



NEW LENOX

2018

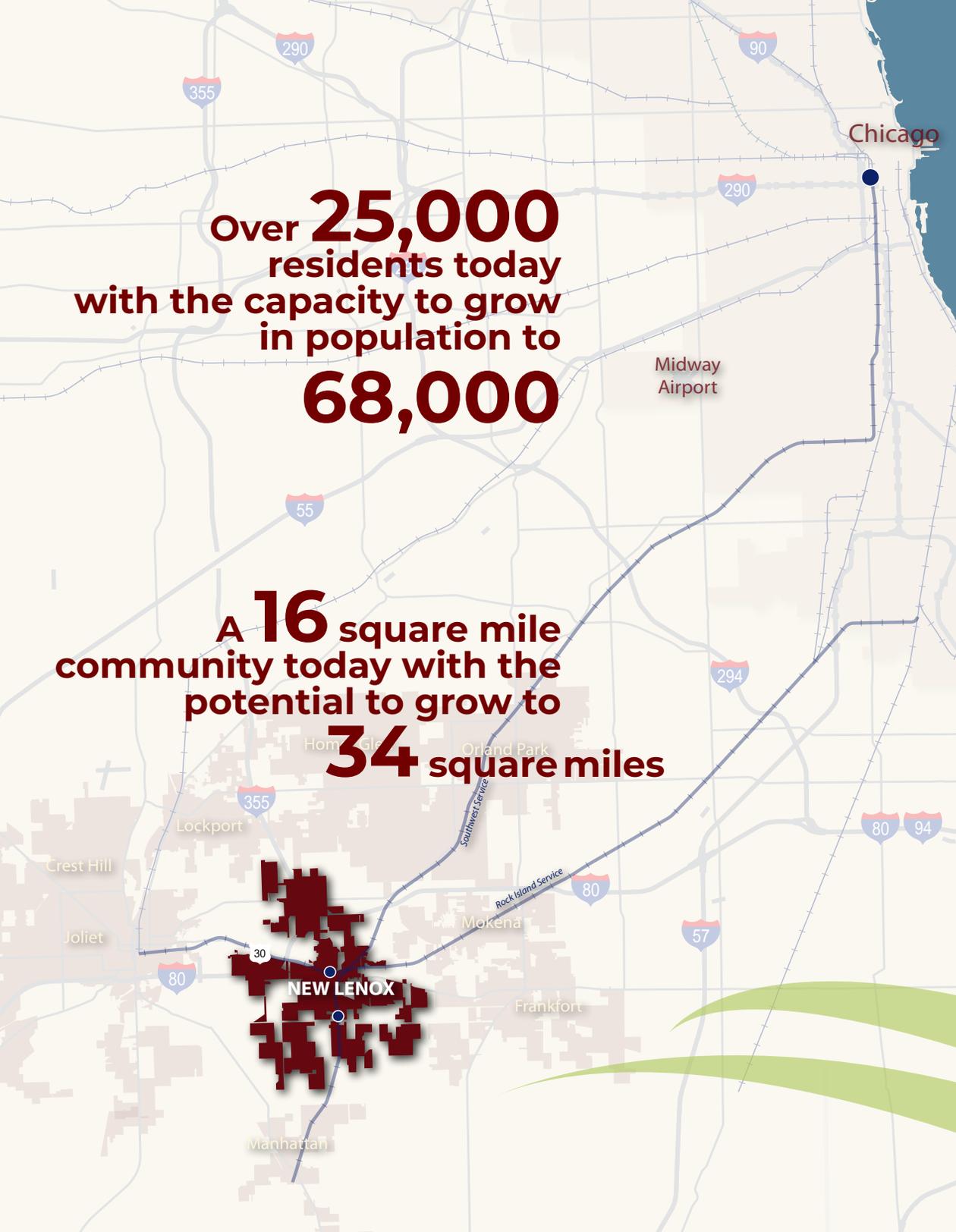
# COMPREHENSIVE PLAN

VILLAGE OF NEW LENOX, IL



*Creating new mixed-use centers for a livable community*





Over **25,000** residents today with the capacity to grow in population to **68,000**

A **16** square mile community today with the potential to grow to **34** square miles

## ACKNOWLEDGEMENTS

### VILLAGE OF NEW LENOX BOARD OF TRUSTEES

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Trustees:

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Douglas Finnegan

Jasen Howard

Keith Madsen

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Rebecca Dalseth, Plan Commission

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Warren Rendleman, Chief Building Inspector

Bob Sterba, Police Chief

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



2018

# COMPREHENSIVE PLAN

The 2018 Comprehensive Plan is a concise, highly-graphic and user-friendly document that provides a clear direction for future development in the Village of New Lenox.

The document is organized in two simple sections, 1: "THE PLAN", which provides all recommendations, maps and project lists, and 2: "THE ANALYSIS", which provides background data on how the plan was developed.

There is no separate implementation section - THE PLAN section is itself laid out as a tool for implementation.

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*This document is intended for double sided printing on letter sized paper*



Prepared by **GINKGO PLANNING & DESIGN INC.**  
with SB FRIEDMAN DEVELOPMENT ADVISORS, KLOA & CBBEL

SECTION

1

**THE PLAN**

# 1.1 INTRODUCTION

Located about 40 miles southwest of Downtown Chicago, the Village of New Lenox is about a 16 square mile community with over 25,000 residents. Including the unincorporated areas, there is a total of over 40,000 residents within the planning area. With an overall planning area of 34 square miles, the Village has great potential for future growth.

The previous 2004 Comprehensive Plan was prepared at a time when the Village and neighboring communities were experiencing significant residential growth. The 2004 Plan was later amended with an updated Future Land Use Map in 2009.

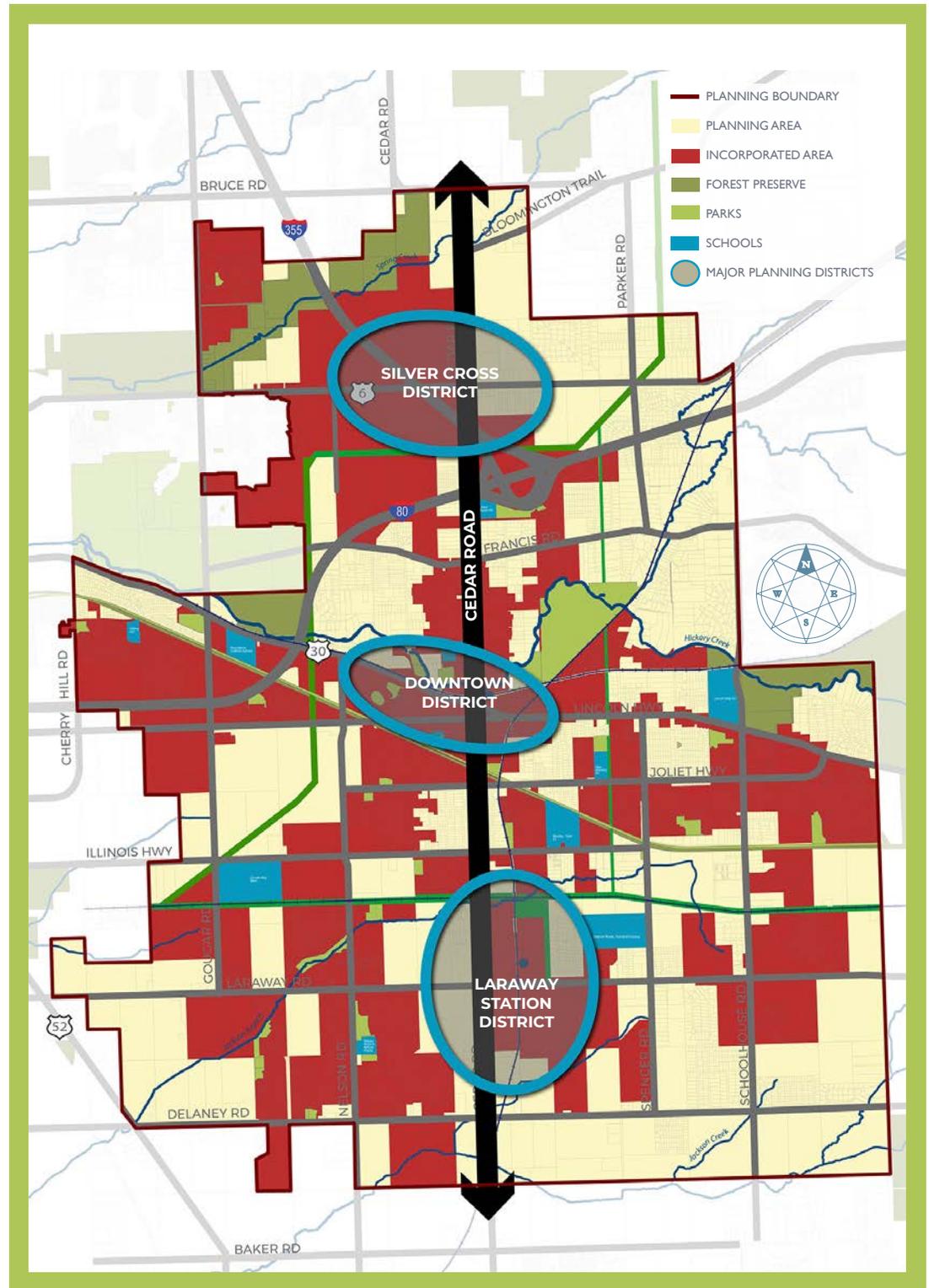
The 2018 Comprehensive Plan is a bold departure from previous plans. The focus is shifted from land use regulation to creating a blueprint for catalyzing desired change. Developed with hands-on participation from Steering Committee members, community leaders and local stakeholders, the 2018 Plan is a roadmap for near and long term implementation of roadways, trails and open spaces.

*Creating three new mixed-use centers on Cedar Road is a key element of the 2018 Plan.*

New Lenox is a transit-friendly Village, with two Metra stations that both offer significant potential to create walkable mixed-use districts. This plan offers a market viable approach for creating a real Downtown around the Route 30 station and a higher density neighborhood around the Laraway Station.

Silver Cross Hospital is a regional destination surrounded by large tracts of vacant land fronting the I-355/Route 6 interchange. This plan provides a framework for a new mixed-use district around the hospital to maximize economic growth in this critical area.

**With a flexible land use approach, the 2018 Plan aims to spark development to create these new walkable and vibrant districts.**



## 1.2 GOALS

### 1 Downtown Area

Create a New Downtown for New Lenox around the Route 30 Metra Station

### 2 Interchange Area

Maximize Economic Development Potential around Silver Cross Hospital and the Highway Interchange

### 3 Laraway Station Area

Create a new neighborhood around the Laraway Station that offers diverse housing choices

### 4 Natural Resources

Protect creeks and floodplains and invest in creekside parks

### 5 Trails

Develop an extensive trail system that serves the whole Village

### 6 Roadways

Create a more connected and walkable system of local streets

### 7 Land Use

Embrace more flexible land uses to respond to changing market trends

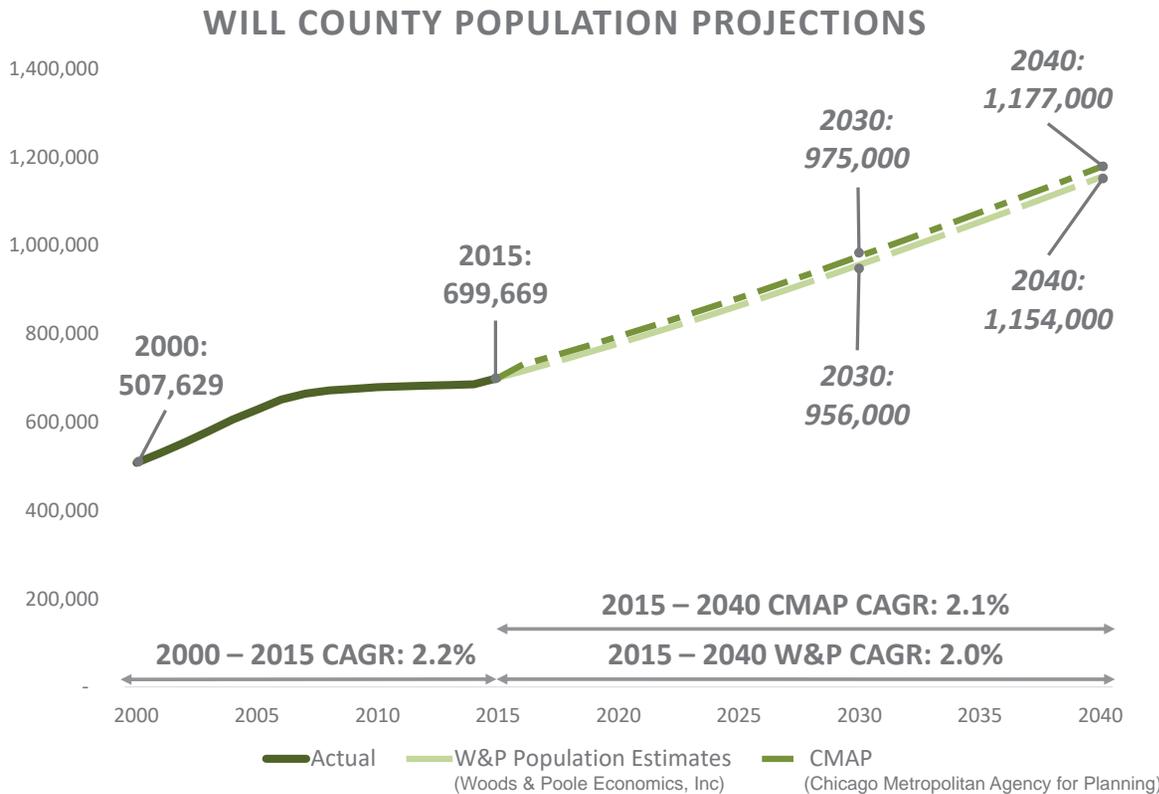
# 7 BOLD GOALS

*of the 2018 Comprehensive Plan*

# 1.3 DEMOGRAPHY: POPULATION GROWTH

While 83 of Illinois' 102 counties saw a decline in population from July 2016 to July 2017, according to the U.S. Census Bureau, Will County and New Lenox are continuing to experience growth in population.

Between 2000 and 2015, Will County has grown at a compound annual growth rate (CAGR) rate of 2.2%. Between 2015 and 2040, Will County is anticipated to add approximately 478,000 people, growing at a CAGR of 2.1%. Over the 2000 to 2015 period, New Lenox grew at a CAGR of 2.3%. SB Friedman projects the Village could grow at a CAGR of 2.2% between 2015 and 2040.



## NEW LENOX POPULATION

Year	Population
2000	17,771
2010	24,394
2015	25,024
2030 (SBF Projection)	36,100
2040 (SBF Projection)	43,500
2040 (CMAP Projection)	68,178

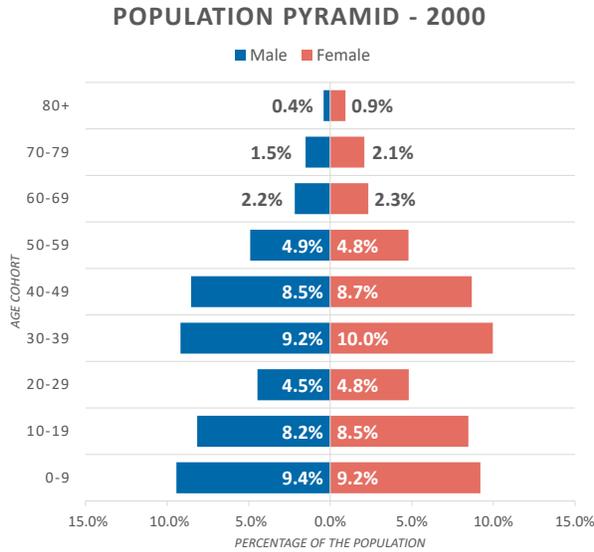
Source: 2000 Census; 2010 Census; 2011-2015 5-Year American Community Survey; CMAP; SB Friedman

According to the American Community Survey (ACS), the population for New Lenox Township is 41,326 (2011-2016, 5 year estimate).

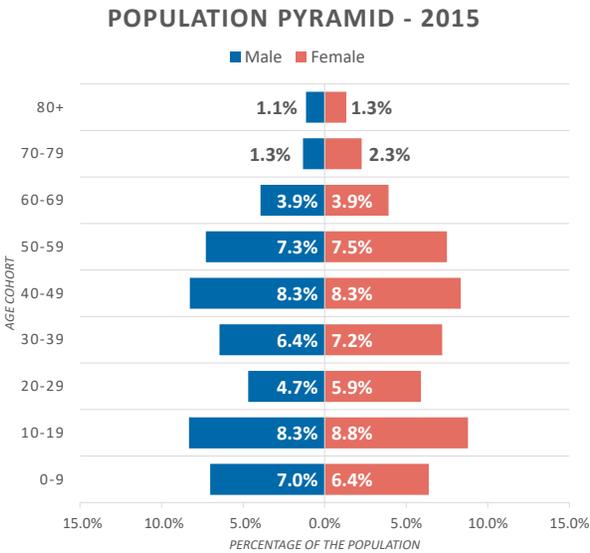
# DEMOGRAPHY

Snapshot of New Lenox today

# POPULATION PYRAMID



Source: 2000 Census; 2011-2015 5-Year American Community Survey; SB Friedman



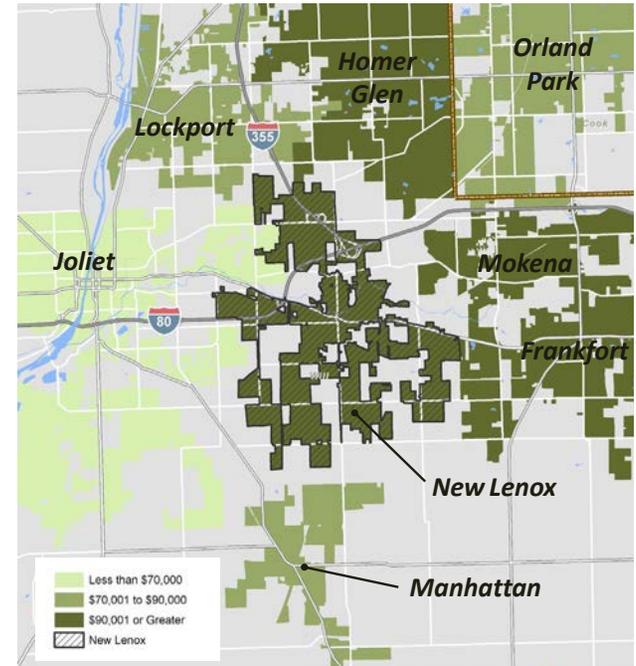
New Lenox's population has shifted since 2000 from one heavily oriented toward age groups typically associated with young families (ages 0 to 19 and 30 to 49) to one where a greater variety of age groups are represented. In 2000, those age groups made up 72% of the total population. By 2015, those age groups only accounted for 61% of the total population.

## MEDIAN INCOME

New Lenox is a higher income community with a median household income of \$99,393. This is considerably higher than both the State of Illinois and Will County overall, as well as many of the neighboring communities.

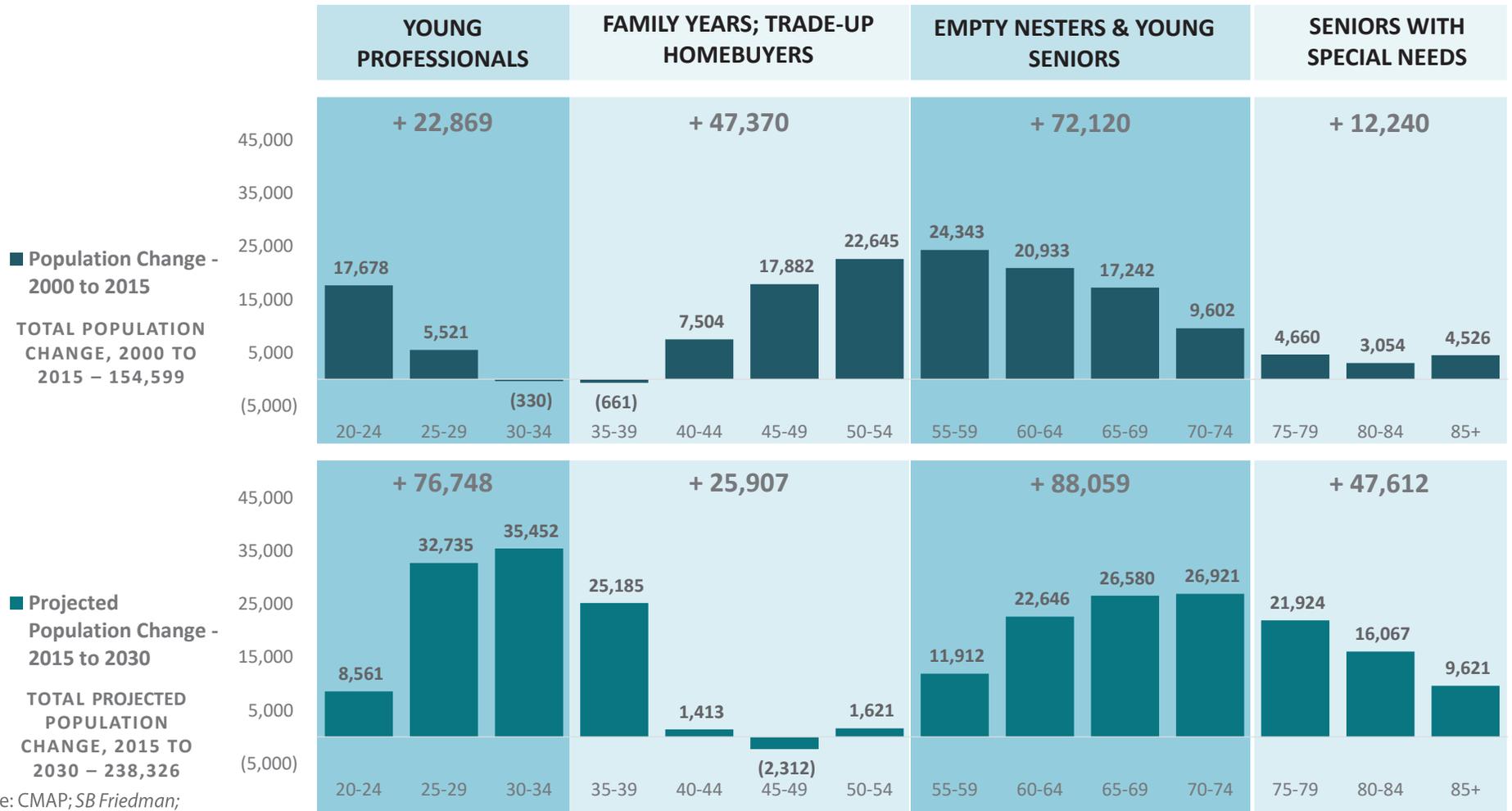
### MEDIAN HOUSEHOLD INCOME, 2015

Geography	Median Household Income
State of Illinois	\$57,574
Joliet	\$60,976
Will County	\$76,101
Lockport	\$78,522
Manhattan	\$81,445
Orland Park	\$81,453
Homer Glen	\$91,257
<b>New Lenox</b>	<b>\$99,393</b>
Mokena	\$100,100
Frankfort	\$111,152



# POPULATION IN WILL COUNTY

Between 2000 and 2015, Will County's population growth was mainly in older cohorts from ages 45 to 69. Between 2015 and 2030 however, population growth is anticipated to shift to younger cohorts from ages 25 to 39 and seniors with special needs.



Source: CMAP; SB Friedman; Woods and Poole

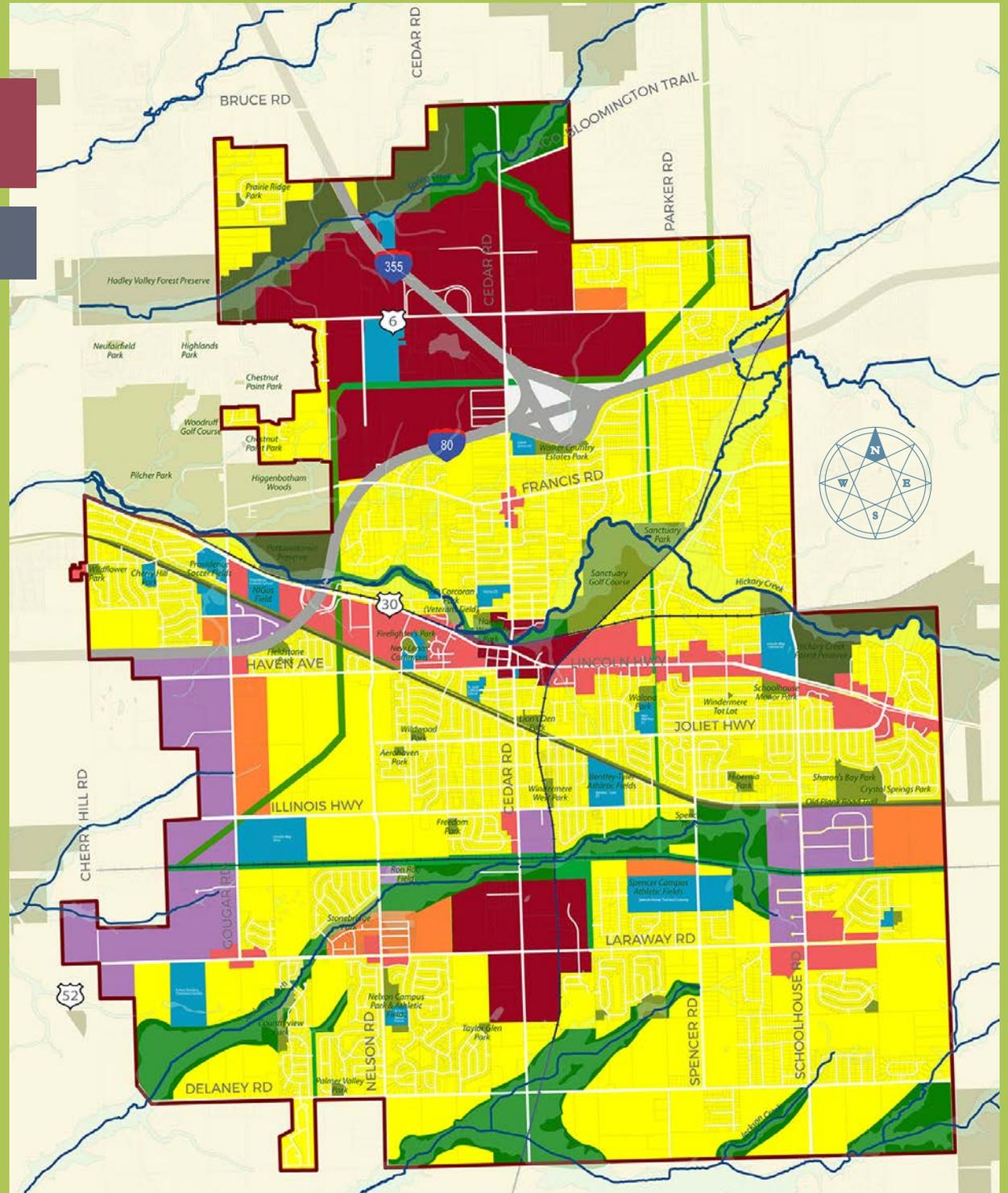
# 1.4 LAND USE PLAN

2018 COMPREHENSIVE PLAN  
VILLAGE OF NEW LENOX, ILLINOIS

## 8 LAND USE DESIGNATIONS

-  SINGLE FAMILY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  COMMERCIAL FLEX
-  MIXED USE DISTRICT
-  PARKS & OPEN SPACE
-  FOREST PRESERVES
-  CIVIC & INSTITUTIONAL
-  INDUSTRIAL

See District Plans for detailed land use recommendation for the three Mixed-Use Districts: Downtown District, Silver Cross District and the Laraway Station District



# 1.4 LAND USE TABLE

## KEY FEATURES

- **A SIMPLIFIED LIST OF 8 LAND USE DESIGNATIONS**, significantly easier to administer than the 19 designations in the 2009 Plan.
- **LAND USES ARE TIED TO FUTURE ZONING DESIGNATIONS**, whereas the 2009 Plan did not indicate how the 19 future land uses would translate into the 18 Zoning Districts.
- **MIXED-USE DISTRICTS ARE A NEW SEPARATE CATEGORY**, allowing more flexibility to respond to changing market trends.
- **SINGLE USE COMMERCIAL AREAS ARE ALLOWED TO TRANSITION INTO MIXED-USE** by creating a new Commercial Flex category.
- **LARGE AND ESTATE LOTS ARE ELIMINATED** as a category given the lack of market demand for this product type.
- **HIGH DENSITY RESIDENTIAL** is incorporated into the Mixed-Use Districts to encourage these uses more strongly within walking distance of other uses.

