STORMWATER FACILITIES (25.57 ACRES)
- TRAILS (3.8 MILES)

RESIDENTIAL PARCEL SUMMARY

PARCEL 3	7.9 ACRES
PARCEL 4	10.3 ACRES
PARCEL 6	13.3 ACRES
PARCEL 7	9.3 ACRES
PARCEL 8	12.1 ACRES
PARCEL 9	5.7 ACRES
PARCEL 14	10.8 ACRES
PARCEL 15	15.9 ACRES
TOTAL	85.3 ACRES

COMMERCIAL PARCEL SUMMARY

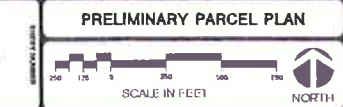
PARCEL 1	20.0 ACRES
PARCEL 2	4.8 ACRES
PARCEL 5	17 ACRES
PARCEL 10	10.4 ACRES
PARCEL 11	24 ACRES
PARCEL 12	4.8 ACRES
PARCEL 13	18.6 ACRES
TOTAL	62.3 ACRES

OPEN SPACE PARCEL SUMMARY

PARCEL A	12.3 ACRES
PARCEL B (PARK)	0.8 ACRES
PARCEL C	3.2 ACRES
PARCEL D	9.5 ACRES
PARCEL E	6.7 ACRES
PARCEL F (PARK)	3.7 ACRES
PARCEL G	5.2 ACRES
PARCEL H	4.4 ACRES
PARCEL I (PARK)	3.0 ACRES
PARCEL J	3.4 ACRES
TRAILS	5.8 ACRES
TOTAL	57.8 ACRES

OVERALL PARCEL SUMMARY

RESIDENTIAL PARCELS	85.3 AC
COMMERCIAL PARCELS	62.3 AC
OPEN SPACE PARCELS	57.8 AC
PRIMARY R.O.W.	127 AC
SECONDARY R.O.W.	8.9 AC
DEDICATED R.O.W.	9.2 AC
TOTAL ACREAGE	238.0 AC



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