2018 COMPREHENSIVE PLAN PROPOSED DESIGNATIONS

	DESIGNATION		GROSS DENSITY (UNITS/GROSS ACREAGE)	POTENTIAL ZONING	HEIGHT LIMIT	NOTES
1	SINGLE FAMILY RESIDENTIAL		2 TO 3.5	R, E, R-1, R1-A, R2-A, R-2, R-4	3 STORIES OR 40 FEET	DOES NOT ALLOW MULTIFAMILY. ALLOWS ALL TWO FAMILY UNITS, LARGER LOT SIZES AND LOWER DENSITIES.
2	MEDIUM DENSITY RESIDENTIAL		3.5 TO 6	R-3, R-5, R-6	3 STORIES OR 40 FEET	ALLOWS MULTIFAMILY. CURRENT ZONING CODE ALLOWS MAX. HEIGHT OF 2.5 STORIES OR 35 FEET, AND WOULD NEED TO BE AMENDED.
3	COMMERCIAL FLEX		NO LIMIT	ALL C-1 TO C-7 DISTRICTS	MAX. HEIGHT PER ZONING DISTRICT	ALLOWS OFFICE, RETAIL, MULTIFAMILY RESIDENTIAL
4	MIXED USE DISTRICT	DOWNTOWN DISTRICT	NO LIMIT	NO CURRENT MU DESIGNATION. CREATE NEW ZONING DISTRICTS AS RECOMMENDED BY THE 2018 COMP PLAN.	3 TO 4	SEE DOWNTOWN DISTRICT LAND USE MAP
		SILVER CROSS DISTRICT	NO LIMIT		NO LIMIT	SEE SILVER CROSS DISTRICT LAND USE MAP
		LARAWAY STATION DISTRICT	NO LIMIT		3 TO 4	SEE LARAWAY STATION DISTRICT LAND USE MAP
5	PARKS & OPEN SPACE			ALLOWED IN ALL ZONING DISTRICTS		INCLUDES ALL PARKS AND FUTURE OPEN SPACES ALONG CREEKS AND FLOODPLAINS
6	FOREST PRESERVES					
7	CIVIC & INSTITUTIONAL		NA	ALLOWED IN ALL ZONING DISTRICTS	MAX. HEIGHT PER ZONING DISTRICT	ALLOWS ALL MUNICIPAL AND INSTITUTIONAL USES
8	INDUSTRIAL		NO LIMIT	I-1	MAX. HEIGHT PER ZONING DISTRICT	ALLOWS ALL INDUSTRIAL USES AND SUPPORTIVE COMMERCIAL USES



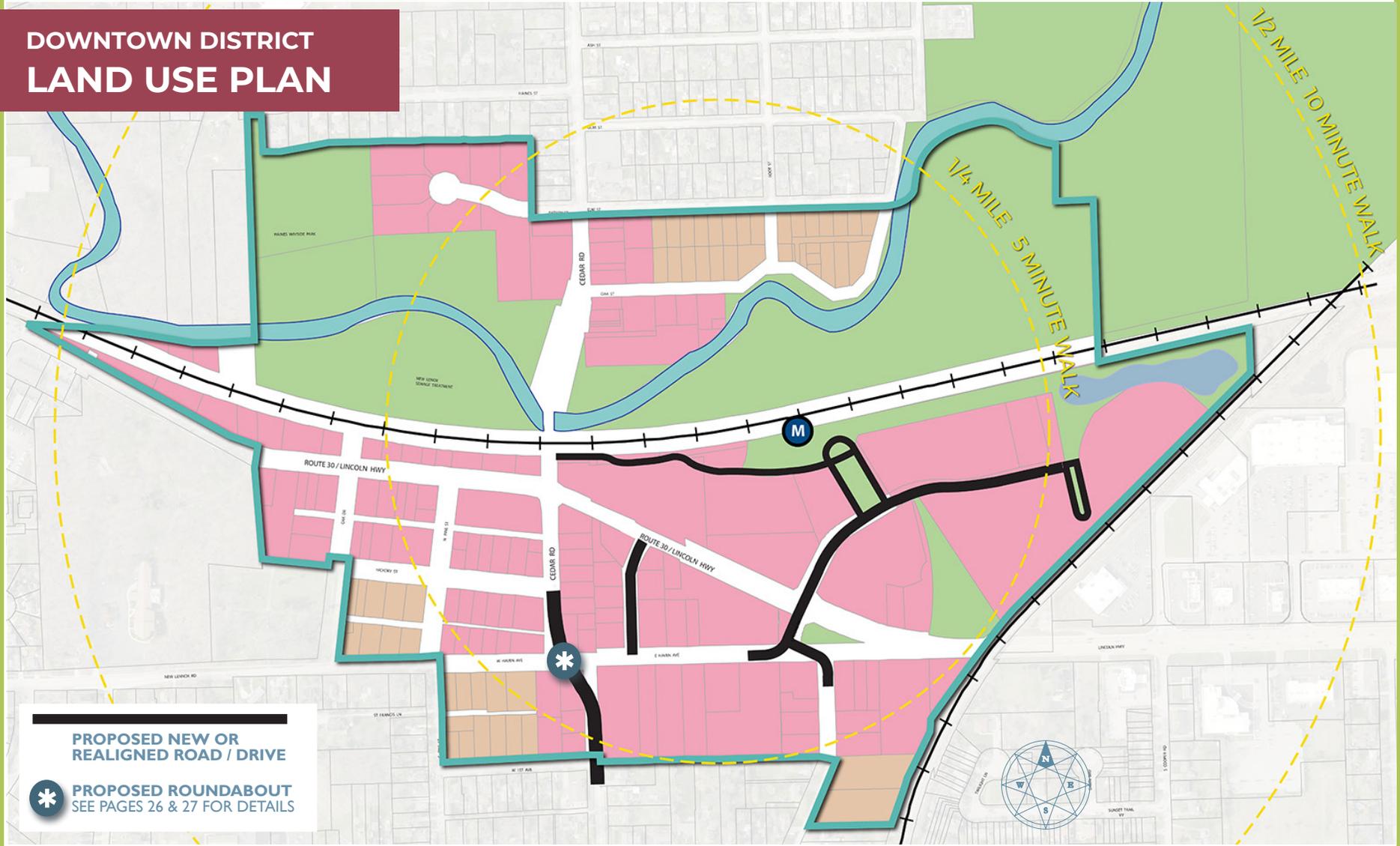
## 1.5 DOWNTOWN DISTRICT PLAN

### Existing Major Elements

- |   |  |
|---|--|
| 1. Proposed New Metra Station and Parking | 7. New Retail (redevelopment underway) |
| 2. Hickory Creek                          | 8. Medical Facility                    |
| 3. Sewage Treatment Facility              | 9. Sanctuary Golf Course               |
| 4. Haines Wayside Park                    | 10. Major Vacant Development Site      |
| 5. Haines Elementary School               |  |
| 6. Fire Protection District               |  |

*An opportunity to create a walkable & mixed-use Downtown around the Metra Station*

# DOWNTOWN DISTRICT LAND USE PLAN



**PROPOSED NEW OR  
REALIGNED ROAD / DRIVE**

**\* PROPOSED ROUNDABOUT  
SEE PAGES 26 & 27 FOR DETAILS**

## MIXED USE BLOCK

- Allows retail, restaurants, entertainment, hotel, office, medical, institutional, civic and public open spaces
- Allows mixed-use, multifamily, row houses and senior housing
- Reduced parking requirement for non-residential uses

## RESIDENTIAL BLOCKS

- Allows mixed-use, multifamily, row houses and senior housing
- Allows attached or detached single family units on small lots, minimum lot size TBD

## Not allowed in the Downtown District

- Parking in the front of buildings facing streets
- Buildings more than 3 stories when adjacent to or facing an existing single family home

## DOWNTOWN DISTRICT MAJOR OPPORTUNITY SITES

Majority of redevelopment sites in the area today are small and privately owned. Site assemblage will be necessary to create parcels of reasonable size to support new development and parking.



The heart of the area today, along Route 30 and Cedar Road, offers over 40 acres of land for potential redevelopment and 20 acres of creekside land for a downtown park.

# DOWNTOWN DISTRICT ILLUSTRATIVE MASTER PLAN

The Illustrative Master Plan shows a potential redevelopment scenario at full-buildout for the Downtown District. Each element of the plan is discussed in detail on the following pages.



The Illustrative Plan shows a potential capacity for approx. 160 rowhouses, 500 multifamily units and 260,000sf of street level commercial uses.

# CREEKSIDE PARK

Creekside Park will be a 20 acre public park along Hickory Creek at the heart of Downtown. Downtown visitors and residents will enjoy the trails along the creek, natural and landscaped areas, and activities and events that can be held at the park.

The park will also help protect the floodplain and floodway along Hickory Creek, as shown in the drawing below. FEMA offers the following definitions for these two elements:

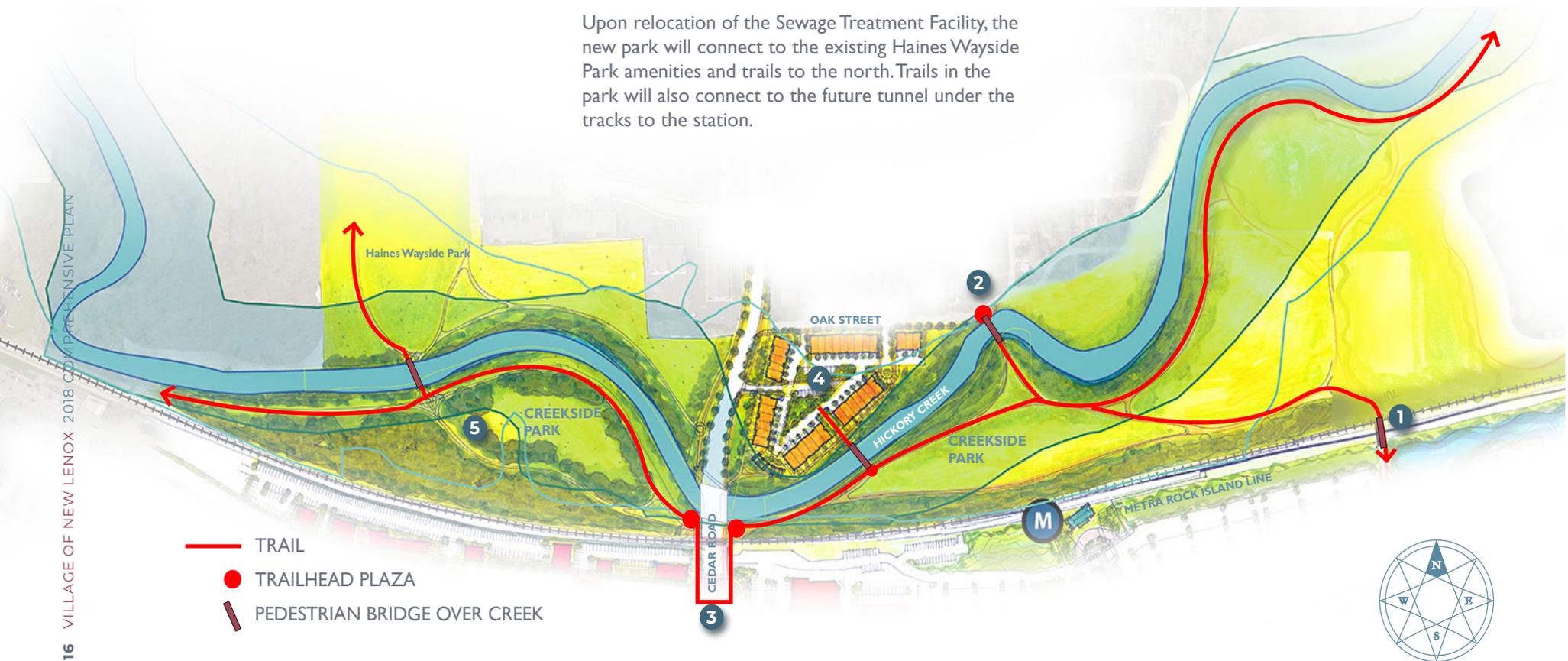
**FLOODWAY:** the adjacent land area along a waterway that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

**FLOODPLAIN:** adjacent area that has been or may be covered by the 100-year flood.

Upon relocation of the Sewage Treatment Facility, the new park will connect to the existing Haines Wayside Park amenities and trails to the north. Trails in the park will also connect to the future tunnel under the tracks to the station.

## KEY ELEMENTS

1. TUNNEL TO STATION
2. POTENTIAL PUBLIC ACCESS TO CREEKSIDE PARK ON OAK STREET
3. TRAIL CROSSING ON CEDAR ROAD AT ROUTE 30 INTERSECTION
4. REDEVELOPMENT AREA 4
5. NEW PARK ON EXISTING SEWAGE TREATMENT SITE



Creekside Park's natural areas and programmed spaces for outdoor events will create a major destination at the heart of Downtown.



*Creekside Park is a critical element in creating a new Downtown for the Village. The plan for the 20 acre park received full support from the community at public forums and meetings.*

Examples on this page from Coffee Creek Watershed Preserve in Chesterton, Indiana: A 157-acre complex of restored wetlands, prairie, wildlife habitat and trails, that is a major destination for residents and visitors. A pavilion and amphitheater offer outstanding outdoor venues for public and private events, including municipal concerts, theater productions, and wedding ceremonies.



VILLAGE OF NOX 2018 COMPREHENSIVE PLAN

Coffee Creek Watershed Preserve Eastern Bluebird Box Trail

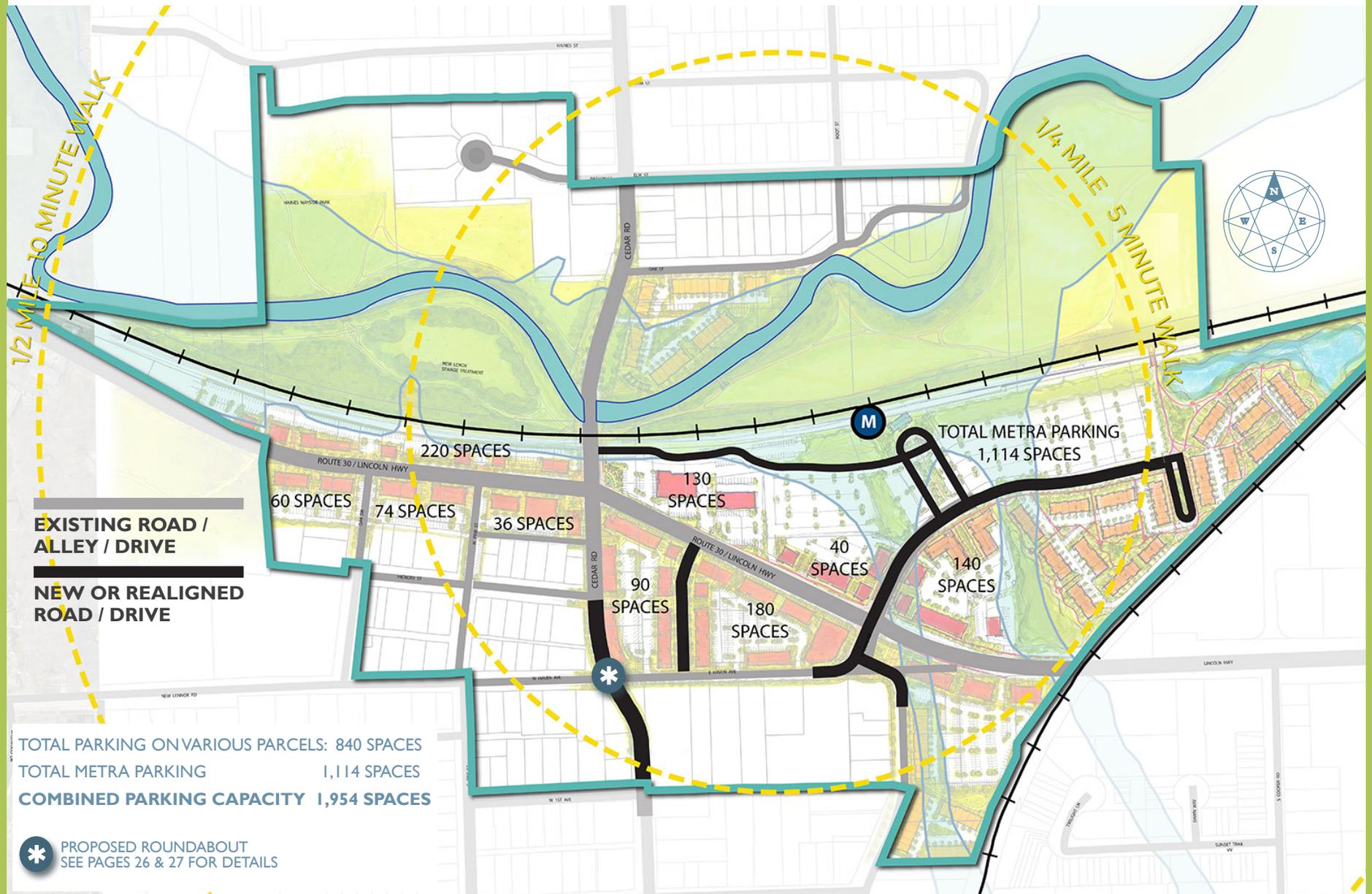
<p><b>Food</b></p> <p>Bluebirds fly between perches and swoop down to the ground to eat insects. They also eat fruits, but 60-80% of their diet consists of insects. Their insect-eating habits make the bluebird very beneficial to us. They help keep insect populations in check so as to prevent crop or garden damage.</p>	<p><b>Habitat</b></p> <p>Eastern Bluebirds open nestboxes or hollow tree trunks to all birds, and the bluebird is the most common nestbox user. The Eastern Bluebird is a small bird about 7 inches long. Male Eastern Bluebirds are a vivid, deep blue on their head and back and usually sit tall on their breast. Females are grayish, with bluish tints to their wings and tail, and a subdued orange-brown breast.</p>
<p><b>Identification</b></p> <p>This bluebird box monitoring trail monitoring for these nestboxes in March through September.</p>	<p><b>Bluebird Box Monitor</b></p>
<p><b>Nesting Habits</b></p>	<p><b>Bluebird Box Monitor</b></p>



VILLAGE OF NOX 2018 COMPREHENSIVE PLAN

# DOWNTOWN DISTRICT PARKING POTENTIAL

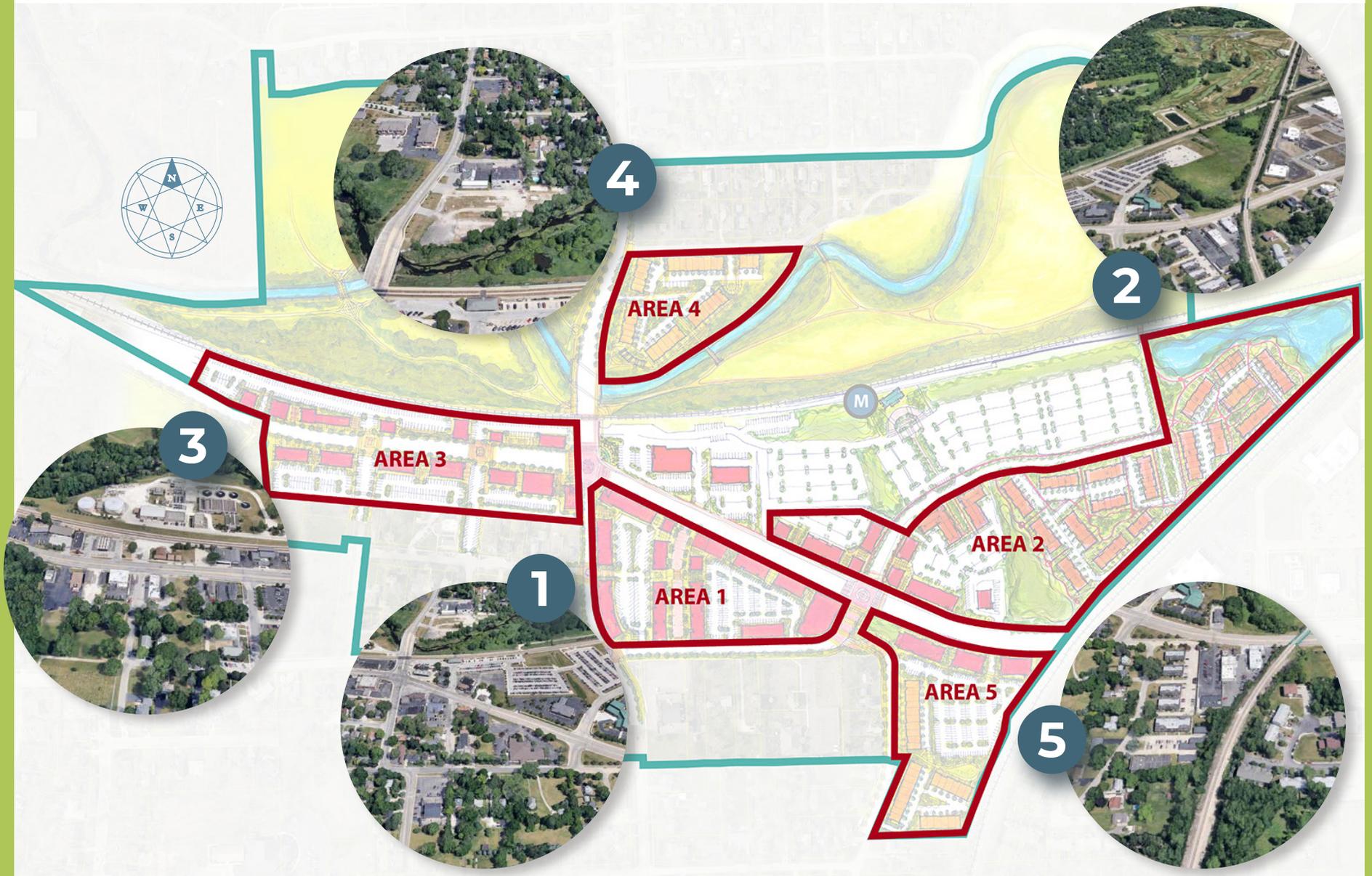
- As with any Downtown setting, parking for the district has to be shared between all uses and tucked away behind street-facing buildings. Small parking areas in each redevelopment block will allow traffic to disperse more evenly and encourage visitors to park and walk between different Downtown destinations.
- There are over 1,100 spaces on the Metra surface lot that can be available for visitors in the evenings and weekends, when commuter parking demands are low. At full buildout, the Downtown District has the overall capacity to offer over 1,900 spaces to serve restaurants, shops and other uses.



\* PROPOSED ROUNDABOUT  
SEE PAGES 26 & 27 FOR DETAILS

## DOWNTOWN DISTRICT MAJOR REDEVELOPMENT AREAS

The major opportunity sites have been clustered into five areas, as shown on map below, and discussed in detail on the following pages.



# AREA 1

Redevelopment of Area 1 can have the most catalytic impact on creating a new Downtown for New Lenox. Significant land assemblage is required to create parcels large enough for viable redevelopment. Silver Cross Hospital owns an approx. 2.12 acre site at the east end with an existing medical office facility.

Major opportunities include:

- Approx. 1,000 feet of new development frontage along Route 30 to create an attractive pedestrian oriented street wall.

- A highly visible corner development on Route 30 and Cedar Road to define the heart of Downtown.
- Transformation of Church Street into a vibrant pedestrian oriented street (see next page for details).
- Shared parking behind buildings.
- Consolidated access and curb cuts.

## Potential yield

### West of Church Street

Assembled parcel: Approx. 3.0 acres

Potential development:

Approx. 58,000 SF of street level commercial and multifamily uses

Potential parking: Approx. 90 spaces

### East of Church Street

Assembled parcel: Approx. 3.72 acres

Potential development:

Approx. 51,000 SF of street level commercial and multifamily uses

Potential parking: Approx. 180 spaces



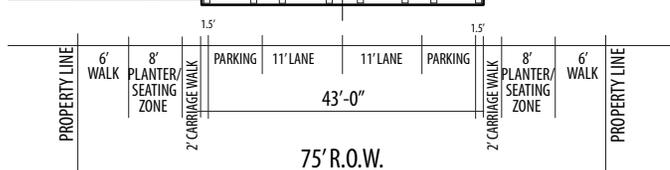
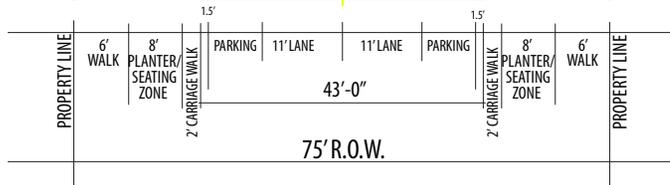
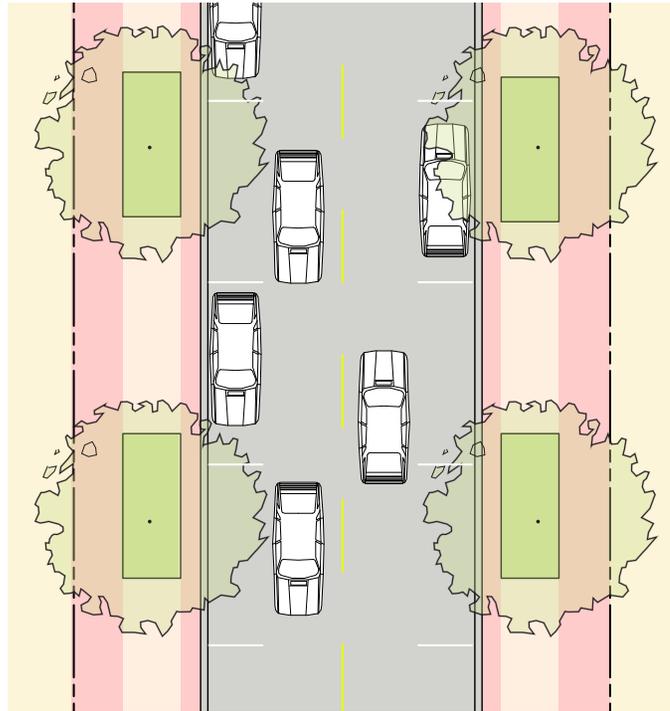
ABOVE: AREA 1 TODAY OFFERS MAJOR CATALYTIC REDEVELOPMENT OPPORTUNITY FOR DOWNTOWN

BELOW: MAJOR EXISTING USES INCLUDE A VARIETY OF COMMERCIAL BUILDINGS AND THE SILVER CROSS MEDICAL OFFICE BUILDING





ABOVE: EXAMPLES OF GREAT PEDESTRIAN ORIENTED STREETS IN DOWNTOWN FRANKFORT, NAPERVILLE AND PLAINFIELD, WITH ON-STREET PARKING, OUTDOOR SEATING AND LANDSCAPING



## CHURCH STREET: A KEY ELEMENT OF AREA 1



Church Street is an existing public street at the heart of Area 1, approx. 450 foot long. The street today has no sidewalks or pedestrian amenities.

**Transforming Church Street into a vibrant, pedestrian oriented street is a critical element of the Downtown Plan.**

Major design recommendations include:

- Expand the 60 foot R.O.W. to a 75 foot R.O.W.
- Realign the intersection with Route 30 to create a perpendicular intersection.
- Add on-street parallel parking, approx. 20 spaces.
- Maintain a clear 6 foot sidewalk zone for pedestrians and a 8 foot zone for parkway trees, landscaping, outdoor seating, and street lighting.



# AREA 2

Area 2 is right next to the train station and offers great opportunities for adding new commercial uses along Route 30 and residential uses in the interior of the site.

The Illustrative Plan recommends the following infrastructure elements:

- Extend Prairie Road as a full R.O.W. east with sidewalks, landscaping and pedestrian crosswalks.
- Connect to the future tunnel under the tracks with trails.
- Consolidate detention for Metra Parking and future development into one pond at the northeast corner.

- Provide trails, seating and pedestrian amenities around the pond to make it an attractive open space amenity for the area.

The 15.6 acre vacant site is the largest vacant site in Downtown under single private ownership. However, the Route 30 frontage is limited and there are significant grade changes to account for.

Redevelopment of the Fire Protection District facility parcel (approx. 2.6 acres) and the Bank parcel (approx. 1.45 acres) offers the opportunity to create an attractive node at Route 30 and Prairie Road.



ABOVE: AREA 2 TODAY OFFERS MAJOR OPPORTUNITY TO BRING MORE RESIDENTS TO DOWNTOWN AND WITHIN WALKING DISTANCE TO THE TRAIN STATION.  
 BELOW: CURRENT FIRE DISTRICT FACILITY, (TOP) AND BANK PARCEL (BOTTOM) AT THE INTERSECTION OF ROUTE 30 AND PRAIRIE ROAD.



**Potential Yield**  
 Approx. 46,800 SF of street level commercial and multifamily uses  
 Potential parking: Approx. 180 spaces



# AREA 3

This area has the potential to be the gateway to Downtown from the west and the Village Commons area. There are significant challenges to redeveloping the area, including the shallow depth of lots, the need to assemble many small parcels and a limited parking capacity.

## North of Route 30

- New buildings are placed along the street with connected and shared rear parking.
- Curb cuts are consolidated and are aligned with Oak Drive and Pine Street.
- For parcels that are too shallow, parking can be accommodated in mid-block locations with a landscaped buffer along Route 30.
- Once the Treatment Plant is relocated, this area could also accommodate residential uses.

## South of Route 30

- These parcels can generally accommodate new development along the street with two bays of parking behind.
- Oak Drive and Pine Street can provide more on-street parking spaces.
- The existing two story bank building can be incorporated into the development of the block with new buildings on both sides.
- The rear alley can provide access to parking on all three blocks.

## Potential yield

Approx. 64,000 SF of street level commercial and multifamily uses  
 Total parking: Approx. 390 spaces



ABOVE: AREA 3 TODAY, WITH MANY CURB CUTS AND LACK OF SIDEWALKS AND PEDESTRIAN AMENITIES

BELOW: EXISTING ALLEY AND BANK BUILDING THAT CAN BE INCORPORATED INTO THE REDEVELOPMENT PLAN



# AREA 4

This area has great potential to add new residential uses along the Creekside Park within walking distance of the station. Buildings with street level retail can be placed along Cedar Road, but meeting parking requirements for both commercial and residential uses could be challenging.

The approx. 2.67 acre vacant parcel on Cedar Road is a key redevelopment opportunity for the area. While approx. 1.5 acres of the parcel are in the floodplain, the site can still accommodate approx. 19 rowhouses as shown in the Illustrative Plan.

Assembling parcels along Oak Street can create an overall parcel of approx. 1.68 acres that can accommodate approx. 17 rowhouses.

Parking and garage access to all units is from the rear. A small private green with some visitor parking can be accommodated in the rear area also.

### Potential yield

Approx. 36 rowhouse units



ABOVE: AREA 4 TODAY, WITH VACANT PARCEL AND COMMERCIAL USES ON CEDAR ROAD AND SINGLE FAMILY HOMES ON OAK STREET

BELOW: POTENTIAL LOCATION FOR PUBLIC ACCESS TO HICKORY CREEK PARK AND TRAILS ON OAK STREET



# AREA 5

Area 5 is all privately owned land and anchors the southeast corner of Downtown. A six building apartment complex occupies 3.6 acres, with access from a dead end of Haven Avenue from the north. These two story buildings with mansard roofs are dated and may not meet market demand for new multifamily housing near the station.

There are two commercial developments at the east end of the area with multiple curb cuts on Route 30. Parking and access are not shared between the two developments.

The Illustrative Plan recommends the following to maximize the redevelopment potential of this area:

- Consolidate curb cuts along Route 30 into one shared access.
- Place mixed-use, commercial or multifamily buildings along Route 30 with shared parking to the rear.
- Place 3 story rowhouses along Prairie Road to be compatible in scale with adjacent single family homes.



**Potential yield**  
 Approx. 21,300 SF of of street level commercial and multifamily uses  
 Potential parking: Approx. 230 spaces



ABOVE: AREA 5 TODAY, WITH LONG TERM REDEVELOPMENT POTENTIAL TO ANCHOR THE EAST END OF DOWNTOWN  
 BELOW: EXISTING COMMERCIAL BUILDINGS ALONG ROUTE 30 AND RENTAL COMPLEX ALONG PRAIRIE ROAD



## DOWNTOWN DISTRICT POTENTIAL CEDAR ROAD ROUNDABOUT

Cedar Road is a major north-south arterial running through the heart of the Village. The existing intersection of Cedar Road and Haven Avenue has a misaligned jog that creates a disruption in the traffic flow. (shown in aerial view below and map on right). The annual average daily traffic volume at the intersection is approx. 12,300 cars.

A roundabout would facilitate better traffic movement and help reduce traffic congestion in the Downtown area. A potential conceptual geometry, shown on the following page, is currently under consideration by the Village.





## 1.6 SILVER CROSS DISTRICT PLAN

### Existing Major Elements

1. Silver Cross Hospital
2. Spring Creek and Hadley Valley Preserve
3. Major Development Parcel (some infrastructure already constructed)
4. Vacant Land

*Over 1,000 acres of land to create a new mixed-use district around the Hospital and the Interchanges*



# SILVER CROSS DISTRICT LAND USE PLAN

## MIXED USE BLOCKS

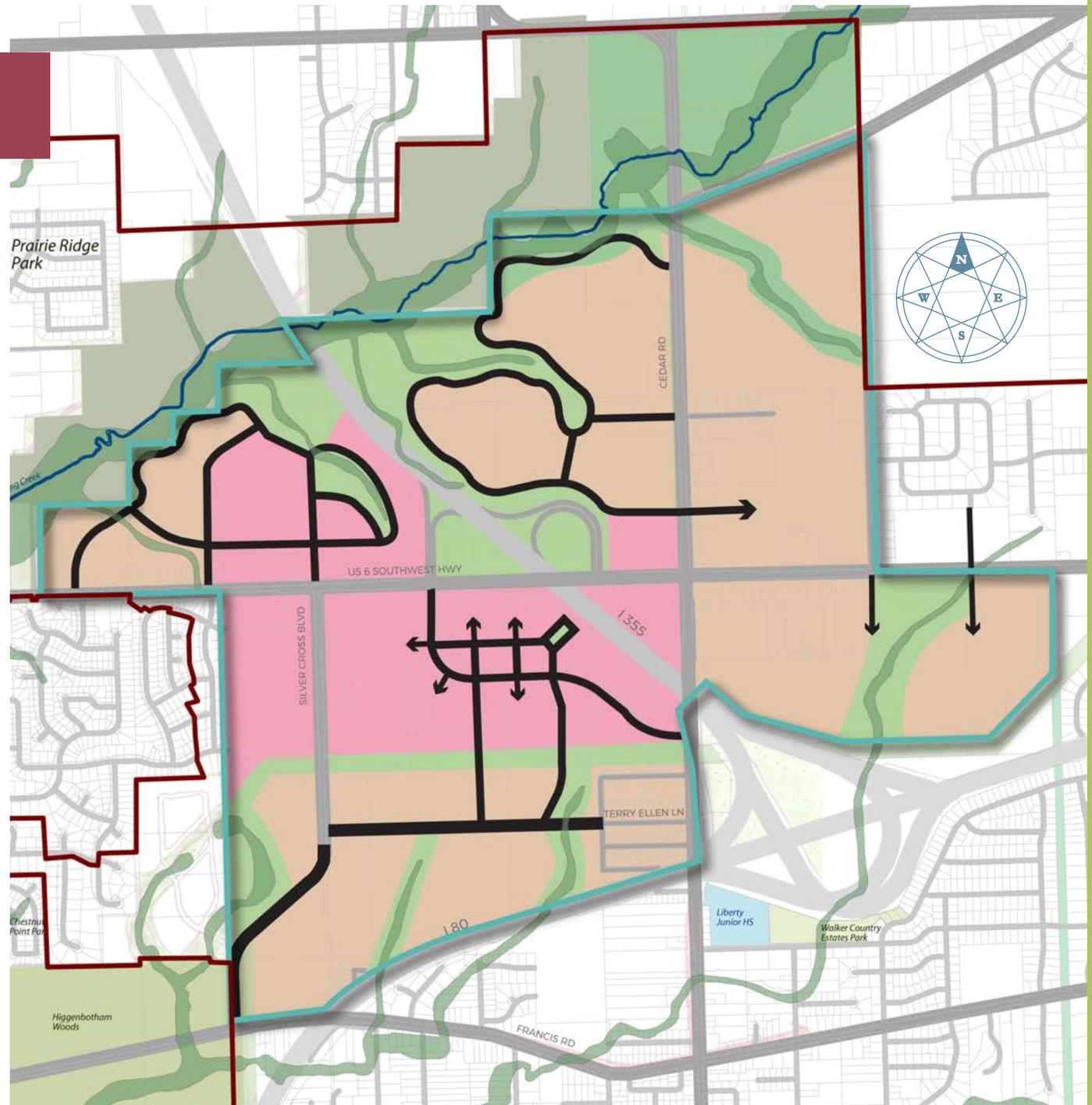
- Allows retail, restaurants, entertainment, hotel, office, medical, institutional, civic and public open spaces
- Allows multifamily and assisted care facilities

## RESIDENTIAL BLOCKS

- Allows Senior Housing Communities with detached or attached units
- Allows multifamily and assisted care facilities

## Not allowed in the Silver Cross District

- Manufacturing, Warehousing and Distribution
- Light industry that creates a significant number of jobs will be considered along the I-355 north frontage

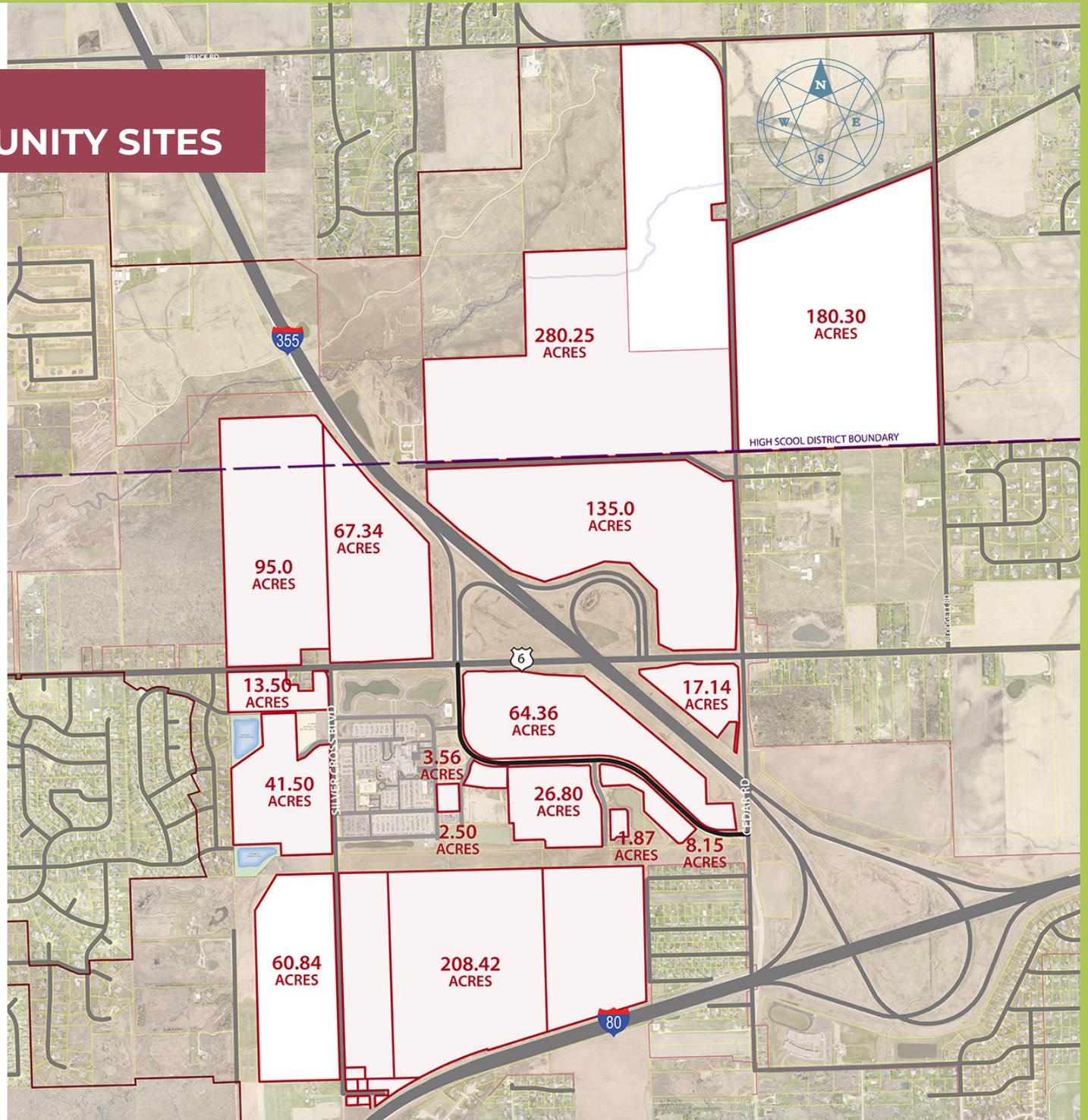


## SILVER CROSS DISTRICT MAJOR OPPORTUNITY SITES

The Silver Cross District has over 1,100 acres of land available for development.

Most of the land in this district is currently undeveloped. The area along I-355 near Silver Cross Hospital was originally planned as a retail power center. Given current retail trends that type of development would be unlikely. Market findings show that this would be a good location for a hybrid center with a mix of retail, restaurants, entertainment, medical office and residential uses.

The northern part, which is outside the Lincolnway High School district, could be an appropriate area for an age restricted retirement community.



AREA EAST OF SILVER CROSS HOSPITAL

# DEVELOPMENT POSSIBILITIES

1. A public square visible from the highway will define the heart of the district. Framed with future restaurants, hotels, medical offices and multifamily development, the square will be a programmed space for employees, residents and visitors to gather during the daytime and evenings.
2. New pedestrian friendly street to connect the hospital to the new development
3. Commercial uses along Route 6
4. Multifamily, senior housing or mixed-use development south of Cedar Crossings Drive Large footprint entertainment and recreation uses



ABOVE: CONCEPT SKETCH SHOWING A FULL BUILD-OUT SCENARIO TO CREATE A VIBRANT MIXED-USE DISTRICT WITHIN WALKING DISTANCE OF THE SILVER CROSS HOSPITAL.

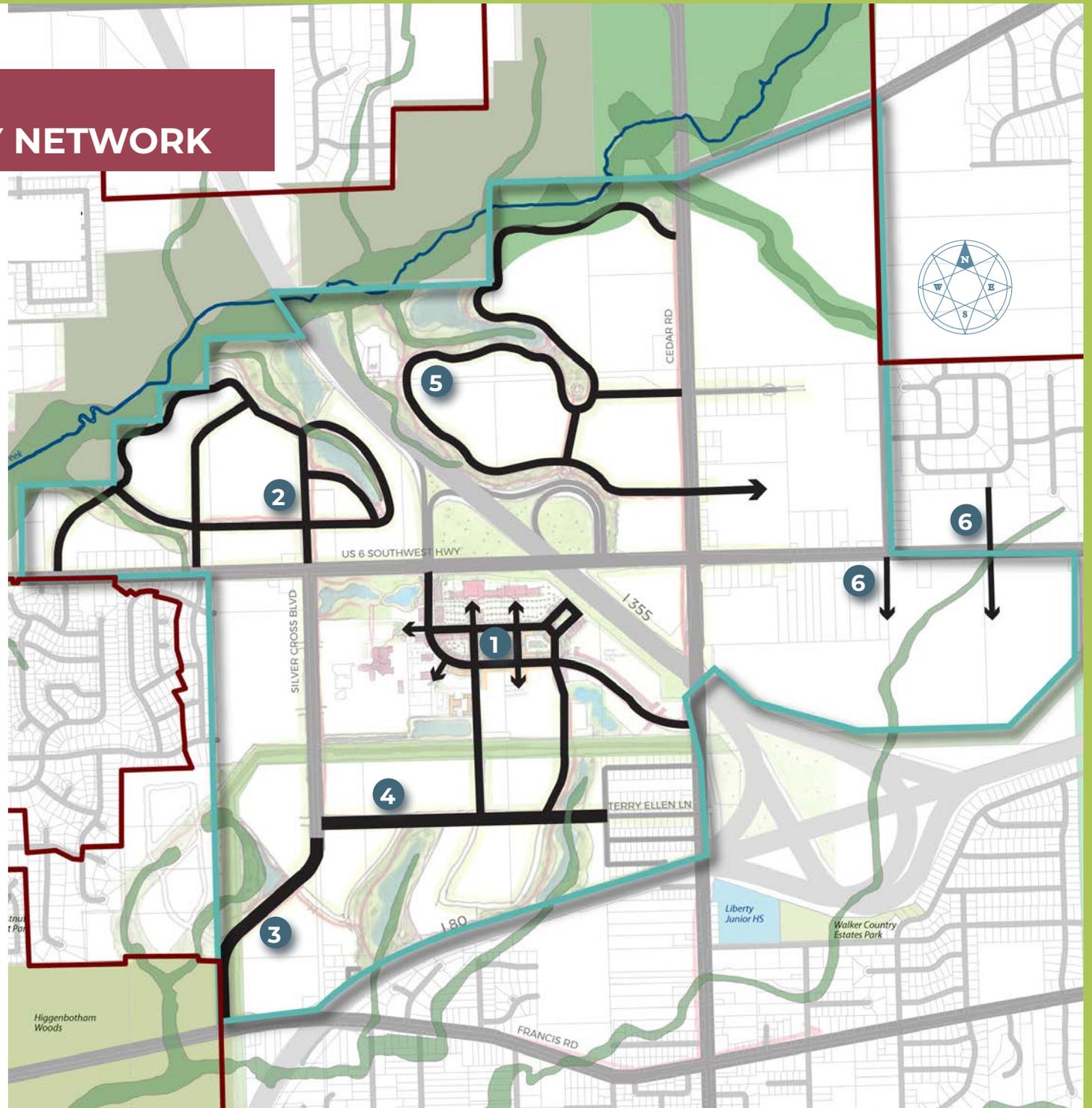
BELOW: THE MB FINANCIAL PARK IN ROSEMONT IS LINED WITH RETAIL, RESTAURANTS, ENTERTAINMENT USES, OFFICES AND HOTELS AND IS A HEAVILY PROGRAMMED GATHERING PLACE FOR VISITORS, EMPLOYEES AND RESIDENTS.



## SILVER CROSS DISTRICT NEW ROADWAY NETWORK

### Major Elements:

1. A connected system of streets that create small walkable blocks at the mixed use heart of the District.
2. Silver Cross Boulevard extended north to connect to new streets in future development north of Route 6.
3. Silver Cross Boulevard is realigned to connect with Francis Road at existing Wirt Road.
4. Terry Ellen Road is extended west to Silver Cross Boulevard.
5. Scenic drive which defines the perimeter of future open space along the south edge of the Spring Creek floodplain.
6. Blodgett Road and Russ Lane are extended south of Route 6 to serve future development to the south.

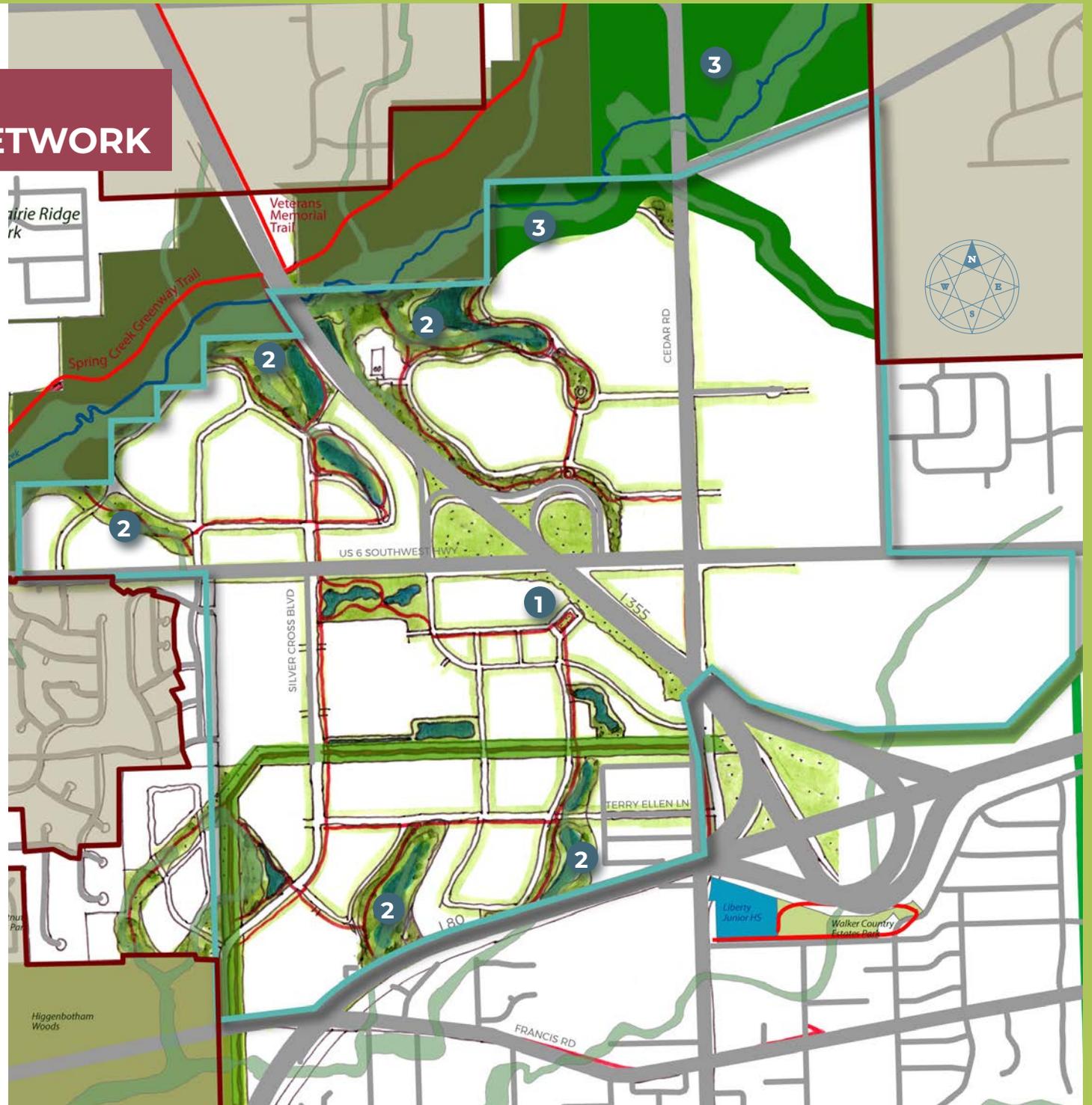


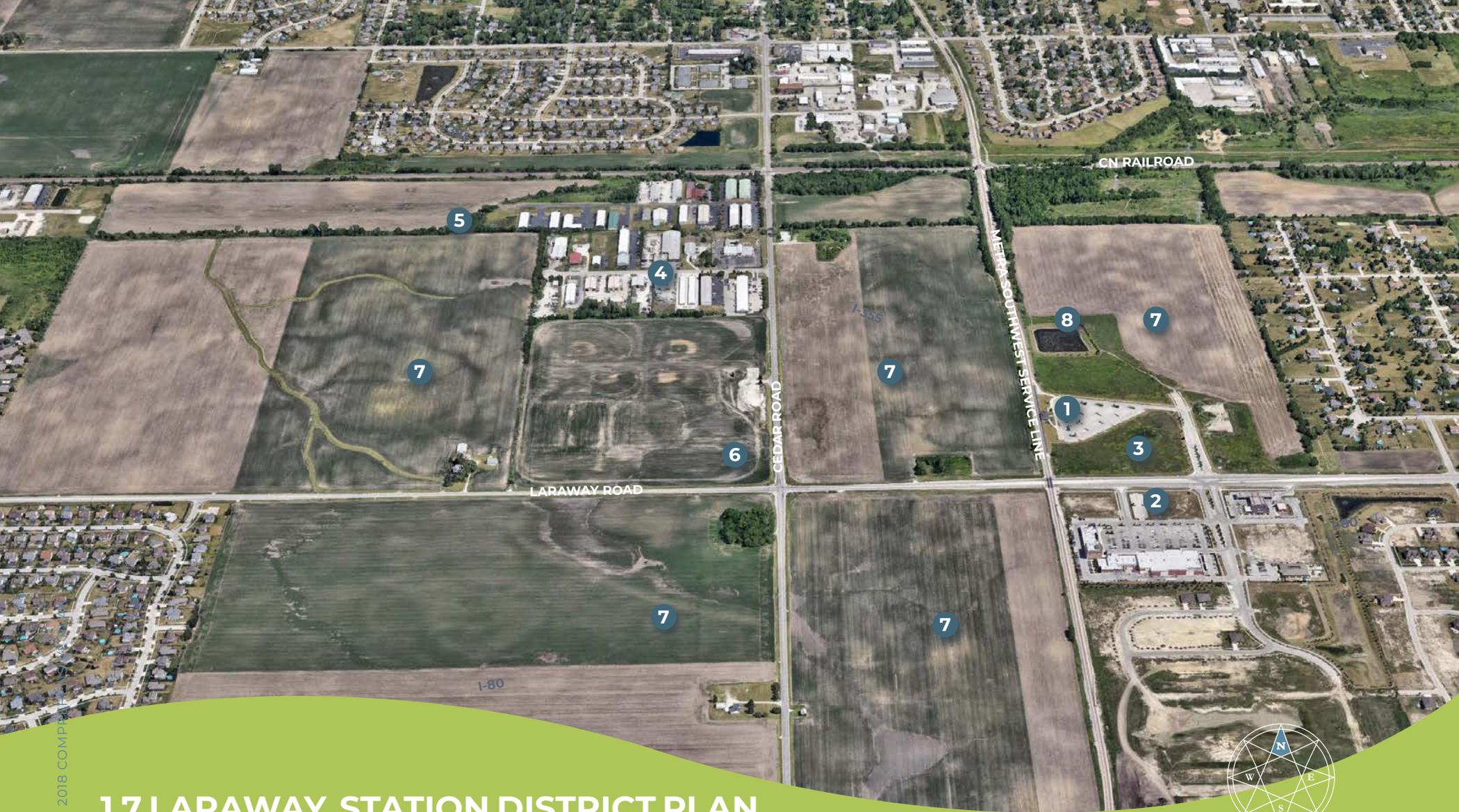
# SILVER CROSS DISTRICT OPEN SPACE NETWORK

## Major Elements:

1. The central square for the Silver Cross District
2. Conserved open space along the creeks and floodplains. This area can also accommodate centralized detention areas for new development. Actual area will be determined through the future development approval process.
3. Proposed Conservation area, (see 1.8 Natural Resources Framework Plan).

A potential network of multi-use trails (shown in red) will link the different anchors within the District. These trails will also connect to the larger Village wide trail system and nearby regional parks and forest preserves.





# 1.7 LARAWAY STATION DISTRICT PLAN

## Existing Major Elements

1. Laraway Metra Station
2. Calistoga Plaza
3. Vacant Site owned by Silver Cross
4. Existing Industrial Park
5. Jackson Branch Creek
6. Gas Station Site
7. Vacant Land
8. Metra Detention Pond

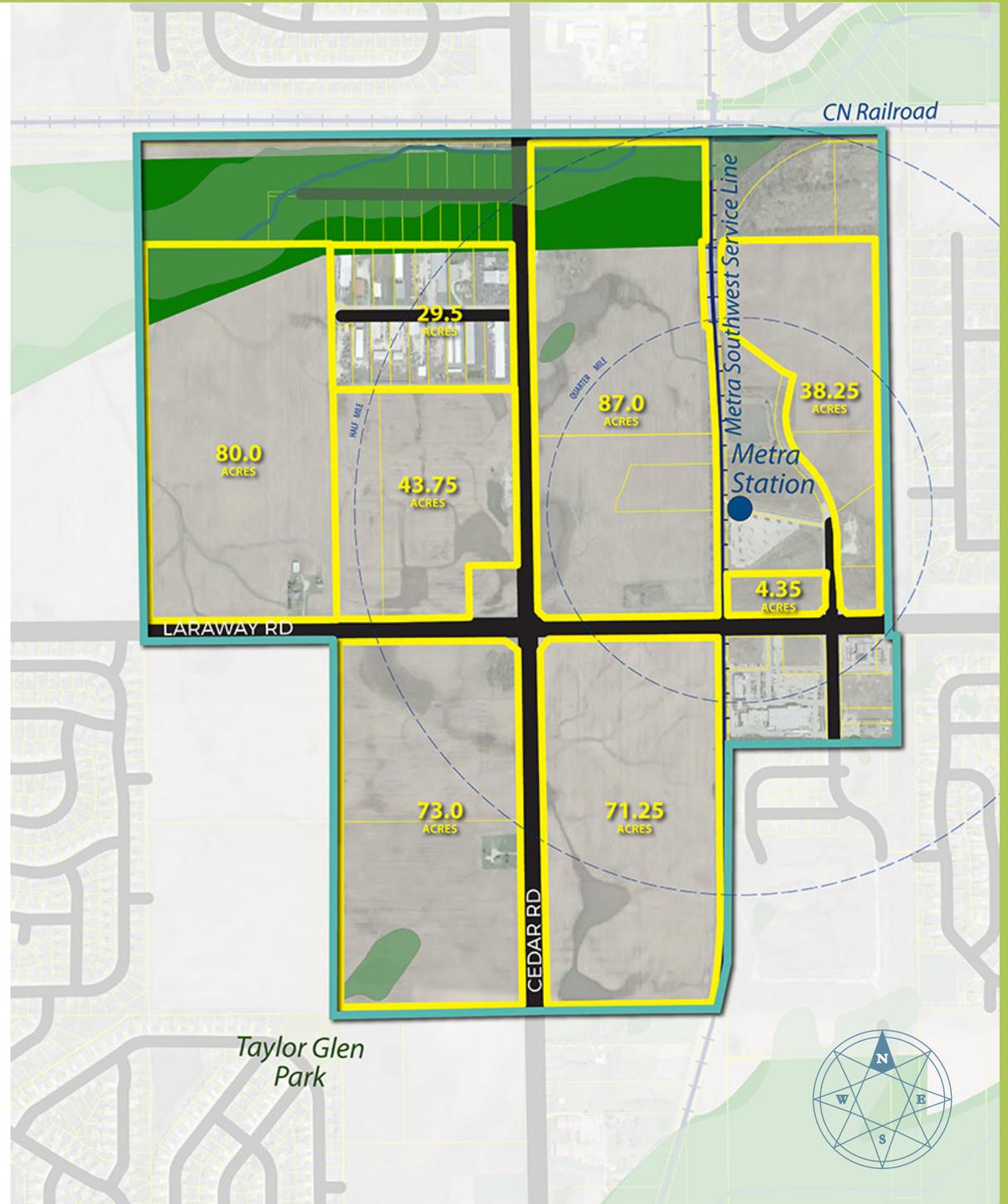
*An opportunity to create a walkable neighborhood around the Laraway Metra Station*

## LARAWAY STATION DISTRICT OPPORTUNITY SITES

The Laraway Station District has over 400 acres of vacant land that can bring more residents close to the Metra Station.

A significant portion of the district is within a 10 minute walk (half mile) of the Metra Station. New rowhouses and multifamily residential can build a strong residential density near the station. More transit ridership will also help in supporting better train service in the weekdays and weekends in the future. Residential density is also needed to support commercial uses along Laraway Road.

The District is anchored to the north with the Jackson Branch Creekway, with major opportunities for creating a conservation area, as outlined in 1.8 Natural Resources Framework Plan. Future trails along the creek can connect residents in the District to other Village destinations.



## LARAWAY STATION DISTRICT LAND USE PLAN

### MIXED USE BLOCKS

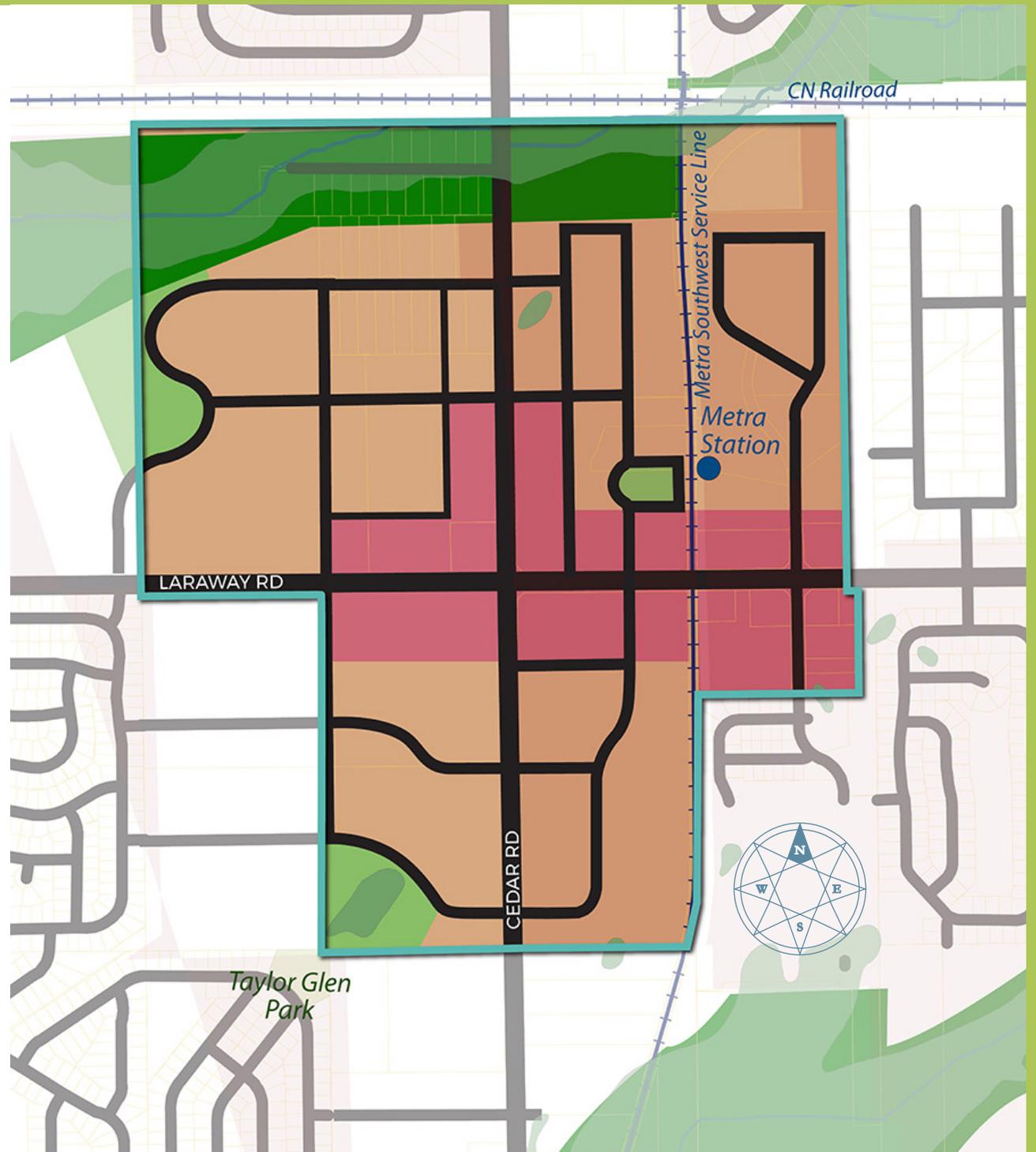
- Allows retail, restaurants, entertainment, office, medical, institutional, civic and public open spaces
- Allows mixed-use, multifamily, row houses and senior housing

### RESIDENTIAL BLOCKS

- Allows mixed-use, multifamily, row houses and senior housing
- Allows attached or detached single family units on small lots, minimum lot size TBD

### General Restrictions

- Parking in the front of buildings facing streets is strongly discouraged on all blocks and will be considered on a case by case basis by the Village.
- Buildings more than 3 stories when adjacent to or facing an existing single family home



## LARAWAY STATION DISTRICT ROADWAYS, TRAILS & OPEN SPACES

A connected system of streets is proposed to create small walkable blocks within walking distance to the Laraway Road Metra Station.

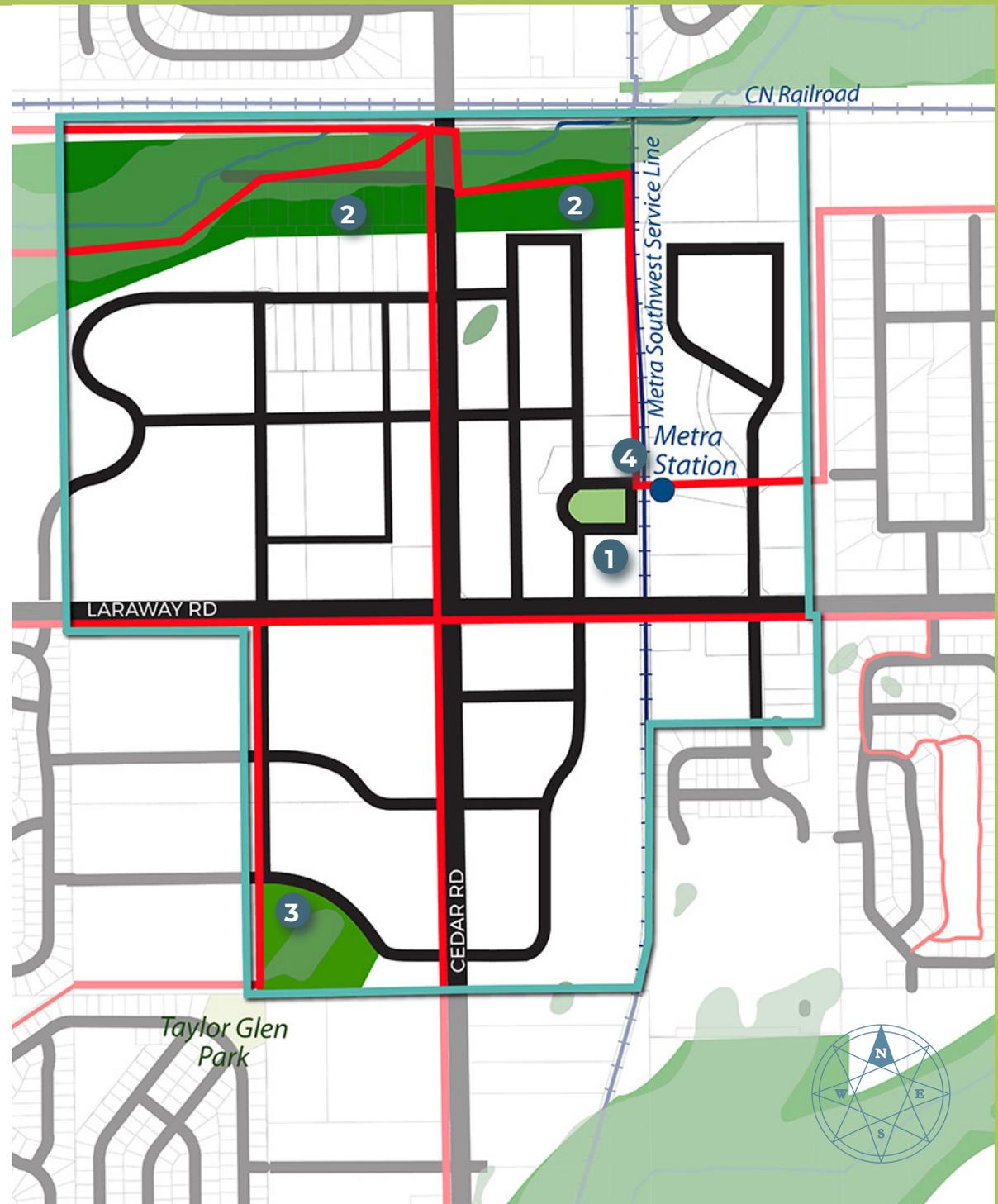
A network of multi-use trails is also proposed to link homes to the train station and also connect to the larger Village wide trail system and the nearby regional parks and forest preserves.

### Major Elements

1. Central Square as a signature public open space for the District
2. Proposed Conservation area, (see 1.8 Natural Resources Framework Plan).
3. Conservation of existing wetland area as an expansion of Taylor Glen Park.
4. Potential tunnel under the tracks to allow safe pedestrian connections from the west side of the tracks to the station.

Proposed New Roads 

Proposed New Trails 



# 1.8 NATURAL RESOURCES FRAMEWORK PLAN

## 2018 COMPREHENSIVE PLAN VILLAGE OF NEW LENOX, ILLINOIS

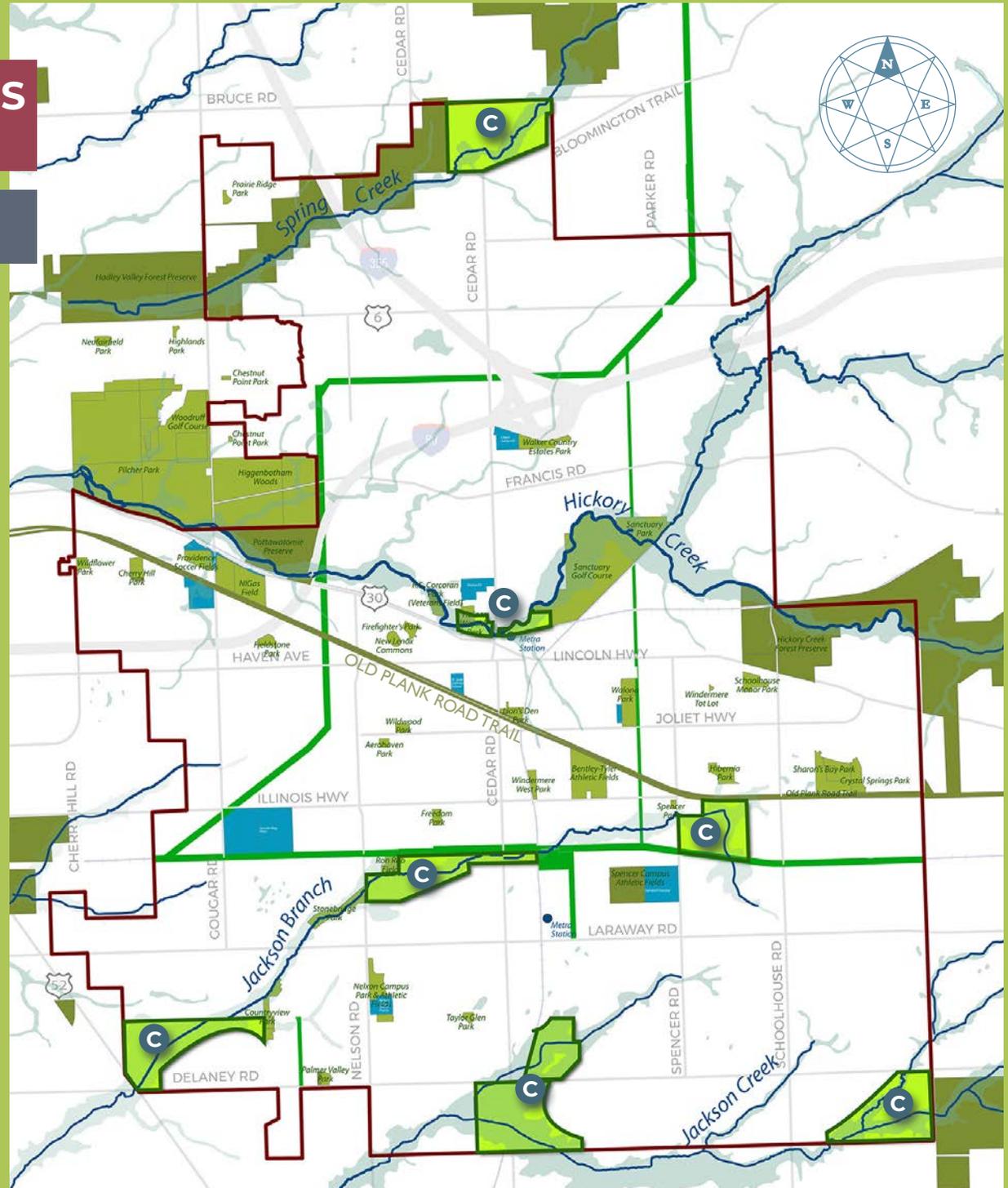
New Lenox has four major creeks running through the Village that provide the greatest opportunities for protection and preservation of natural resources, including floodways and floodplains.

Existing preservation conditions along the four creeks are as follows:

- **SPRING CREEK:** well protected with the Hadley Valley Forest Preserves.
- **HICKORY CREEK:** protected to the west with Powatomi Woods Forest Preserves and to the east with Hickory Creek Preserve. Central part needs protection.
- **JACKSON BRANCH:** some local parks along the west part.
- **JACKSON CREEK:** no protection today.

The 2018 Plan recommends 7 conservation areas along the creeks to create a legacy of signature large open spaces and protect creeks and floodplains. These areas are discussed in detail on the following page.

- Existing Park
- Existing Forest Preserve
- FEMA Floodplain
- COMED Easement
- Proposed Conservation Area



# SEVEN NEW CONSERVATION AREAS

New Lenox has the benefit of being close to large regional open spaces, including the Hadley Valley Preserve, Pilcher Park & Higgenbotham Woods, Powatomi Woods Forest Preserve and the Hickory Creek Preserve. Existing developed areas are also well served by neighborhood parks, ball fields and play lots.

The 2018 Plan focuses on the creation of large conservation areas in seven locations that can create a significant open space legacy for future residents. All seven areas are along creeks and incorporate land that would not be buildable because of the floodplain.

**POTENTIAL ACREAGE (APPROX.) OF CONSERVATION AREAS**  
(Actual floodplain boundary and size of Conservation Areas will be determined on a site by site basis through the future development approval process.)

1. OVERALL CONSERVATION AREA IN DOWNTOWN (INCLUDING CREEKSIDE PARK): 42.75 ACRES
2. SOUTH OF FUTURE SEWAGE TREATMENT FACILITY: 151 ACRES
3. DELANEY AND CEDAR ROADS: 265 ACRES
4. WEST OF SCHEER ROAD: 167 ACRES
5. EAST OF SPENCER ROAD: 113 ACRES
6. SOUTH OF TRACKS NEAR LARAWAY STATION: 120 ACRES
7. NORTH OF CHICAGO BLOOMINGTON TRAIL: 202 ACRES

**TOTAL POTENTIAL FOR NEW CONSERVATION AREAS:**  
APPROX. 1,000 ACRES

 FEMA FLOODPLAIN: Actual floodplain boundary will vary and must be delineated on a site by site basis.  
 CONSERVATION AREA: Actual boundary and size to be determined in the future



# CONSERVATION AREA DESIGN APPROACH

Following key design principles can guide the future planning and design of conservation areas:

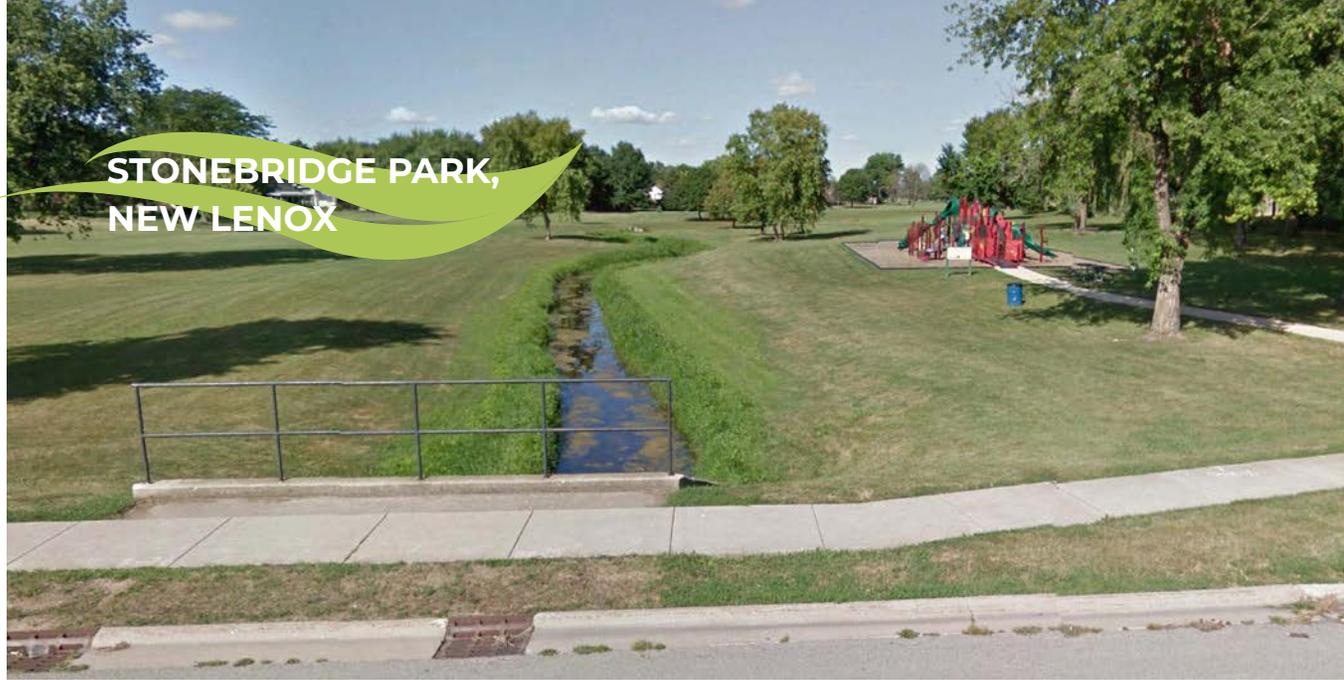
- Make the conservation area a major focal point of the plan instead of a leftover space.
- Delineate the area as a public open space by maximizing public access.
- Encourage the perimeter of the space to be defined with public streets and trails, allowing new homes and development to face the conservation area.

## USE NATURAL LANDSCAPING

Incorporate best practice design with natural landscaping methods which use native vegetation including prairie, wetland and woodland species. See the Hadley Creek Conservation Area example on the following page, an award winning natural landscaping design along a creekway.

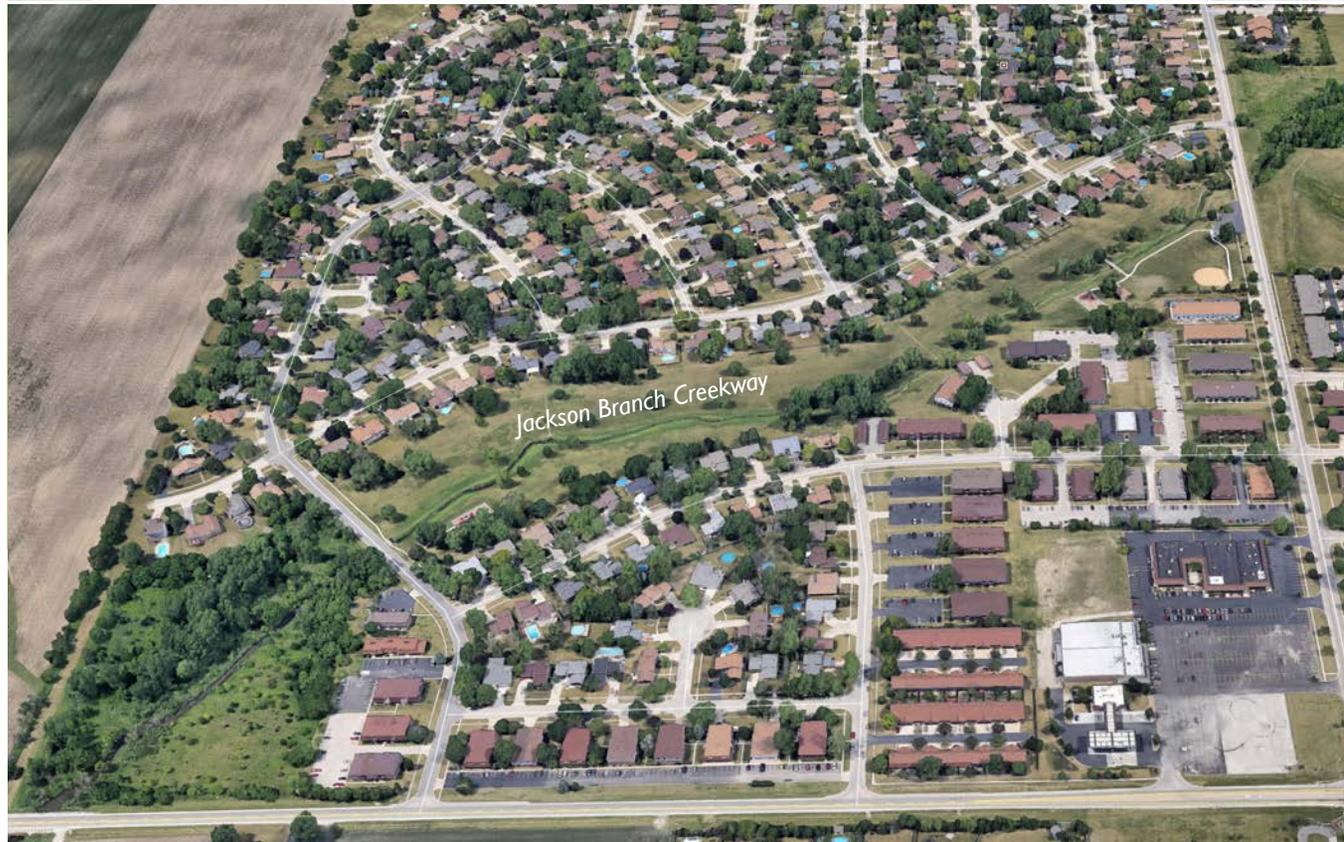
Benefits of natural landscaping include:

- Native vegetation is a low-cost alternative to traditional landscaping that utilizes turf grass and ornamental plantings.
- A site that is naturally landscaped will produce substantially less stormwater runoff than a conventional landscape. Native vegetation enhances both absorption of rainfall and evaporation of soil moisture due to extensive root systems that extend down 3 to 10 feet or more. In contrast, the root zone of turf grass typically extends only about 3 to 4 inches.
- Deep-rooted native plants effectively stabilize soils and prevent erosion along creek banks.
- Natural landscaping provides habitat for native and migrating birds, butterflies, and insects.



STONEBRIDGE PARK,  
NEW LENOX

STONEBRIDGE PARK, NEW LENOX: EXAMPLE OF CREEK & FLOODPLAIN PRESERVED AS A LINEAR GREENWAY AS A UNIQUE ASSET TO THE NEIGHBORHOOD. JACKSON BRANCH CREEKWAY IS PRESERVED AS A CONTINUOUS OPEN SPACE THAT IS ACCESSIBLE BY THE PUBLIC AND A GREAT NATURAL AMENITY FOR ALL RESIDENTS TO ENJOY.





## MWRD SEPA PLANT, WORTH

ABOVE: MWRD SEPA PLANT IN WORTH IS A GREAT EXAMPLE TO GUIDE THE DESIGN OF CONSERVATION AREA 2, SOUTH OF THE FUTURE SEWAGE TREATMENT FACILITY ON LARAWAY ROAD. THE SEPA PLANT IS BEAUTIFULLY LANDSCAPED AND IS A MAJOR OPEN SPACE DESTINATION FOR VISITORS AND RESIDENTS.



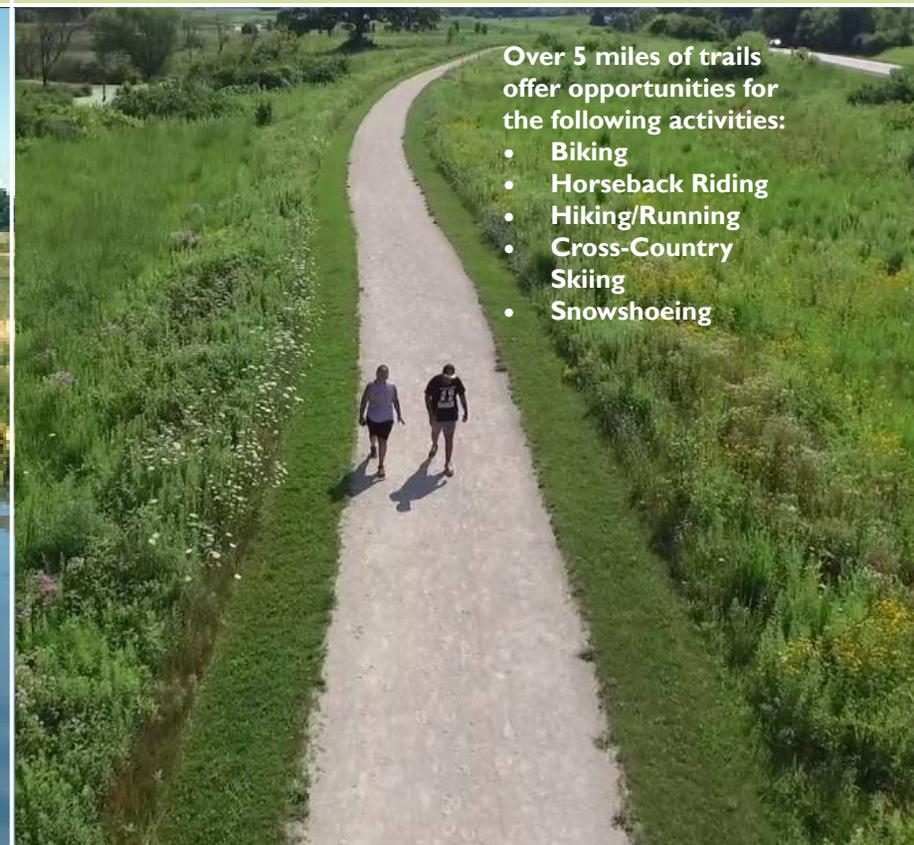
The Sidestream Elevated Pool Aeration (SEPA) station is a popular attraction for scenic views, photo opportunities, park activities, picnics and wedding parties.

BELOW: HADLEY CREEK CONSERVATION AREA IS AN AWARD WINNING EXAMPLE OF NATURAL LANDSCAPING AND WETLAND RESTORATION AND IS A MAJOR OPEN SPACE DESTINATION FOR NEW LENOX AND THE REGION.



## HADLEY CREEK CONSERVATION AREA

The 500 acre stream de-channelization, wetland restoration and wildlife habitat restoration project is one of the largest conservation projects in the region



Over 5 miles of trails offer opportunities for the following activities:

- Biking
- Horseback Riding
- Hiking/Running
- Cross-Country Skiing
- Snowshoeing

# 1.9 ROADWAYS PLAN

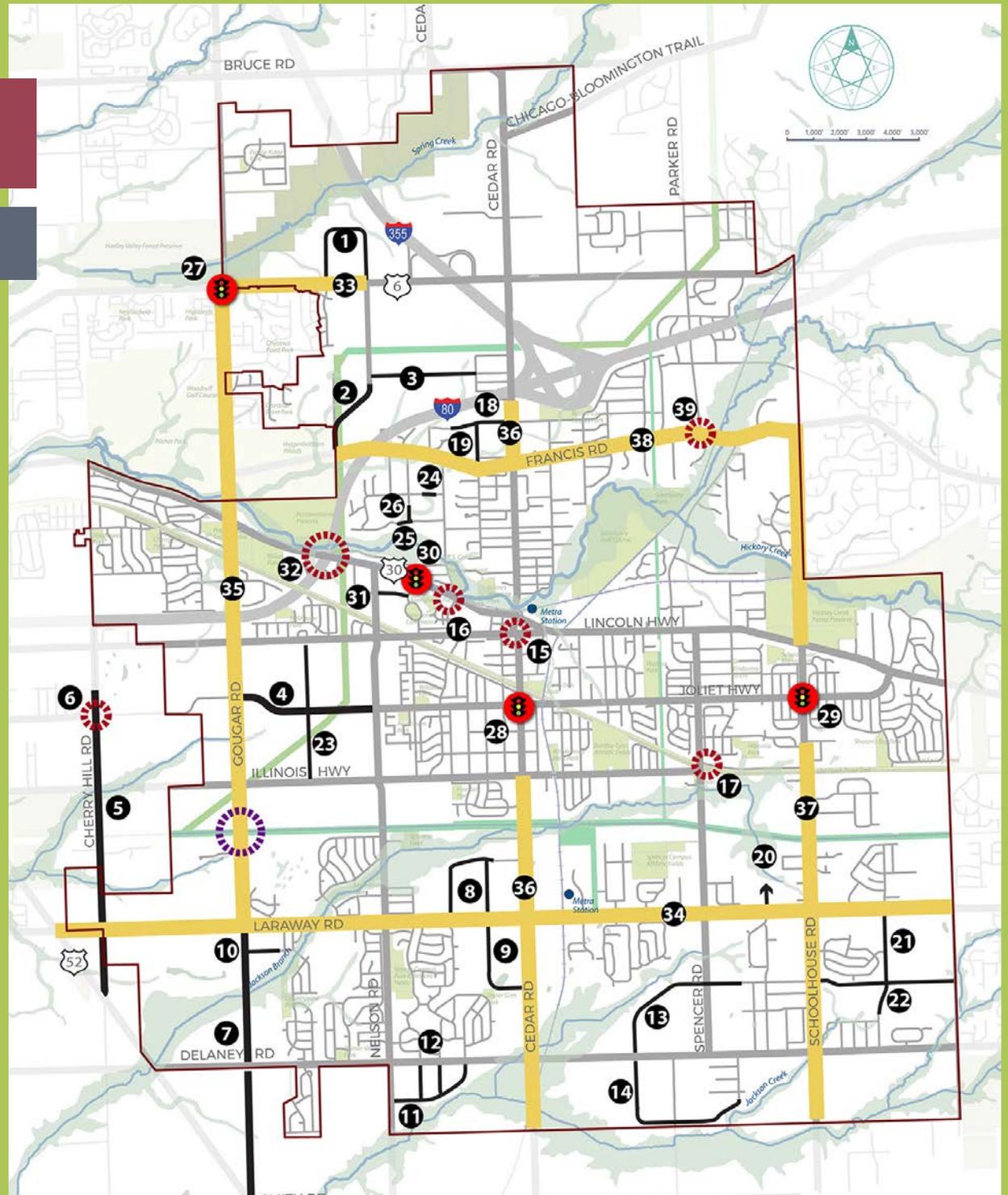
2018 COMPREHENSIVE PLAN  
VILLAGE OF NEW LENOX, ILLINOIS



*A long term plan to create a connected roadway system that can meet the traffic demands of the future*

- Existing Road
- Proposed Major Road
- Proposed Local Road
- Capacity Improvements
- Proposed Traffic Signal
- Intersection Improvements
- Planned Gougar Road Overpass at CN Railroad
- Planning Boundary

SEE DISTRICT PLANS FOR DETAILS ON RECOMMENDED ROADWAYS FOR THE THREE DISTRICTS



# ROADWAYS PROJECT LIST

This comprehensive list offers an overview of potential roadway projects throughout the Village. The list is not in order of priority. Many of the recommendations will be constructed by agencies other than the Village, built in conjunction with the development or redevelopment of adjacent properties, or based on the priorities set by the Village Board as part of their Strategic Plan.

## NEW ROADS, TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENTS

1. Extend Silver Cross Boulevard north as far as flood plain allows, then head west approx 1/4 mile, then head south to connect back to US Route 6, possible alignment with Spring Creek Street.
2. Realign Silver Cross Boulevard, south of US Route 6, to head southwest and connect with Francis Road at existing Wirt Road. Remove section of Silver Cross Boulevard that currently connects with Francis Road near the Francis Road I-80 overpass.
3. Extend Terry Ellen Road west to Silver Cross Boulevard.
4. Extend Joliet Highway west to connect with Ellis Road.
5. Improve Cherry Hill Road from Mills Road to US 52.
6. Suggestion to improve the Cherry Hill Road and Mills Road intersection for better traffic flow on Cherry Hill Road, (this is outside the New Lenox planning area and would require coordination with the City of Joliet).
7. Extend Gougar Road southward to Delaney Road with a possible extension to connect to US 52, (this extension would be outside the New Lenox planning boundary).
8. New road beginning at Laraway Road approximately 1/4 mile west of Cedar Road and heading northward, turning west at the Jackson Branch floodplain then southward to connect with Laraway Road aligned with Cardinal Drive. This road will become the border of a conservation area along Jackson Branch.
9. New road beginning at Laraway Road, 1/4 mile west of Cedar, (and aligned with new road in no. 8), heading southward and then east to connect to Cedar Road approximately 1/2 mile south of Laraway Road.
10. Extend existing Argyle Lane west to Gougar Road
11. New scenic road along Jackson Creek: beginning at Delaney Road aligned with Taylor Glen Drive. Continuing along the creek to Nelson/Eastern Road, intersecting with Nelson/Eastern Road a quarter mile south of Delaney Road, creating a conservation area along the flood plain of Jackson Creek.
12. Extend Foxwood Drive and Horizon Trail south to the new road in no. 11.
13. Extend Illini Drive west, cross Spencer Road, then continue southwest along the south side of the flood plain to Delaney Road.
14. New scenic drive beginning at Delaney Road, continuing south and heading east along Jackson Creek to connect to Sauk Drive.
15. Realign Cedar Road at Haven Avenue (See pages 18-19).
16. Move Vine Street, north of Route 30, to align with Vine Street, south of Route 30.
17. Realign the Constitution Road, Spencer Road and Illinois Highway intersection.
18. Improve Lenox Street and extend west to connect to Carol Road.
19. Extend Elm Drive south to Francis Road to align with existing Elm Drive and north to connect with extended Lenox Street.
20. Extend Country Lane north across Laraway Road.
21. Extend Leven Avenue north to connect to Laraway Road aligning with Heather Glen Drive.
22. Extend Illini Drive from Schoolhouse Road, east to connect to Scheer Road.
23. New road from Illinois Hwy to Haven Avenue approximately 1/2 mile east of Gougar Road.
24. Connect Sycamore Street to Sycamore Lane.
25. Connect Willow Street and Willow Road.
26. Extend Green Street south to Willow Street.
27. New traffic signal at Gougar Road and Route 6, targeted to be completed in 2019.
28. New traffic signal at Joliet Hwy. and Cedar Road.
29. New traffic signal at Joliet Hwy. and Schoolhouse Road.
30. New traffic signal at Veterans Parkway and Route 30.
31. Road Connection from Nelson Road to Village Commons (See Village Commons Master Plan for details).

## ROAD CAPACITY IMPROVEMENTS

32. I-80/US 30 Interchange: IDOT is going out to bid with plans to reconstruct the interchange to add capacity to these movements.
33. US Route 6: Widening from Silver Cross Boulevard west into Joliet.
34. Laraway Road: The Will County DOT has plans to widen the roadway to four lanes through the entire Village.
35. Gougar Road: Long range plans of the County and Village include the widening of Gougar Road to four lanes through the Village, with overpass at CN Railroad tracks.
36. Cedar Road: Long-range plans of the Village and County include the widening of the two-lane section of Cedar Road to four lanes to the south of Illinois Highway and north of Francis Road.
37. Schoolhouse Road: Long range plans of the Village include the widening of Schoolhouse Road to four lanes north of US 30 and south of Quails Roost Drive.
38. Francis Road: The County has plans to widen Francis Road to three lanes through the Village, including intersection improvements at Cedar Road and Parker Road.
39. Francis and Parker Road intersection improvements

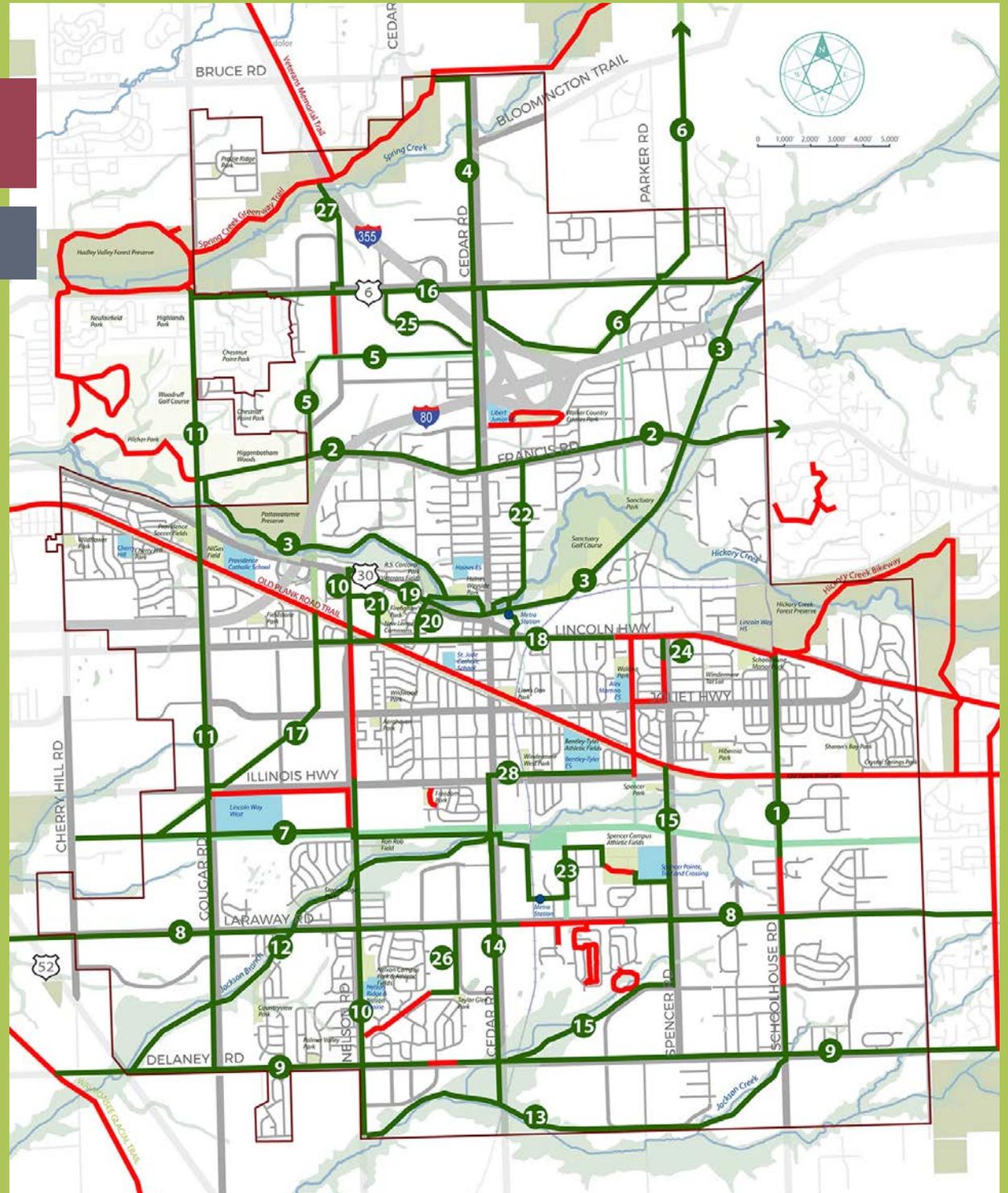
# 1.10 TRAILS PLAN

## 2018 COMPREHENSIVE PLAN VILLAGE OF NEW LENOX, ILLINOIS



*An extensive trail system that connects to existing regional trails and provides access to parks, open spaces along creeks and major destinations in the Village.*

- Existing Trail —
- Proposed Trail —
- Existing Park
- Existing Creek —
- Planning Boundary



SEE DISTRICT PLANS FOR DETAILS ON RECOMMENDED TRAILS FOR THE THREE DISTRICTS

# TRAILS PROJECT LIST

## NEW DEDICATED OFF STREET TRAILS

1. Trail along Schoolhouse Road: from Delaney Road north to Lincoln Hwy, to connect with the Hickory Creek bikeway (portions exist).
2. Francis Road Trail: from Gougar Road to Schoolhouse Road with potential to continue east into Mokena.
3. Hickory Creek Trail: from Route 6 southward along tracks, along Hickory Creek to the downtown park, across Cedar Road, continuing along Hickory Creek to Gougar Road Trail.
4. Trail segment along Cedar Road: from Francis Road to Bruce Road, west to connect with Spring Creek Greenway Trail.
5. Trail segment along Com Ed easement: from Francis Road northward then east to Cedar Road.
6. Trail segment along Com Ed easement: from Cedar Road and Route 6 southward, then east and back northward, with potential to extend beyond the Village planning boundary.
7. New trail along the CN Line: from Cherry Hill Road to Cedar Road.
8. Trail along the south side of Laraway Road: from the Wauponsee Glacial Trail to the existing trail on the east side of Owens Road (portions exist).
9. Trail along north side of Delaney Road: from the Wauponsee Glacial Trail to the existing trail on the east side of Owens Road.
10. Trail along Nelson Road: from Route 30 south to Jackson Creek Trail, (portions exist).
11. Trail along Gougar Road: from Spring Creek Greenway trail head at Route 6 south to Delaney Road.
12. Trail along Jackson Branch: from the Delaney Road and Route 52 intersection to Cedar Road.
13. Trail along Jackson Creek: from Nelson Road to connect to the trail on Schoolhouse Road.
14. Trail segment along Cedar Road: from Jackson Branch Trail to the Jackson Creek Trail.
15. Trail segment along extended Illini Drive: from Delaney Road and Cedar Road intersection to Spencer Road then north on Spencer Road to the Old Plank Road Trail.
16. Trail along Route 6: from Spring Creek Trail Head at Gougar Road east along Maple Road (Route 6) to connect to new Hickory Creek Trail, (No. 3).
17. Trail segment along Com Ed land: from Old Plank Road Trail south and then southwest to Illinois Hwy west to Gougar Road, cross to west side of Gougar Road, head south along Gougar Road to pick back up at the Com Ed land and connect to the potential new trail along the CN Railroad.
18. Extend Route 30 trail: from Walona Avenue west to Prairie Road then continue west along Haven Avenue to Old Plank Road Trail.
19. Trail segment along the north side of Route 30: along the tracks from Nelson Road to Cedar Road.
20. Trail segment along Vine Street: from Haven Avenue to Hickory Creek Trail.
21. Commons Trail segment: from Nelson Road through Village Commons to Old Plank Road Trail.
22. Trail along Cooper Road: from Francis Road Trail to Hickory Creek Trail.
23. Trail to Metra Station tunnel: from Cedar Road east to connect to existing trail to Spencer Campus Athletic Fields and then continuing to Spencer Road Trail.
24. Extend Spencer Road trail to existing Route 30 Trail.
25. New trail at the heart of the new Silver Cross District.
26. Extend existing trail east to Taylor Glen Park and north to Laraway Road.
27. Extend trail along Silver Cross Blvd. north to connect to Spring Creek Greenway Trail and Veterans Memorial Trail.
28. Continue Cedar Road Trail north to Illinois Hwy and east to existing ComEd Nicor Gas trail.



*Old Plank Road Trail, a major regional bike trail, runs through the heart of New Lenox*

## 1.11 DESIGN GUIDELINES

Design Guidelines laid out in this section are primarily intended for the three sub-districts: **Downtown, Silver Cross and Laraway Station.** These can also be used in other areas of the Village to encourage more pedestrian oriented development patterns.

### Major Principles of the Design Guidelines

- Place buildings along the street with parking to the rear. Do not allow parking lots in front of buildings facing the street.
- Maximize street level transparency with many windows to engage pedestrians.
- Face front doors towards the streets and connect directly to the sidewalk.
- Encourage articulated facades: interesting corner features and varied roof forms. Avoid blank walls facing the streets.
- Encourage awnings and canopies to add shade for pedestrians and add color to the facade.
- Encourage high quality materials for street facing facades.
- Encourage authentic architectural styles and consistency to a selected style in the design.
- Avoid fake architectural treatments, including fake upper stories, windows and other elements.
- Provide landscape buffers when adjacent to existing single family homes.
- Encourage special corner treatments, including corner entrances, architectural corner elements and small corner plazas.
- Encourage outdoor seating with widened sidewalks and small pocket plazas.



EXAMPLES OF 2-4 STORY MIXED USE BUILDINGS (LEFT) AND RESTAURANTS AND OUTDOOR SEATING (RIGHT) ALONG THE STREET WITH PARKING TO THE REAR

## BUILDING AND PARKING PLACEMENT

- New buildings should be placed along the streets to create attractive pedestrian oriented street walls.
- No parking areas are allowed between the street and the building facade in the front setback area. Parking has to be provided to the rear or side of buildings, or below grade. Structured Parking will require a special use.
- No drive-thru lanes are allowed between the street and the building facade in the front setback area. Drive-thru lanes must be located to the rear or side of buildings.
- All rowhouse units must be rear loaded with garages and driveways accessed from a rear drive. Front loaded units with garages and driveways facing the streets are not allowed. Visitor Parking has to be provided to the rear or side of buildings.

## BUILDING SETBACKS

- Typical Front Setback from Street: 0' (Zero Lot line Building) to 5' max. for non-residential and mixed-use buildings.
- Typical Front Setback from Street: 10' min for multifamily residential and rowhouses.
- Front setback can be increased to accommodate pedestrian oriented amenities, including: outdoor eating for restaurants, landscaped plazas, wider sidewalks, outdoor art or special streetscape features, and porches /stoops for rowhouses.

## Landscaped Buffer from rear or side lot lines

- From adjacent residential use: 10' min.
- From adjacent non-residential use: not required



EXAMPLES OF 3 STORY ROWHOUSES (ABOVE) AND SENIOR HOUSING BUILDINGS (BELOW) THAT FACE THE STREET WITH GARAGE ACCESS AND PARKING TO THE REAR, AND FRONT DOORS CONNECTED TO THE SIDEWALK



## ARTICULATED CORNERS

### MAKE STREET CORNERS ATTRACTIVE WITH DISTINCTIVE ARCHITECTURAL ELEMENTS AND ENTRANCES

Buildings on corner sites are great design opportunities to create attractive and inviting street intersections. All buildings on corner sites are strongly encouraged to showcase creative corner designs that make the building distinctive and strengthen the pedestrian scale of the street.

- Blank, windowless and unarticulated corners are not allowed on public street intersections.
- Corners can be articulated with changes in height, massing, or materials, including distinctive corner towers, roof features, windows, awnings and canopies, balconies or other unique architectural features.
- Articulated corner “Entrances” are highly desirable on all street intersections.
- Architectural style and design of corners must be consistent with overall style used in the building. Fake architectural elements, including fake windows, cornices and roof forms, are not allowed.
- Parking areas, driveways and service areas are not allowed at corner locations.



EXAMPLES OF DISTINCTIVE CORNER TREATMENTS FOR RETAIL, MIXED-USE AND RESIDENTIAL BUILDINGS



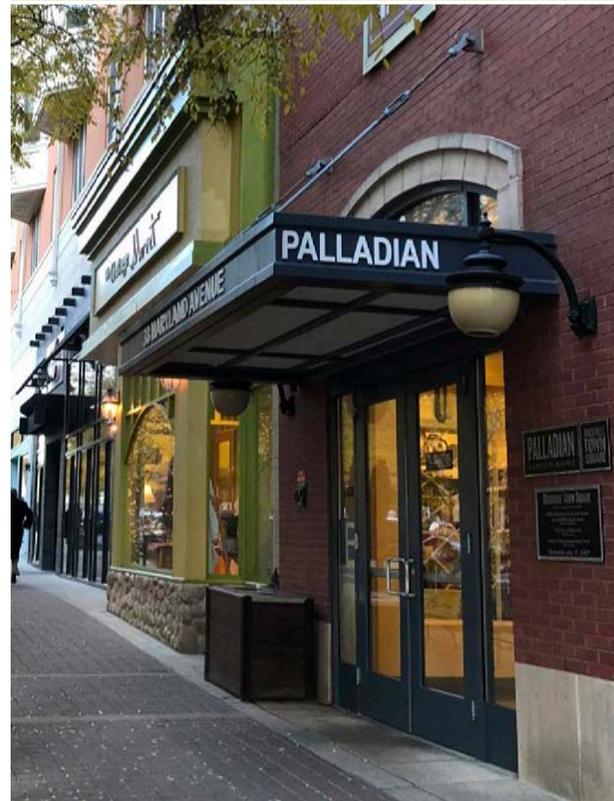
## AWNINGS AND CANOPIES

### ADD AWNINGS AND CANOPIES TO CREATE SHADE FOR PEDESTRIANS AND MAKE STREET FACADES MORE ATTRACTIVE

- Awnings may project up to 5' into the public right of way over a sidewalk.
- Awnings must be located over a window or door and cannot be located over fake windows or fake doors or along a blank wall.
- Canopies for entrances may project up to 8' max. into the public right of way over a sidewalk. Canopies cannot have support columns or poles on the sidewalk.
- An 8-foot minimum clearance above the finished sidewalk must be provided.
- Design should be in scale with the overall building and complement the architectural vocabulary.
- Transom windows and other architectural elements should not be covered.
- Materials must be high quality and durable.
- Backlit and vinyl awnings are not allowed.
- Retractable canvas awnings are strongly encouraged.
- Placement should not conflict with streetscape elements, tree canopies or signage.



EXAMPLES OF ATTRACTIVE AWNINGS AND CANOPIES THAT HIGHLIGHT ENTRANCES, ADD COLOR AND VIBRANCY TO THE STREET WALL AND PROVIDE SHELTER AND SHADE FOR PEDESTRIANS.



## ARTICULATION OF THE STREET LEVEL

Ground level building articulation is critical in creating a great street that welcomes and supports pedestrian activity by providing visual interest, creating a sense of safety for pedestrians with more “eyes on the street”.

### ACTIVE STREET LEVEL USES

Active uses on the first and lower floors of a building include retail, restaurants, offices, lobbies and service uses.

- All building frontages are encouraged to include active uses along street frontages.
- Storefronts have to be at the street level to allow direct visual connections from the sidewalk.
- Arcades at street level are allowed only if these connect through the full length of a block. North facing arcades and arcades that end in a blank wall are discouraged.
- Uses like loading docks and mechanical rooms detract from the pedestrian experience and should not be placed facing the streets.

### STREET LEVEL TRANSPARENCY

- A minimum of 60% of the street level facades of non-residential buildings, between 2 feet and 8 feet in height, shall be comprised of clear, non-reflective windows that allow views to the inside and enhances the pedestrian experience.
- Large facades of glass shall incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide a human scale.
- Opaque, mirrored and translucent glass should be avoided and should not be considered “transparent.”



EXAMPLES OF ATTRACTIVE STREET LEVEL FACADES WITH LARGE WINDOWS THAT ENGAGE PEDESTRIANS DURING THE DAYTIME AND THE EVENINGS



## FACADE ARTICULATION

Facades of different buildings along a street together create the “STREET WALL” that defines the public realm, and is a critical element in creating a vibrant and pedestrian oriented environment. Facade articulation creates interesting pedestrian-scaled street walls and helps avoid large, monotonous facades.

Facade articulation can include a variety of architectural treatments including the following:

- Variations in depth, patterning, or fenestration.
- Use of rhythmic bays, planar breaks, curtain walls, window systems, entries, balconies.
- Blank and monotonous facades detract from the pedestrian appeal of the street wall and are strongly discouraged for all buildings.
- Elements for articulation can include cornices, horizontal banding, articulated columns and vertical elements, variations in wall plane and roof features, articulated entrances, street level windows, awnings, and canopies.
- Street level facades are encouraged to be articulated with some form of architectural element every 25 -30 feet to maintain visual interest and a pedestrian scale.
- Large expanses of blank and windowless walls are strongly discouraged on all streets. On facades facing the major streets, blank wall areas should not exceed 25 feet along the street frontage.
- When blank walls are unavoidable, façade articulation elements must be added to break the monotony of the surface.



EXAMPLES OF WELL ARTICULATED STREET FACADES THAT CREATE GREAT PEDESTRIAN STREETS



## EXTERIOR FINISH MATERIALS

The Village of New Lenox is committed to “High Quality Materials” in all new buildings. These are materials that are long lasting, add long term value and permanence to a building, and have high energy efficiency.

### STANDARDS

- At least 75% of all building facades shall incorporate Primary Materials.
- The remaining 25% may incorporate other “Accent Materials” to add texture and interest to the facade.
- Other new materials that meet the characteristics of high quality materials as outlined below will be considered by the Village on a case by case basis.

### GUIDELINES

- Environmentally friendly materials that have high LEED (Leadership in Energy and Environmental Design) rating are strongly encouraged, along with materials that have high recycled content, local availability, thermal insulation, low construction waste, and potential for reuse.
- The natural color of masonry materials should be retained. Painted brick or stone is not allowed for any new construction.

### PRIMARY MATERIALS (75% of Building Facade)

Primary Materials are High Quality Materials that are characterized by:

- Permanence And Durability
- Low Maintenance Costs
- Energy Efficiency

### Primary Building Materials:

- Brick
- Stone
- Cast Stone
- Glass and curtain walls
- Metal Cladding
- Copper and Stainless Steel
- Fiber Cement Siding, (e.g. Hardie Board) on upper floors only

### Primary Roofing Materials:

- Cedar
- Slate
- Asphalt Shingle
- “Green Roofs” provide layers of living vegetation on roofs and are strongly encouraged. Green roofs can help to manage stormwater and reduce cooling and heating costs.

### ACCENT MATERIALS (Maximum 25% of Building Facade)

- Fiber Cement Siding, (e.g. Hardie Board)
- EIFS (Exterior Insulation and Finish System). EIFS shall only be allowed when the application is at least 10 feet above grade.
- Stucco
- Wood (not plywood)
- Decorative block
- Concrete panels, smooth or textured
- Synthetic plaster
- Standing Seam Roof (muted tones)

### PROHIBITED MATERIALS

- Cinder block
- Smoothface Block
- Mirrored or reflective glass
- Plywood



EXAMPLES OF LEED CERTIFIED BUILDINGS THAT SHOWCASE HIGH QUALITY AND ENERGY EFFICIENT MATERIALS

ABOVE: LEED CERTIFIED 3 STORY ROWHOUSES IN MARYLAND AND MULTIFAMILY HOUSING IN NEW YORK

BELOW: LEED CERTIFIED 3 STORY MIXED USE BUILDING



# 1.12 DENSITY BONUS SYSTEM

## OPEN SPACE: 10% MAX

Open space is located so that it can be enjoyed by a majority of the residents of the subdivision or is accessible by Village residents outside the subdivision

- 5% Homes that front on open space/parks
- 5% Systems of open space are created so that 50% or more of the homes are sited next to open space
- 5% Increased buffer from creek or flood plain
- 5% Conservation of natural areas, tree groves, etc.
- 5% Creation of large open spaces that extend adjacent major open areas

## RECREATIONAL TRAILS: 10% MAX

10-foot wide, asphalt trails that are landscaped along both sides with trees and shrubs at a ratio of 2 trees and 5 shrubs per 100 lineal feet are provided as part of the development.

- 5% Perimeter only
- 5% Interior only
- 10% Perimeter and interior trails

## SENIOR HOUSING: 6% MAX

Housing for senior citizens, such as:

- 2% Ranch townhomes or duplexes
- 5% Independent living or condominiums
- 5% Assisted care
- 5% Nursing home facilities

## MUNICIPAL FACILITY: 15% MAX

Fire station, public works facility, school

- 5% Land for municipal facility in excess of donation required by Village Code
- 10% Structure

## UNDERGROUND PARKING: 5% MAX

High density-housing locates 50% or more of the total number of parking spaces underground

## BALCONIES / PATIOS: 5% MAX

Medium and high density housing incorporates outdoor living spaces in the form of balconies and patios



EXAMPLES FROM "PRAIRIE CROSSING" IN GRAYSLAKE, ILLINOIS: A CONSERVATION COMMUNITY WITH EXTENSIVE TRAILS, LARGE CONSERVED OPEN SPACES AND NATURALIZED PONDS THAT ARE ACCESSIBLE TO ALL RESIDENTS



## 1.13 PRIORITY PROJECTS

### INVEST IN BUILDING A DOWNTOWN FIRST

The 2018 Comprehensive Plan lays out a detailed list of projects for land use, development, infrastructure, open spaces and trails, as described in the preceding pages of the section. These are intended to guide long term investments by the Village as well as the private sector for the overall planning area of New Lenox.

However, the need for a mixed-use pedestrian friendly Downtown around the Route 30 station, is a critical challenge facing the Village today. Community feedback at stakeholder meetings and public forums shows great support and enthusiasm for investing in creating a Downtown.

*The 2018 Comprehensive Plan recommends the following 10 PRIORITY PROJECTS for the Village to pursue in the near term to begin the creation of a vibrant Downtown.*

1. Develop Creekside Park on vacant land east of Cedar Road.
2. Relocate the Sewage Treatment Facility and develop Creekside Park on village owned land west of Cedar Road.
3. The Village has received grant funding for a roundabout at Cedar Road and Haven Avenue. See pages 26 & 27 for details.
4. Pursue grants for Route 30 streetscape & improvements (0.67 mile approx.).
5. Spearhead and assist in land assembly and redevelopment efforts of parcels on both sides of Church Street.
6. Rebuild Church Street as a new pedestrian street (0.08 mile approx.).
7. Realign and improve Haven Avenue (0.19 miles approx.).
8. Improve Prairie Road (0.24 miles approx.) in conjunction with the new parking for the station.
9. Submit for a CMAQ or other grant for the pedestrian and bike tunnel under the tracks.



# COMMUNITY SUPPORT FOR A NEW DOWNTOWN



## Your ideas for a new Downtown around the Route 30 Station

What other Main Streets or Downtowns do you like to visit? Plainfield, Naperville, Seneca

What can we do to make Hickory Creek a Downtown amenity? sea wall with boardwalk

What kinds of shops and restaurants do you want to see? upper scale

What kind of new housing would you like to see? mixed use, commercial/condo along boardwalk

Share any other ideas for a new Downtown! Dog park, snow hill for sleds

What other Main Streets or Downtowns do you like to visit? Frankfort, IL

What can we do to make Hickory Creek a Downtown amenity? access - parks, trails

What kinds of shops and restaurants do you want to see? "Higher End" rest.

What kind of new housing would you like to see? single family detached with small SF requirement ie 1,000-1500 SF.

Share any other ideas for a new Downtown! upgrade existing older strip malls. Facades are not inviting.

What other Main Streets or Downtowns do you like to visit? Naperville

What can we do to make Hickory Creek a Downtown amenity? small shop, develop walking area

What kinds of shops and restaurants do you want to see? small, family owned, one-of-a-kind

What kind of new housing would you like to see? multi family, subdivision of townhomes with a park, walking path, garden area

Share any other ideas for a new Downtown!

What other Main Streets or Downtowns do you like to visit? NAPERVILLE

What can we do to make Hickory Creek a Downtown amenity? GET RID OF W.W. PLANT

What kinds of shops and restaurants do you want to see? MED END S/T DOWN

What kind of new housing would you like to see? MORE SENIOR HOUSING

What kinds of shops and restaurants do you want to see? Diners, Drive-Ins + Dives

What kind of new housing would you like to see? local like County, Cham + Paisanos

Good 2000-3000 sf town senior

The plan engaged members of the community through two interactive Public Forums and a project web site. Many meetings were also conducted with local stakeholders, the Steering Committee and community leaders. There is great overall support and enthusiasm from the community for creating a walkable and vibrant new Downtown around the Route 30 Metra Station.

SECTION 2  
**ANALYSIS**

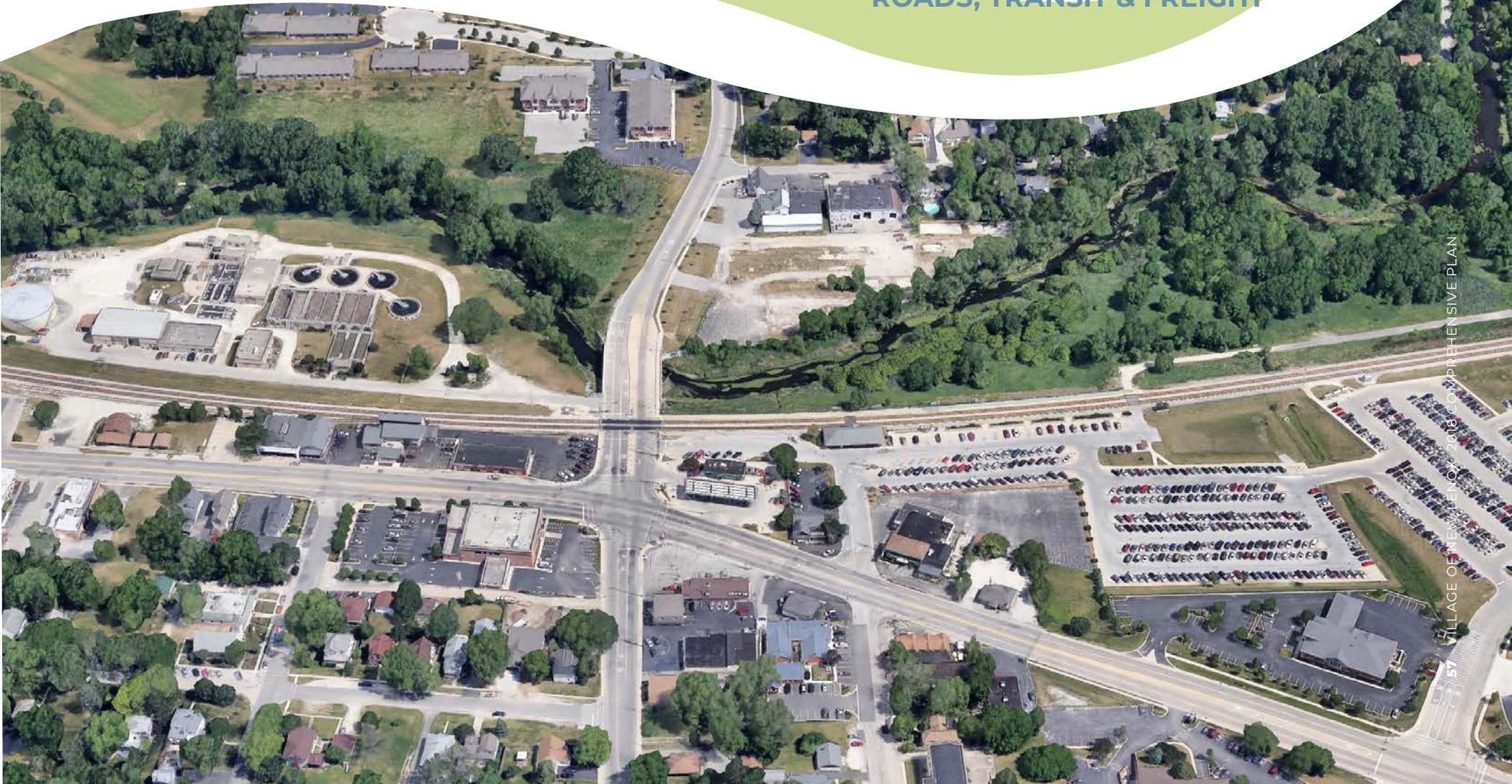
The section header features the text 'SECTION 2' in a light green, sans-serif font, with the number '2' being significantly larger than the word 'SECTION'. Below this, the word 'ANALYSIS' is written in a large, bold, white, sans-serif font. The text is set against a background of three overlapping, wavy, light green shapes that resemble stylized waves or leaves, extending horizontally across the page.



# CHAPTER 2.1

# TRANSPORTATION

ROADS, TRANSIT & FREIGHT



# EXISTING ROADWAYS

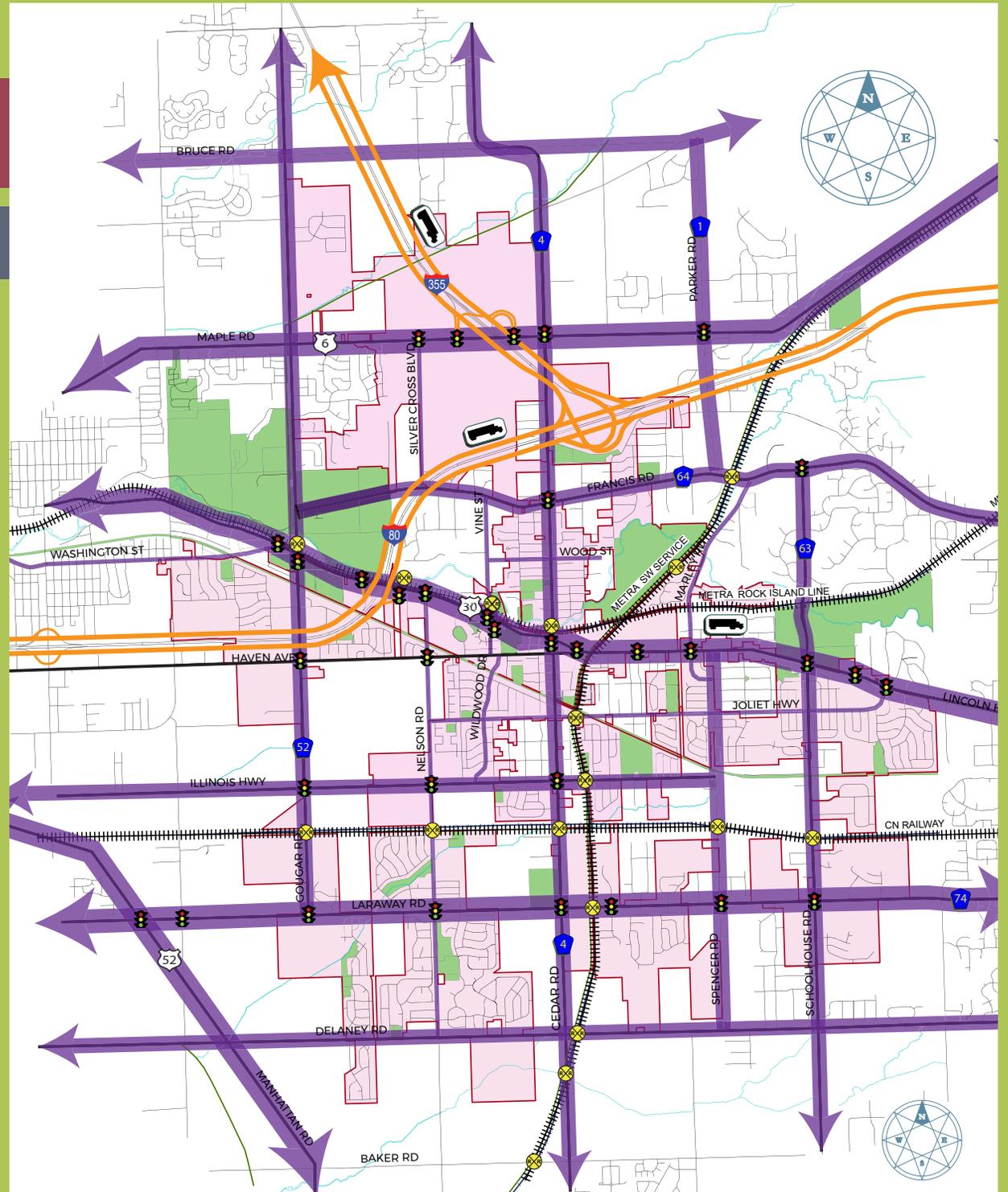
## 2018 COMPREHENSIVE PLAN VILLAGE OF NEW LENOX, ILLINOIS



New Lenox's roadway network provides good continuity through the Village and to the adjoining communities, linking local neighborhoods and commercial corridors and providing direct access to the regional expressway system to the north, east and west.

Significant barriers, including I-80, I-355, Metra's Rock Island District and SouthWest Service Line railways, the CN Railway, Hickory Creek, and several utility corridors, make it challenging to add new major and minor arterials to the system.

- Expressway
- Major Arterial Roadway
- Minor Arterial Roadway
- Collector Roadway
- Local Roadway
- Interstate
- US State Route
- County Highway
- Traffic Signal
- Railroad
- Railroad Grade Crossing
- IDOT Class I/II Truck Route



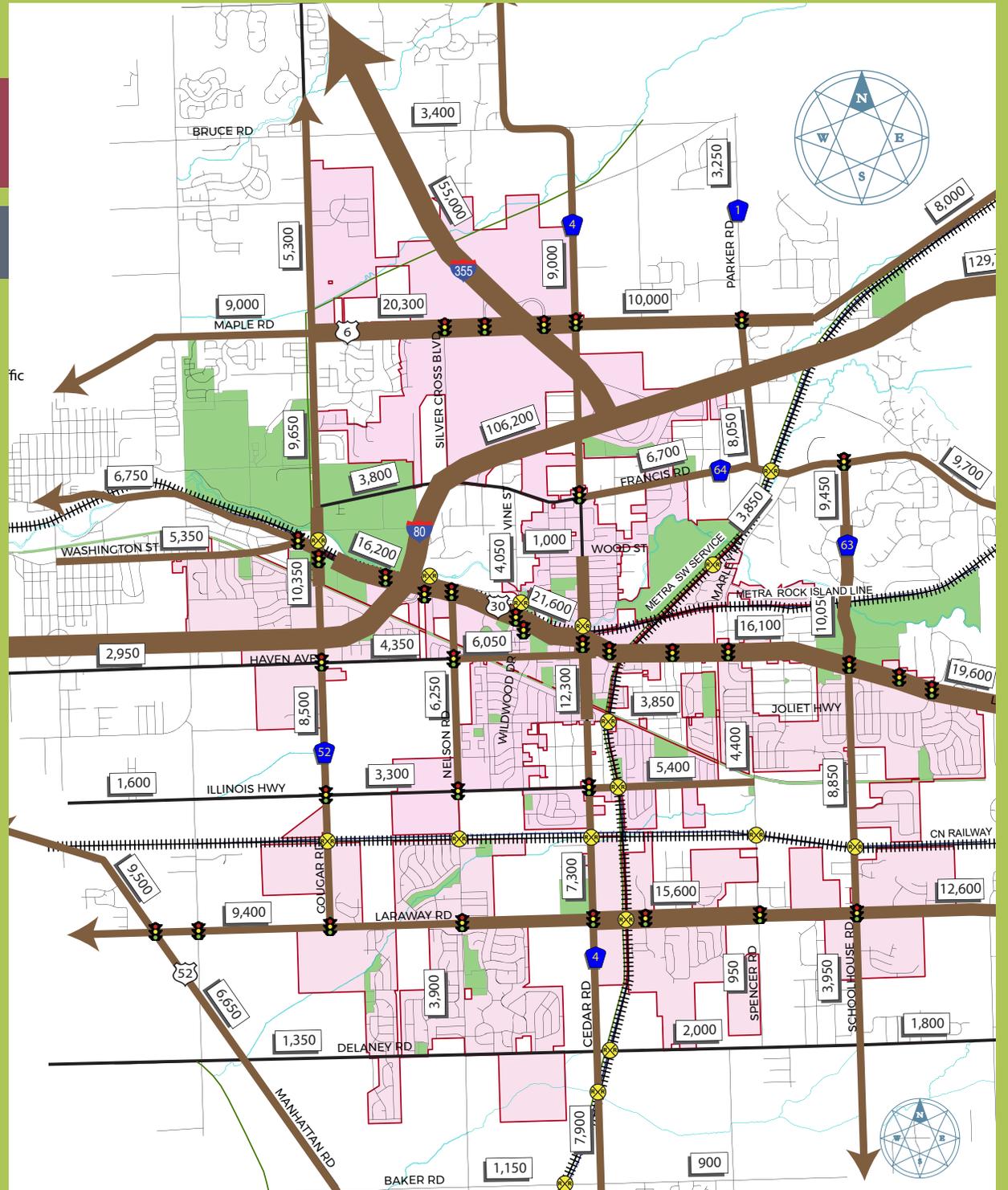
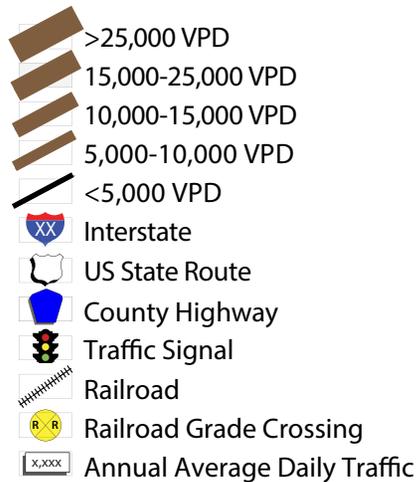
# EXISTING TRAFFIC

## 2018 COMPREHENSIVE PLAN VILLAGE OF NEW LENOX, ILLINOIS



The roadway system in the New Lenox provides sufficient capacity to accommodate the volume and composition of roadway traffic. However, there are segments of the Village's arterial system that are nearing the road capacity necessary to efficiently serve the traffic volume currently being handled.

The map shows the most current traffic counts, conducted by IDOT in 2016 with some updates in 2017.



# EXISTING TRANSPORTATION SYSTEM

## *Summary of key findings and opportunities*

A balanced, efficient, and well-connected transportation system provides access to goods, services and community resources, and supports land use development through a variety of modes. The transportation system in the Village of New Lenox consists of an integrated network of roadways, regional public transit services, pedestrian facilities, and an emerging bicycle system.

The Transportation Plan focuses on strategic improvements to the transportation system that capitalize on reducing congestion in the Village's commercial corridors, enhancing its public transit assets to increase ridership and maintain service, extending the bicycle network to reach all of the Village's important community facilities, schools and recreational areas, and improving pedestrian safety at major roadway crossings.

The plan is built from this assessment of the existing transportation conditions in the Village and input from the community, and also incorporates regional improvements planned by the Illinois Department of Transportation (IDOT), Will County Division of Transportation, Metra and Pace, as well as the local plans of the Village of New Lenox. The plan also aligns with the existing and planned transportation infrastructure in the Village's neighboring communities of Frankfort, Homer Glen, Joliet, Lockport, Manhattan, and Mokena.

### PAST PLANS AND STUDIES

The following plans were reviewed in the assessment of the Village's existing transportation system.

- Village of New Lenox 2004 Comprehensive Plan Update
- 2013 Route 30 Corridor Implementation Plan
- 2006 Route 30 Corridor Revitalization Plan
- 2014 New Lenox Commons Master Plan
- 2005 Laraway Road "Transit Village" Plan
- 2002 Bicycle / Pedestrian Facility Master Plan
- Comprehensive Plans of Frankfort, Joliet, Homer Glen, Lockport, Manhattan & Mokena
- Local and regional bicycle plans (IDOT, Will County, local municipalities)
- Future transit service changes, commuter lots and passenger upgrades
- CMAP Go To 2040 Comprehensive Regional Plan Update (2014)
- Will Connects 2040 Long Range Transportation Plan
- Will County Bikeway Plan
- IDOT FY 2018-2023 Proposed Highway Improvement Program
- IDOT SRA Studies for US 30, US 6 and Schoolhouse Road
- Will County Transportation Improvement Program FY 2016-2021
- Metra Suburban Transit Access Route (STAR Line) Alternatives Analysis (2012)
- Forest Preserve District of Will County trail plans
- Pace Vision 2020 Comprehensive Operating Plan (2002)
- Pace Arterial Rapid Transit (ART) Study (2009)

### TRAFFIC CIRCULATION

- The Village of New Lenox has excellent access to two Interstate expressways: I-80 at Lincoln Highway (US 30) and I-355 (Veterans Memorial Tollway) at Maple Road (US 6).
- Most of the arterial roadways in the Village are governed by either IDOT or Will County, which requires regular intergovernmental cooperation with the Village.
- Further, three of the arterials are part of IDOT's Strategic Regional Arterial (SRA) system, which has more stringent design standards and access requirements, and four of the arterials are proposed to be part of the SRA system.
- New Lenox's roadway network provides good continuity through the Village, connections with the adjoining communities, efficient linkages between local neighborhoods and commercial corridors, and direct access to the regional expressway system to the north, east and west despite significant barriers, including I-80, I-355, Metra's Rock Island District and SouthWest Service Line railways, the CN Railway, the Old Plank Road Trail, Hickory Creek, and several utility corridors.
- The most notable missing linkages in the road network are located on Schoolhouse Road (Francis Rd-US 6), Gougar Road (Laraway Rd-US 52), Joliet Highway (Nelson Rd-Gougar Rd), Illinois Highway (Spencer Rd-Schoolhouse

Rd) and Independence Boulevard (Nelson Rd-Veterans Pkwy).

- The most notable road misalignments are located at the intersections of US 30/Vine Street, Cedar Road/Haven Avenue, Nelson Road/Eastern Avenue, US 52/Delaney Road, and Spencer Road/Delaney Road/Kankakee Street.
- The most notable locations where new connector roads are needed to open development opportunities are between Gougar Road and Meader Road (north of US 6), Silver Cross Boulevard and Cedar Crossings Drive (south of Silver Cross Hospital) and US 6 and Cedar Road along the east frontage of I-355.
- The local and collector roadway system in the Village of New Lenox provide sufficient capacity to accommodate the volume and composition of traffic using the roadways.
- There are segments of New Lenox's arterial roadways that are carrying traffic volumes in excess of their design capacity resulting in traffic congestion and vehicle delays. Road widening is needed on US 6 (Gougar Rd-Silver Cross Boulevard), Laraway Road, Gougar Road, Cedar Road (south of Illinois Hwy and north of Francis Rd), Schoolhouse Road (US 30-Quails Roost Dr), and Francis Road.
- Capacity improvements are also needed at the I-80/US 30 interchange and at the intersections of US 6/Gougar Road, Cedar Road/Laraway Road, Cedar Road/Francis Road, and Parker Road/ Francis Road.
- Traffic signal control may be warranted at the intersections of US 6/Gougar Road (currently planned), Cedar Road/Joliet Highway, and Schoolhouse Road/Joliet Highway.

## SUSTAINABLE VEHICLES

- There are currently no car-sharing services (ZipCar, etc.) operating in the Village of New Lenox, which contributes to increased auto use and parking needs, higher household automobile ownership rates, and more household income devoted to transportation costs. The nearest locations are at North Central College in Naperville and at Midway International Airport.
- There are currently no locations in the Village that provide dedicated parking spaces for no- or low-emission vehicles and electric vehicle charging stations, which offer environmental benefits desired by the community. The nearest locations are in Joliet, Frankfort and Orland Park.

## PUBLIC TRANSIT

- Public transportation service within the Village of New Lenox is provided by Metra, Pace Suburban Bus, and New Lenox Township.
- Metra commuter rail service is available from two stations in the Village, each served by a different line. The New Lenox station offers daily service between Joliet and Chicago on the Rock Island District Line, and the Laraway Road station offers weekday and Saturday service between Manhattan and Chicago on the SouthWest Service Line.
- Approximately 6% of New Lenox's 12,912 working residents utilize public transit to commute to work, according to U.S. Census Bureau 2012-2016 American Community Survey 5-Year Estimates.
- The parking lots at the New Lenox station are well utilized (76% of capacity) by commuters

during the day on typical weekdays while the parking lot at the Laraway Road station is significantly under utilized on weekdays (7% of capacity).

- The Village of New Lenox provides 1,079 parking spaces for Metra commuters (daily fee) at the New Lenox station, and Metra's most recent (2015) parking survey indicated that 76 percent of these spaces are typically in use during the midday period on weekdays. In the evening (after 6:45 P.M.) approximately 25 percent of these spaces remain in use by late arriving commuters or others, which leaves an ample supply of parking that could be shared with employees and visitors to New Lenox's downtown area.
- Pace operates one fixed bus route in New Lenox, Route 508 (East Joliet), which operates on weekdays and Saturdays and connects downtown Joliet and Joliet Union Station with Silver Cross Hospital. While the route attracts 135 riders on weekdays and 70 riders on Saturdays, it primarily serves the employees, visitors and patients of Silver Cross Hospital and is not within a convenient walking distance (1/4-mile) of the Village's neighborhoods. Thus, residents have few alternatives but to drive to reach shopping and employment destinations or the Metra stations.
- Route 508 operates under Pace's flag stop policy and there are no posted bus stops in the Village where passenger waiting amenities can be provided (i.e., shelters, benches, lighting, real-time bus tracker information, bus route maps/schedules, and concrete waiting pads).
- Several long-term public transit projects are

included in CMAP's Go To 2040 Comprehensive Regional Plan and Will County's 2040 Long Range Transportation Plan that will benefit the Village in the future, including increased service frequency on the Rock Island District Line and extension of the line west to Minooka, increased service frequency on the SouthWest Service Line and extension of the line south to the Midewin National Tallgrass Prairie, and Pace express bus service along I-80 and I-355.

- Pace also has long-term plans to implement its recently initiated PULSE Arterial Bus Rapid Transit (ART) Service along US 30, from Orchard Road in Montgomery to the Indiana Border.

## PEDESTRIAN & BICYCLE MOBILITY

- Bicycle facilities in the Village currently consist of paved and unpaved trails along former rail rights-of-way and through Will County Forest Preserves and New Lenox public parks, off-street multi-use paths, and on-street bicycle lanes.
- The backbone of the system are the regional bicycle trails, including the Old Plank Road Trail, Wauponsee Glacial Trail, Hickory Creek Bikeway, and Spring Creek Greenway Trail.
- Since most of the arterial and collector roadways in New Lenox are not recommended for bicycling on the street by IDOT or have ride-with-caution advisories, the bicycle facilities that have been built on these roadways mostly consist of off-street multi-use paths or on-street dedicated bicycle lanes.
- Multi-use path segments are located along US 30, Schoolhouse Road, Laraway Road, Nelson

Road, Joliet Highway, Marley Road, Spencer Road, Calistoga Drive, through the Nicor Gas right-of-way, Hibernia Park, and Walona Park.

- Bicycle lanes have been demarcated on lower volume roadways, including a segment of Illinois Highway.
- While the Village's bicycle network is expanded annually, there are still widespread gaps in the system. Gaps will be closed as the Village implements the targeted bicycle trails from its Bicycle/Pedestrian Facility Master Plan, through new developments, and as the County completes the facilities within its priority bicycle corridors per the Will County Bikeway Plan. Significant destinations that will become more accessible include the Laraway Road Metra Station, New Lenox School District 122 schools, Lincoln Way West High School, the New Lenox Community Park District parks, Sugar Creek Forest Preserve and the Wauponsee Glacial Trail, Messenger Woods Nature Preserve, Silver Cross Hospital, and the US 30 commercial corridor.
- Additional opportunities to further expand the bicycle network include completing the trails or sidepaths along all of the Village's arterial and higher-volume collector roadways, installing bicycle lanes or shared-lane markings along the Village's lower-volume collector roads, developing grade-separated facilities across physical barriers (I-80, railroads, waterways), extending the bicycle trail in the Nicor right-of-way north of US 30, extending the proposed CN Railway Trail within the ComEd right-of-way east of Cedar Road, and connecting the US 30 bikeway with the proposed Hickory Creek trail extension to provide access to Lincoln

Way Central High School and Hickory Creek Preserve.

- The City of Chicago's bike share program (Divvy) has extended into its adjoining suburbs of Oak Park and Evanston but has yet to extend to the collar counties such as Will County.
- Pedestrians make use of the side paths and trails as well as the sidewalks where they are provided. Significant pedestrian system gaps are located along various segments of all of the Village's arterial and collector roads. The newer subdivisions have sidewalk along both sides of the neighborhood streets. The older residential areas have sidewalk along one side of the street only or are missing sidewalk altogether.
- Pedestrian safety upgrades are needed at several of the Village's signalized intersections, including pedestrian signals, countdown timers, high-visibility crosswalks, and ADA-compliant curb ramps.
- Railroad warning gates are needed across the Joliet Highway sidewalk at the grade crossing of the NS Railway.

# ANALYSIS OF THE EXISTING SYSTEM

*Summary of key findings and opportunities*

## Roadways

### JURISDICTION

The two interstate highways that pass through New Lenox are under State jurisdiction. Interstate 80 is controlled by the Illinois Department of Transportation (IDOT) and Interstate 355 is controlled by the Illinois State Toll Highway Authority (ISTHA). In addition, most of the major roadways in the Village are also under IDOT jurisdiction or the jurisdiction of the Will County Division of Transportation (WCDOT), which limits the ability of the Village to make improvements, control access or unify roadway character.

The IDOT roadways include Lincoln Highway (US 30), Maple Road (US 6), and Manhattan Road (US 52). The Will County roadways include Gougar Road (south of US 6), Laraway Road, Cedar Road (north of Francis Road, south of Illinois Highway), Parker Road (north of US 6), and Schoolhouse Road (Francis Road to US 30). The portion of Cedar Road, south of Illinois Highway is planned to be transferred to New Lenox. The Village will need to coordinate with IDOT and Will County to accomplish the goals of the Comprehensive Plan to create a well-balanced transportation system. The Village of New Lenox controls the remaining roadways in the Village.

### FUNCTIONAL CLASSIFICATION AND THOROUGHFARE TYPE

Roadways have two basic functions: to provide mobility and to provide land access. For planning and design purposes, roadways are classified in a hierarchical structure by function to define their role in the transportation system and their eligibility for certain types of federal transportation funds. Four general functional classifications are typically used, including expressways, arterials, collectors and local roads. Arterials are commonly subdivided into major and minor designations based on location, service function and design features (i.e., right-of-way, road capacity, continuity within system, speed limits, parking controls, traffic signal spacing, etc.). Each roadway classification serves as a collecting/distributing facility for the next higher classification in the system.

The following summarizes the roadway functional classification system serving the Village of New Lenox, as defined by the Village or IDOT, and further describes these thoroughfares based on their context and design features. Table I provides a listing of the expressways, arterials and collector roads along with the jurisdictional ownership and annual average daily traffic volume.

### EXPRESSWAYS

Expressways provide the highest degree of mobility, with access limited to grade-separated interchanges to preserve capacity for high volumes of traffic and high travel speeds. Two expressways serve the Village of New Lenox: Interstate 80 (I-80) and Interstate 355 (I-355, Veterans Memorial Tollway). I-80 is accessed from Lincoln Highway, Briggs Street in Joliet approximately 2¾ miles to the west of the US 30 interchange and La Grange Road in Mokena approximately 8 miles east of the US 30 interchange. I-355 is accessed from Maple Road. The southern terminus interchange on I-355 is also located in the Village at I-80.

### MAJOR ARTERIALS

Major arterials provide a high degree of mobility and function as the primary travel routes through urban areas. These roadways are continuous and serve the broader region, connecting the expressway system with the local system of minor arterials and collector roads, as well as the major activity centers within a community. Major arterials are higher capacity facilities that carry high volumes of traffic and require more stringent access controls and traffic signal spacing.

In the Chicago metropolitan area, IDOT has established a 1,500-mile network of the most important major arterials into the Strategic Regional

Arterial (SRA) system. This system is a component of the Chicago Metropolitan Agency for Planning's (CMAP) Go To 2040 Comprehensive Regional Plan and is intended to supplement the freeway system by accommodating a significant portion of the long-distance, high volume automobile and commercial vehicle traffic in the region. In the New Lenox area, there are three arterials that are part of the SRA system (US 30 east of I-80, Bruce Rd, Cedar Rd north of Bruce Rd) and four arterials that are proposed to be part of the SRA system (Gougar Rd, US 6, Laraway Rd, Schoolhouse Rd). The SRA's that currently have continuity through the region are designated as major arterials, including US 6, US 30, US 52, and Laraway Road. Those that require future extensions to provide regional coverage have been designated as minor arterials.

Lincoln Highway (US 30) is a four-lane roadway with turn lanes at key intersections. Maple Road (US 6) is a four-lane roadway with turn lanes at key intersections between Silver Cross Boulevard and Cedar Road and a two-lane roadway to the west of Silver Cross Boulevard and east of Cedar Road. Manhattan Road (US 52) is a two-lane roadway in the vicinity of the Village limits. Laraway Road is a two-

lane roadway with turn lanes at key intersections except for the segment between the Metra railroad crossing and Whitehall Road that has been widened to four lanes. The major arterials are all controlled and maintained by IDOT or WCDOT and carry traffic volumes ranging from 9,500 to 23,000 vehicles per day (vpd). Parking is not permitted on the major arterials.

### MINOR ARTERIALS

Minor arterials augment the major arterials by accommodating somewhat shorter trips to and from residential neighborhoods, commercial areas, employment centers and recreational activity areas at the community level. As such, operating speeds and road capacity may be less than that of the major arterials, with less stringent controls on property access. Minor arterials in New Lenox include Bruce Road, Cedar Road, Francis Road, Gougar Road, Illinois Highway, Schoolhouse Road, Parker Road, Delaney Road, Spencer Road and Nelson Road. All are two-lane roadways throughout the Village, with or without turn lanes at intersections. The minor arterials are controlled and maintained by WCDOT, IDOT or the Village and carry traffic volumes ranging from 1,350 to 12,300 vpd. Parking is not permitted on the minor arterials.

### COLLECTORS

The collector system is designed to support the arterial network. Collector roads consist of medium-capacity, medium volume roads that have limited continuity and serve to distribute traffic between the higher-level arterials and the lower-level local roads. Collectors provide some direct land access but to a more limited degree than local roads. In New Lenox, the collectors are two-lane roadways with right-of-way widths ranging from 60 to 80 feet. The collectors serve the Village's business parks, commercial centers, industrial areas and major residential subdivisions.

### LOCAL ROADS

Local roads provide direct access to private property and are accessed from arterial and collector roads. Trip lengths on local roads are typically short and volumes and speeds are typically low. All remaining roadways in New Lenox not mentioned above are classified as local roads and are generally two-lane roadways with a right-of-way width ranging from 60 to 66 feet.



**TABLE I: ROADWAY FUNCTIONAL CLASSIFICATION AND JURISDICTION**

Functional Classification	Roadway	Jurisdiction	Annual Average Daily Traffic <sup>1</sup>
Expressways	I-80	IDOT	100,600 - 129,700
	I-355 (Veterans Memorial Tollway)	ISTHA	55,500
Major Arterials	Maple Road (US 6)	IDOT	10,000 - 20,300
	Lincoln Highway (US 30)	IDOT	10,500 – 22,800
	Manhattan Road (US 52)	IDOT	6,650 - 9,500
	Laraway Road (County Highway 74)	Will County	9,400 – 15,600
Minor Arterials	Bruce Road	Homer Township	3,400
	Cedar Road (County Highway 4)	Will County (N of US 6, S of Illinois Highway), IDOT (N of Francis Rd, S of US 6, Village (between Francis Rd & Illinois Highway))	7,300 – 12,300
	Delaney Road	Village & New Lenox Township	1,100 – 2,450
	Francis Road (County Highway 64)	Will County	3,800 – 9,950
	Gougar Road (County Highway 52)	Will County (S of US 6), Village (N of US 6)	5,300 – 12,100
	Illinois Highway	Village & New Lenox Township	1,500 – 5,400
	Schoolhouse Road	Village & Will County	2,050 – 10,050
	Nelson Road	Village & New Lenox Township	3,900 – 6,450
	Parker Road (County Highway 1)	Will Co (N of US 6), New Lenox Township (S of US 6)	3,800 – 8,050
	Spencer Road	Village & New Lenox Township	950 – 4,400
Collectors	Baker Road	Village of Manhattan, Manhattan Township	750 - 1,350
	Haven Avenue	Village	3,750 – 6,050
	Joliet Highway	Village	3,850
	Marley Road	Village & New Lenox Township	3,600 – 3,850
	Silver Cross Boulevard	Village	n/a
	Vine Street	Village & New Lenox Township	3,250 - 4,050
	Washington Street	Village & New Lenox Township	5,350
	Wildwood Drive	Village	n/a
	Wood Street	Village & New Lenox Township	1,000
Local Roads	All other roadways	Village	

<sup>1</sup> Source: Illinois Department of Transportation

n/a – not available



## TRUCK ROUTES

Truck routes are typically roadways that provide continuous regional travel and/or are designed to support heavy commercial traffic while avoiding residential areas. IDOT has established a Designated State Truck Route System that consists of three classifications of roadways (Class I, II and III), each with specific design standards and maximum legal vehicle dimensions and loaded weights. In New Lenox, the truck route system maintained by the State of Illinois includes two Class I truck routes and one Class II truck route. There are also 7 local truck routes in New Lenox that are maintained by the Village.

### Class I Facility (maintained by IDOT):

- Interstate 80

### Class I Facility (maintained by ISTHA):

- Interstate 355 (Veterans Memorial Tollway)

### Class II Facility (maintained by IDOT):

- Lincoln Hwy (US 30)

### Local Facilities (maintained by Village):

- Cedar Rd (Lenox Rd-Illinois Highway)
- Nelson Rd (Illinois Hwy-Delaney Rd)
- Schoolhouse Rd (US 30-Talon Dr)
- Schoolhouse Rd (Harvey Dr-Old Plank Dr)
- Schoolhouse Rd (CN Railway-Illini Dr)
- Spencer Rd (Water Tower Dr-Spencer Rd Campus Dr)
- Spencer Rd (adjacent to Ashton Estates)
- Illinois Hwy (Gougar Rd-Lake Rd)
- Delaney Rd (Village limits-Taylor Glen subdivision)

## PRIMARY TRAVEL CORRIDORS

The primary travel corridors through the Village of New Lenox are the arterials. These roadways convey the highest volumes of traffic through the community, connect with the collector and local roads, and provide auto and truck access to the community's commercial and industrial areas.

### North-South Arteries

The primary north-south arteries in New Lenox are Gougar Road, Cedar Road, Spencer Road, Parker Road, Schoolhouse Road, Nelson Road and US 52. The spacing between these roadways ranges from ¾-mile to 2 miles. These arteries are also the major roadways that cross or span the CSX Railway and CN Railway.

### East-West Arteries

The primary east-west arteries in New Lenox are US 30, US 6, US 52, Laraway Road, Delaney Road, Francis Road, Illinois Highway, and Bruce Road. These roadways also cross or pass beneath Metra's SouthWest Service Line. The roadways are spaced from one mile to 1 ½-mile apart.

## ROADWAY NETWORK CAPACITY

The local and collector roadway system in the Village provide sufficient capacity to accommodate the volume and composition of roadway traffic. However, there are segments of the Village's arterial system that are nearing the road capacity necessary to efficiently serve the traffic volume currently being handled, resulting in traffic congestion and vehicle delays. Further, several intersections of arterial roadways or arterial/collector roadways in the Village currently warrant traffic signal control based on the

traffic volumes and road design.

**I-80/US 30 Interchange** – The capacity of the I-80 exit ramps and US 30 turn lanes are overburdened during peak hours. IDOT is out to bid with plans to reconstruct the interchange to add capacity to these movements.

**Maple Road (US 6)** – This roadway carries high volumes of traffic through New Lenox (20,300 vpd) which is not adequately accommodated by the two- to three-lane cross-section between Gougar Road and Silver Cross Boulevard. IDOT has plans to reconstruct the Maple Road/Gougar Road intersection and install traffic signals in 2019, and to widen Maple Road from Cedar Road east to Will-Cook Road. Long range plans of the Village, County and State include the widening of Maple Road from Silver Cross Boulevard west into Joliet.

**Laraway Road** – This roadway carries traffic volumes that exceed 15,000 vpd in the central section of the Village, which is not efficiently accommodated by the two- to three-lane road design. The WCDOT has plans to widen the roadway to four lanes through the entire Village.

**Gougar Road** – This roadway carries traffic volumes that exceed 10,000 vpd in the vicinity of US 30 and is becoming an important truck path to I-80. Long range plans of the County and Village include the widening of Gougar Road to four lanes through the Village.

**Cedar Road** – This roadway carries traffic volumes that exceed 12,000 vpd in the vicinity of US 30,

which is starting to cause congestion on the three-lane segment of Cedar Road between Illinois Highway and Francis Road. Long-range plans of the Village and County include the widening of the two-lane section of Cedar Road to four lanes to the south of Illinois Highway and north of Francis Road. Near-term plans of the Village and the County include intersection capacity improvements at Laraway Road and the signalization of the Joliet Highway intersection.

**Schoolhouse Road** – This roadway carries traffic volumes in excess of 10,000 vpd north of US 30, which is nearing the efficient operating capacity of a two-lane roadway. Long range plans of the County and Village include the widening of Schoolhouse Road to four lanes north of US 30 and south of Quails Roost Drive. Near-term plans of the Village include the signalization of the Joliet Highway intersection.

**Francis Road** – This roadway carries just under 7,000 vpd through the Village on an arterial roadway with many cross-streets and driveways. The County has plans to widen Francis Road to three lanes through the Village, including intersection improvements at Cedar Road and Parker Road.

## ROADWAY NETWORK CONTINUITY

There are significant barriers in the Village of New Lenox that create challenges in developing continuity in the roadway system. These barriers include I-80, I-355, Metra’s Rock Island District and SouthWest Service Line railways, the CN Railway, the Old Plank Road Trail, Hickory Creek, and several utility corridors. Despite these barriers, the Village has managed to develop a comprehensive roadway system of tangential and curvilinear streets that provides good continuity through the Village, efficient connections between local neighborhoods and commercial corridors, good access to the regional expressway system, and connections with the adjoining communities of Joliet, Frankfort, Lockport, Homer Glen, Mokena, and Manhattan. Nevertheless, there remains several disconnects in the roadway system that result in inefficient traffic flow and limit development opportunities in the Village’s planning areas.

The most notable missing linkages and alignment issues are noted below:

**Schoolhouse Road** – This roadway is the most important north-south arterial serving the eastern portion of the Village as reflected by its regional designation as a proposed SRA between 159th Street and Wilmington-Peotone Road (via Haas Road and Bell Road). A significant missing link to the east of the Village is the 1.2-mile gap between Francis Road and US 6. Barriers include I-80, the NS Railway/ Metra SouthWest Service Line, Marley Creek and East Marley Creek.

**Gougar Road** – This roadway is the most important

north-south arterial serving the western portion of the Village as reflected by its regional designation as a proposed SRA between 143rd Street and Wilmington-Peotone Road. A significant missing link to the south of the Village is the two-mile gap between Laraway Road and US 52 at Baker Road. Barriers include the Jackson Branch.

**US 30/Vine Street Intersection** – The misalignment of Vine Street at US 30 results in two signalized intersections offset by 250 feet and inefficient traffic movements between the two streets. Barriers include the Metra Rock Island District Line, Hickory Creek and existing land uses.

**Cedar Road/Haven Avenue Intersection** – The misalignment of Cedar Road at Haven Avenue results in two unsignalized intersections offset by 140 feet and inefficient traffic movements along Cedar Road, the primary north-south arterial serving the central part of the Village. Barriers include existing land uses.

**Joliet Highway** – The termination of Joliet Highway at Nelson Road leaves a one-mile gap in east-west road continuity between Haven Avenue and Illinois Highway. Extending Joliet Highway west from Nelson Road to Gougar Road, potentially opposite Ellis Road, would improve the collector system and open up development opportunities.

**Illinois Highway** – The termination of Illinois Highway at Spencer Road leaves a 1.5-mile gap in east-west road continuity between Joliet Highway and Laraway Road. Extending Illinois Highway  $\frac{3}{4}$ -mile east to Schoolhouse Road, to the south of the Old Plank Road Trail, would improve the arterial network and

open development opportunities. Barriers include the Jackson Branch and Constitution Road.

**Nelson Road** – The termination of Nelson Road at US 30 leaves a two-mile gap in north-south road continuity across I-80 between Gougar Road and Cedar Road. Barriers to extending Nelson Road north to Silver Cross Boulevard or Francis Road include the Metra Rock Island District Line, Hickory Creek, I-80, and existing land uses. In addition, at the south end of the Village, Nelson Road is misaligned with Eastern Avenue at Delaney Road resulting in 25-foot offset of the centerline.

**Silver Cross Boulevard** – The termination of Silver Cross Boulevard at US 6 leaves a two-mile gap in north-south road continuity between Gougar Road and Cedar Road. Extending Silver Cross Boulevard north 1.5 miles to Bruce Road would improve the collector network and open development opportunities on the west side of I-355. Barriers include Spring Creek and the Spring Creek Greenway Trail.

**Gougar Road-Meader Road Connector** – There is a 1.5-mile gap in east-west road continuity between US 6 and Bruce Road. A new east-west roadway could be extended between Gougar Road and Meader Road to open up development opportunities on the east and west sides of I-355 and Cedar Road to the north of US 6. Barriers include I-355, Spring Creek, and the Spring Creek Greenway Trail.

**Silver Cross Boulevard-Cedar Crossings Drive Connector** – There is a one-mile gap in east-west road continuity between Cedar Road and Silver

Cross Boulevard. A new east-west roadway could be extended from Silver Cross Boulevard (south of the ComEd right-of-way) to Cedar Crossings Drive to open up development opportunities south of the Silver Cross Hospital campus.

**I-355 East Frontage Road** – Discontinuity in the road system southeast of US 6/Cedar Road intersection limits access to a large undeveloped parcel. A frontage road system on the east side of I-355 could access this parcel with additional connections to Cedar Road, US 6, and an extension of Blodgett Road.

**Veterans Parkway-Nelson Road Connector** – There is a disconnect between Nelson Road and New Lenox Commons which can be closed by extending Independence Boulevard from Nelson Road east to Veterans Parkway.

**US 52/Delaney Road Intersection** – Delaney Road is misaligned at US 52 due to the path of the Jackson Branch, resulting in two unsignalized intersections offset by 185 feet.

**Spencer Road / Kankakee Street** – Spencer Road is an arterial road that is 3 miles in length and extends from Delaney Road north to US 30. Kankakee Street is a local road that is also 3 miles in length and extends from Delaney Road south to Manhattan-Monee Road. Spencer Road and Kankakee Street are offset from each other by approximately ¼-mile at Delaney Road. The alignment of these roadways would improve north-south circulation in the area. Barriers include a tributary of Jackson Creek.

**W. Edison Drive / Country Creek Drive** – These two local industrial stub streets both extend east-west immediately south of the CN Railway but are disconnected by ½-mile. Connecting the two streets would open development opportunities in between and provide access for all parcels to both Cedar Road and Nelson Road. Barriers include the Jackson Branch.

**4th Avenue** - This local roadway is disconnected immediately east of Cooper Road.

**Cooper Road** - This local roadway is disconnected at Gum Street. Barriers include Hickory Creek.

**Sycamore Street/Sycamore Lane** - There is a ¾-mile gap in east-west road continuity between Francis Road and Old Hickory Road. Sycamore Street is a local roadway that is disconnected from Sycamore Lane by approximately 675 feet. Connecting these two streets would improve access to this neighborhood. Barriers include a tributary of Hickory Creek.

# EXISTING TRANSIT

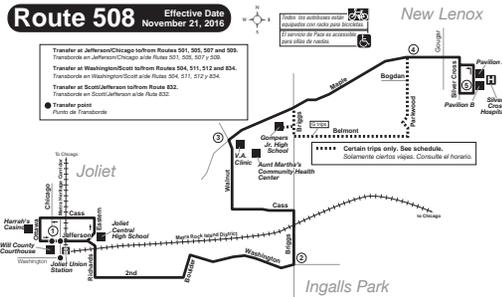
## 2018 COMPREHENSIVE PLAN VILLAGE OF NEW LENOX, ILLINOIS



PROPOSED NEW ROUTE 30 METRA STATION

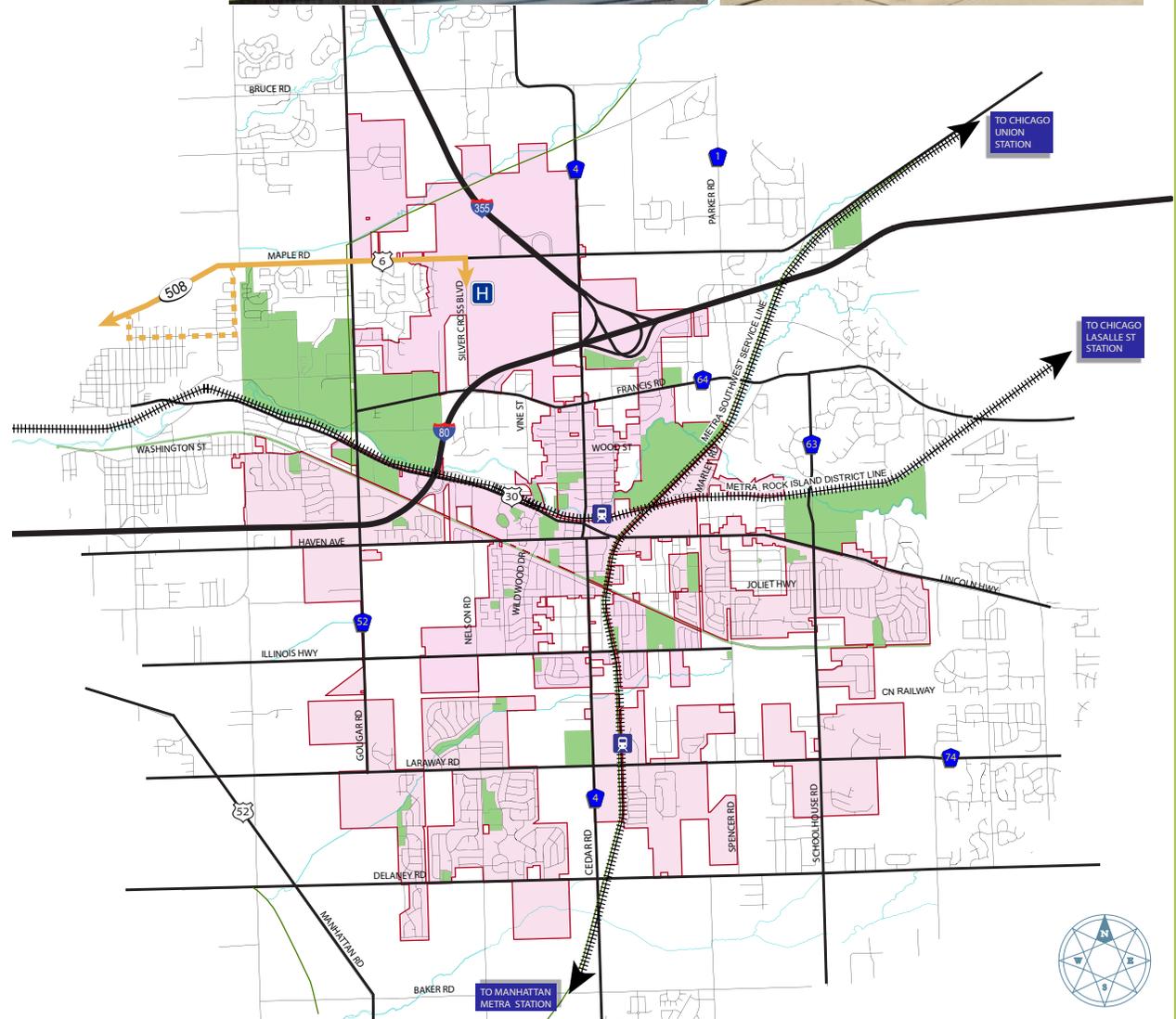


LARAWAY ROAD METRA STATION



### Legend

- Railroad
- Metra Commuter Rail Station
- Pace Bus Route
- Silver Cross Hospital



# Transit

## METRA

There are two Metra stations in the Village of New Lenox. The New Lenox station is located at Lincoln Highway and Prairie Street adjacent to two rail tracks that are owned and operated by Metra. The station is served by Metra's Rock Island District Line (RI), which offers daily service between Union Station in downtown Joliet and the LaSalle Street Station in downtown Chicago. There are 26 stations along the RI and the trip between New Lenox and downtown Chicago takes 1 hour 5 minutes on the express trains and 1 hour 15 minutes on the non-express trains.

The station provides 1,079 parking spaces which are available for a daily fee. On weekdays, the RI makes 23 inbound (towards Chicago) stops at the New Lenox station between 5:07 A.M. and 10:34 P.M., and 23 outbound (towards Joliet) stops between 7:55 A.M. and 1:44 A.M. On Saturdays, the RI makes 10 inbound stops at the station between 6:14 A.M. and 10:29 P.M., and 10 outbound stops between 9:44 A.M. and 1:44 A.M. On Sundays, the RI makes 8 inbound stops at the station between 6:14 A.M. and 8:29 P.M., and 8 outbound stops between 9:44 A.M. and 12:29 A.M.

The Laraway station is located at Laraway Road and Village Station Boulevard adjacent to a double rail track that is owned by the Norfolk Southern Railway and leased to Metra. The station is served by Metra's SouthWest Service Line (SWS), which offers

weekday and Saturday service between the Village of Manhattan and Union Station in downtown Chicago. There are 13 stations along the SWS and the trip between New Lenox and downtown Chicago takes 1 hour 15 minutes. The station provides 288 parking spaces, which are available for a daily fee, and there is no ticket agent on duty at the station. On weekdays, the SWS makes 3 inbound (towards Chicago) stops at the Laraway Road station, two between 6:00 and 7:00 A.M. and one around 2:30 P.M., and 3 outbound (towards Manhattan) stops, one around 1:45 P.M. and two between 6:00 and 7:00 P.M. On Saturdays, the SWS makes 3 inbound stops at the station between 6:22 A.M. and 3:22 P.M., and 3 outbound stops between 2:44 P.M. and 11:44 P.M.

Table 2 summarizes the average weekday Metra ridership and parking utilization at the New Lenox and Laraway Road train stations. Table 3 summarizes the average Metra ridership at the two stations by time of day. Each weekday there are approximately 954 to 1,115 boardings and alightings at the New Lenox station and approximately 24 to 27 boardings and alightings at the Laraway Road station. Most of the boardings occur during the morning commuting period and most of the alightings occur during the evening commuting period.

The Village of New Lenox provides 1,079 parking spaces for Metra commuters (daily fee) at the New Lenox station, and Metra's most recent (2016) parking survey indicated that 76 percent of these spaces are typically in use during the midday period on weekdays. In the evening (after 6:45 P.M.) approximately 25 percent of these spaces remain in use by late arriving commuters or others, which

leaves an ample supply of parking that could be shared with employees and visitors to New Lenox's downtown area. The Village also provides 288 daily fee parking spaces for Metra commuters at the Laraway Road Station, and the 2016 parking survey indicated that 5 percent of these spaces are in use on weekdays. Both stations also offer bicycle parking facilities. Metra's most recent (2008) bicycle parking survey indicated that 50 percent of the New Lenox station's bicycle parking capacity (18 spaces) was utilized while none of the Laraway Road bicycle parking capacity (8 spaces) was utilized.

Ridership trends indicate that boardings and alightings increased steadily at the New Lenox station between 1983 and 2006, but have decreased by approximately 22 percent over the past 10 years. The 414 express train to downtown Chicago, which leaves New Lenox at 7:27 A.M., is the most popular morning train, and the 413 express train from downtown Chicago, which arrives in New Lenox at 5:44 P.M., is the most popular evening train.

Ridership at the Laraway Road station has more than doubled since the station opened in 2006 but remains very low. The 810 train to downtown Chicago, which leaves New Lenox at 6:59 A.M., is the most popular morning train, and the 825 train from downtown Chicago, which arrives in New Lenox at 6:16 P.M., is the most popular evening train.

Table 4 shows the mode of travel of New Lenox and Laraway Road station riders. The majority of riders (75%-80%) drive alone and park at the stations. Approximately 12-25 percent of riders are dropped-off and picked-up at the stations, and up to 6 percent

carpool to/from the stations. A very small number of riders walk, bike or use other means to access the stations despite more than 7 percent of the Village's population living within ½-mile of the New Lenox station and 2.5% living within ½-mile of the Laraway Road station.

## PACE

### Fixed-Route Service

Pace suburban bus operates one fixed-route through New Lenox, Route 508 (East Joliet), which connects downtown Joliet and Joliet Union Station with Silver Cross Hospital via Maple Road and Silver Cross Boulevard. The route also serves the Veterans Administration's Joliet Community Behavioral Outpatient Clinic and the Will County Courthouse. On weekdays there are 13 eastbound buses and 14 westbound buses that operate 5:01 A.M. to 6:59 P.M. on 60-minute headways. On Saturdays there are 8 eastbound and 9 westbound buses that operate between 8:39 A.M. and 5:36 P.M. on 60-minute headways. Table 5 summarizes the hours of operation and frequency of Route 508 and Table 6 summarizes the Annual Average Daily Ridership on the route.

Route 508 operates under Pace's flag stop policy where buses will stop upon a signal to the driver at any intersection along the route. There are no posted bus stops in the Village and no passenger waiting amenities along Maple Road (i.e., shelters, benches, lighting, real-time bus tracker information, bus route maps/schedules, and concrete waiting pads). Much of the Village's residential neighborhoods are not within a convenient walking distance (1/4-mile) of the Pace bus route or the Village's Metra stations

Table 2: Metra Ridership and Commuter Parking Utilization

Metra Station	Weekday Boardings	Weekday Alightings	Parking Capacity	Parking Occupancy	Parking Utilization
New Lenox	1,115	954	1,079	780	76%
Laraway Road	24	27	288	14	5%

Source: Regional Transportation Asset Management System (RTAMS). Metra Station Boarding/Alighting Counts, Fall 2016. Metra Parking Counts, 2016.

Table 3: Metra Ridership by Time of Day

Metra Station	Weekday Boardings					Weekday Alightings				
	AM Peak	Midday	PM Peak	Evening	Total	AM Peak	Midday	PM Peak	Evening	Total
New Lenox	1,006	66	31	12	1,115	3	62	721	168	954
Laraway Road	24	0	0	0	24	0	0	25	2	27

Source: Metra Station Boarding/Alighting Counts, Fall 2016.  
 "AM Peak" - Start of Service to 9:15 AM  
 "Midday" - 9:16 AM to 3:29 PM  
 "PM Peak" - 3:30 PM to 6:45 PM  
 "Evening" - 6:46 PM to End of Service

Table 4: Mode of Access to Metra Station

Metra Station	Drove Alone	Dropped Off	Carpool	Bus	Walked	Bike	Other
New Lenox	80%	12%	6%	0%	2%	0%	0%
Laraway Road	75%	25%	0%	0%	0%	0%	0%

Source: Regional Transportation Asset Management System (RTAMS). Metra on-board survey, 2014.

Table 5: Pace Routes, Frequency and Hours of Operation

Bus Route	Weekdays	Saturdays	Sundays
Route 508	5:01 AM – 6:59 PM <i>13 EB trips, 14 WB trips</i>	8:39 AM – 5:36 PM <i>8 EB trips, 9 WB trips</i>	No Service

Source: Pace

Table 6: Pace Annual Average Daily Ridership

Bus Route	Weekdays	Saturdays	Sundays
Route 508	135	70	No Service

Source: Regional Transportation Asset Management System (RTAMS). Represents average of monthly ridership averages in 2016.

and thus have few alternatives but to drive to reach shopping and employment destinations or the Metra stations.

#### Will County ADA Paratransit Service

Pace paratransit service is available for persons certified by the RTA as having a disability or health condition that prevents them from using Pace fixed route services for some or all of their travel. Trips require one-day advance notice and are provided within three-quarters of a mile of fixed route service, and the service days/hours generally mirror that of the fixed routes (Monday-Friday 5:00 AM-8:00 PM, Saturday 7:15 AM-7:30 PM). Service is not provided on Sundays or holidays.

#### Vanpool

Pace's vanpool programs include its traditional vanpool program, Metra Feeder Program, and Employer (Corporate) Shuttle Program. Program participants are provided vans to use to connect with train stations, transportation centers, or common employment centers and residential communities for a more economical, convenient, and environmentally-friendly commute to work than driving alone.

#### Rideshare

Pace RideShare is affiliated with Pace Suburban Bus and is the designated public rideshare administrator for Northeastern Illinois. They facilitate a free carpooling and vanpooling matching service through their website.

#### New Lenox Township

New Lenox Township offers door-to-door public

transit service to senior citizens, handicapped, youth, or any other township resident desiring transportation. Service is available for various types of trips throughout the Township, and to neighboring townships for medical and physical therapy purposes. The Township desires 24-hour advance notice for the service, but same day service is available.

## Freight Rail

Freight is run on three sets of railroad tracks. The CSX Railway has a trackage rights agreement with the Northeast Illinois Regional Commuter Railroad Corporation (Metra) to use the double track that runs parallel to and just north of US 30. The Iowa Interstate (IAIS) Railway also has an agreement with Metra to run freight on the tracks. Approximately 18 freight trains per day travel through the Village on these tracks. There are four grade crossings with the Metra/CSX/IAIS railroad in New Lenox, including at Gougar Road, Cedar Road, Vine Street, and Old Hickory Road. All have rubberized or asphalt/flange crossing surfaces and include safety features such as crossing gates, flashing lights, bells, and/or roadway medians. The railroad also passes beneath I-80, Marley Road, and the Norfolk Southern/Metra SouthWest Service Line, and crosses over Lincoln Highway. There are no active rail spurs off the railroad within the Village.

The Canadian National (CN) Railway carries approx. 31 freight trains per day along a single-track (east of Nelson Road) and double-track (west of Nelson Road) that extends in an east-west direction

between Illinois Highway and Laraway Road, connecting the Joliet intermodal terminal off Draper Avenue to Kirk Yard in Gary, Indiana. There are five grade crossings with the CN Railway, including at Schoolhouse Road, Spencer Road, Cedar Road, Nelson Road, and Gougar Road. All have rubberized crossing surfaces and include safety features such as crossing gates, flashing lights, and roadway centerline barriers. The CN Railway operates in an established FRA quiet zone through the Village and locomotive engineers do not sound the train horns as they cross these roadways. The CN Railway also passes beneath the Norfolk Southern/Metra SouthWest Service Line east of Cedar Road. There is one rail spur off the CN Railway at the WestRock Company on Berens Drive.

The Norfolk Southern (NS) Railway carries approximately two freight trains a day on a single-track through the Village that extends from its terminus in the Village of Manhattan northeast to the Landers Intermodal Yard and 47th Street Intermodal Yard in Chicago. The NS Railway leases the track to Metra to operate its SouthWest Service Line. There are eight grade crossings with the NS Railway in New Lenox, including at Francis Road, Wood Street, Joliet Highway, Illinois Highway, Laraway Road, Delaney Road, Cedar Road, and Baker Road. All have rubber, concrete or asphalt/flange crossing surfaces (except Wood Street – timber crossing) and include safety features such as crossing gates and flashing lights. The railroad also passes beneath the Old Plank Road Trail and crosses over US 30. There are no active rail spurs off the railroad within the Village.

# Travel Behavior

Tracking travel behavior of New Lenox's working residents provides insights into how the community moves around town and how much households spend on transportation. It also provides a benchmark for comparison with the travel patterns of all Will County residents and with the greater Chicago region as a whole.

## MODE OF TRAVEL

Table 7 shows the commuter travel modes by New Lenox's working residents in comparison to Will County and the Chicago region as a whole. The majority of New Lenox residents (83.1%) drive alone to work, which is a comparable proportion to the driving patterns of Will County as a whole but considerably higher than the Chicago region. Fewer New Lenox residents carpool to work than residents of Will County and the Chicago region as a whole. Those that do not drive alone or carpool, and do not work at home, mostly use transit to commute to work at a higher proportion than commuters in Will County as a whole but approximately half of the transit use by commuters in the entire Chicago region. Very few New Lenox residents walk or bike to work, similar to other parts of Will County but at a lower proportion than other commuters in the Chicago region. A comparable number of New Lenox residents work at home when compared to other parts of Will County and the Chicago region as a whole.

Table 7: Workforce and Commuter Travel Mode

Mode of Travel	New Lenox	Will County	Chicago Region <sup>1</sup>
Working Population	12,911	327,073	4,019,542
Drive Alone	83.1%	83.9%	69.3%
Carpool	4.6%	6.2%	8.3%
Transit	6.4%	3.9%	12.8%
Walk	0.5%	0.8%	3.3%
Bike	0.1%	0.1%	0.7%
Taxicab, Motorcycle, Other	0.7%	1.1%	1.1%
Work at Home	4.6%	4.0%	4.5%

Source: 2011-2015 American Community Survey 5-Year Estimates, U.S. Census Bureau.  
<sup>1</sup> Reflects compilation of data from CMAP seven-county region.

Table 8: Commuter Travel Time to Work

Travel Time	New Lenox	Will County	Chicago Region <sup>1</sup>
By Car < 45 min.	73.3%	73.7%	77.8%
By Transit < 60 min.	3.7%	15.7%	63.0%

Source: 2011-2015 American Community Survey 5-Year Estimates, U.S. Census Bureau.  
<sup>1</sup> Reflects compilation of data from CMAP seven-county region.

Table 9: Average Annual Vehicle Miles Traveled per Household

New Lenox	Will County	Chicago Region <sup>1</sup>
23,582	23,218	18,440

Source: Center for Neighborhood Technology H+T Affordability Index.  
<sup>1</sup> Reflects compilation of data from CMAP seven-county region.

Table 10: Average Household Automobile Ownership

Number of Vehicles Available	New Lenox	Will County	Chicago Region <sup>1</sup>
0	1.1%	1.2%	6.4%
1	10.6%	13.0%	25.0%
2	46.1%	45.2%	41.1%
3+	42.2%	40.6%	27.5%

Source: 2011-2015 American Community Survey 5-Year Estimates, U.S. Census Bureau.  
<sup>1</sup> Reflects compilation of data from CMAP seven-county region.

Table 11: Housing & Transportation Costs as a Percentage of Household Income

Travel Time	New Lenox	Will County	Chicago Region <sup>1</sup>
Housing Costs	36%	34%	34%
Transportation Costs	23%	23%	19%
Housing & Transportation Costs	59%	57%	53%

Source: Center for Neighborhood Technology H+T Affordability Index.  
<sup>1</sup> Reflects the Chicago Metropolitan Statistical Area (MSA).

### Travel Time

As shown in Table 8, approximately 73.7 percent of New Lenox residents are able to drive to their jobs in less than 45 minutes, which is comparable to the drive time average for Will County and slightly less than the average for the Chicago region as a whole. Only 3.7 percent of Village residents that commute by transit have travel times under 60 minutes, which is significantly lower than the average transit commute times for Will County and the Chicago region as a whole.

### Vehicle Miles & Auto Ownership

The average annual vehicle miles traveled (VMT) per household in New Lenox is comparable to that of Will County as a whole but approximately 28 percent higher than the Chicago region, as shown in Table 9, which can be attributed to the more auto dominant commuting patterns in the Village and the lower use of public transit and other travel modes.

The auto-dominant travel patterns of New Lenox residents are also reflected in the number of vehicles available in each household. Approximately 88.3 percent of New Lenox households have two or more vehicles available, as shown in Table 10, which is 2.5 percent higher than the average in Will County and 19.7 percent higher than the average in the Chicago region.

### Spending on Transportation

Affordability of a community can be measured in terms of the average percentage of household income devoted to housing and transportation costs, with a threshold of 45 percent or less being representative of an affordable community. Table 11 shows that a household in New Lenox making the region's median income (\$61,828) would spend 59 percent of their household income on the combined costs of housing and transportation, making New Lenox less affordable than the average for Will County as a whole or the Chicago region.



# Planned & Programmed Transportation Projects

The following future transportation projects will have benefits to the Village and are planned or have been programmed by CMAP, IDOT, Will County, Metra or Pace.

## CMAP GO TO 2040 COMPREHENSIVE REGIONAL PLAN UPDATE

The following projects are in the Go To 2040 plan as fiscally-constrained priority projects and fiscally unconstrained projects.

### Fiscally-Constrained Priority Projects

- Illiana Expressway – New 50-mile, four-lane, access controlled expressway in southern Will County extending from I-55 near Wilmington to I-65 in Indiana.
- Metra Rock Island District (RID) Improvements – Includes enhanced coordination between freight traffic and Metra trains, expanded track capacity on sections within Chicago, a rail flyover (CREATE PI project) through the Englewood interlocking, new bi-directional signals, new and rehabilitated bridges over Chicago streets, centralized traffic control integrated with RID operations, and an expanded and modernized 47th Street Yard.
- Metra SouthWest Service (SWS) Improvements – Includes relocation of Chicago terminus from Union Station to the LaSalle Street station, and a new rail overpass of the Norfolk Southern tracks along 74th Street.

### Fiscally Unconstrained Projects

- I-80 Widening – Includes widening of I-80 by one lane in each direction from US 30 (Lincoln Highway) in New Lenox west to Ridge Road in Minooka.
- I-80 Managed Lanes – Includes addition of one lane in each direction from US 30 east to I-294 in Hazel Crest, operated as a managed lane.
- Metra Rock Island District (RID) Extension – Includes extension of RID line from current terminus in Joliet to Minooka in Grundy County.
- Metra SouthWest Service (SWS) Extension – Includes extension of SWS from current terminus in Manhattan to the Midewin National Tallgrass Prairie.

## IDOT FY 2018-2023 Proposed Highway Improvement Program

- I-80/US 30 Interchange, construction planned for 2019-2021 – Interchange reconstruction including the widening of the I-80 exit ramps, widening of Old Hickory Road, and additional turn lanes on US 30.
- I-80 – Advance bridgework and utility adjustments for future I-80 widening project, including new bridge deck over Gougar Road. (2018-2023)
- US 6 (Southwest Highway) – Reconstruction, resurfacing, bridge replacement and ADA improvements for 3.1 miles from east of Cedar Road in New Lenox to Will-Cook Road in Homer Glen. (2019-2023)
- US 6 (Maple Road) / Gougar Road – Intersection reconstruction, traffic signals, drainage, lighting, landscaping and ADA improvements. (2019)
- US 30 (Cass Street) - Resurfacing and ADA improvements for 4.34 miles from Collins Street in Joliet to the I-80 interchange in New Lenox. (2019-2023)
- US 30 (Lincoln Highway) - Resurfacing and ADA improvements for 0.76 miles from east of Church Street to Tonell Avenue (2019-2023)
- Cedar Road/Laraway Road – Intersection improvements. (2019)

## IDOT Strategic Regional Arterial Studies

- US 30 – Includes potential future widening of US 30 to six lanes between I-80 and Prairie Road, realignment of Vine Street at US 30 to eliminate offset intersections and west traffic signal, and development of a potential park-n-ride facility on Nelson Road in coordination with express bus service along I-80.
- US 6/IL 7/Caton Farm Road/Bruce Road/Cedar Road – Includes widening of Bruce Road to four lanes between Gougar Road and Cedar Road, widening of Cedar Road to four lanes between Bruce Road and IL 7/159th Street, expansion of the right-of-way of Bruce Road and Cedar Road to 100 feet, realignment of Bruce Road/Cedar Road intersection to eliminate the curve, and signalization of the Bruce Road/Cedar Road intersection.

## Will Connects 2040 Long Range Transportation Plan

- Cedar Road – Widening to 4 lanes from Illinois Highway south to Manhattan-Monee Road and from

Francis Road north to Bruce Road.

- Gougar Road – Widening to 4 lanes from US 6 south to Laraway Road and extension of the 4-lane roadway south from Laraway Road to US 52.
- Cherry Hill Road – Widening to 4 lanes from US 52 north to Mills Road.
- I-80 Widening – Widening I-80 to 8 lanes between I-355 and IL 43, and extending managed lanes.
- I-355/Bruce Road – New full interchange.
- I-80/Schoolhouse Road – New full interchange.
- I-80/US 30 – Upgrade existing interchange.
- Schoolhouse Road - Widening to 4 lanes from US 30 north to Francis Road and extension of the 4-lane roadway north from Francis Road to US 6.
- US 30 – Widening to 4 lanes from Washington Street west to Briggs Street.
- US 52 – Widening to 4 lanes from Laraway Road south to Manhattan-Monee Road.
- US 6 – Widening to 4 lanes from Briggs Street east to Silver Cross Boulevard and from Cedar Road east to Will Cook Road. Bridge replacement at Marley Creek.
- I-355 Express Bus
- I-80 Express Bus
- Metra Rock Island District Line – Increase frequency of service.
- Metra SouthWest Service Line – Increase frequency of service.

## Will County Community Friendly Freight Mobility Plan

### Tier 1 Projects

- I-80 Widening (Ridge Road-US 30; I-355-IL 43)
- US 6 Widening (IL 53-I-355)
- Gougar Road Widening (US 6-Laraway Road)
- Gougar Road/CN Railway Grade Separation

### Tier 3 Projects

- US 52 Widening (IL 53-Manhattan-Monee Road)
- Laraway Road Widening (US 52-IL 43)
- Cherry Hill Road Widening (US 52-Mills Road)

### Tier 4 Projects

- I-80/US 30 Interchange Reconstruction
- I-355/US 6 Bridge/Overpass Reconstruction
- Cedar Road/Francis Road Intersection Improvements

## Will County Division of Transportation Improvement Program FY 2016-2021

- Laraway Road – Includes 7-mile widening to 4-lane divided road between US 52 and US 45. (2017-2020)

- Laraway Road/Cedar Road - Intersection improvements including left- and right-turn lanes on Cedar Road, dual left- and right-turn lanes on Laraway Road, permanent traffic signals, curb and gutter, and barrier median on Laraway. (2017)
- Gougar Road – Preliminary engineering to widen Gougar Road to 4 lanes between US 30 and Laraway Road. (2017-2021)
- Francis Road – Reconstruction and widening to 3-lane road between Gougar Road and Wolf Road. (2017-2021)
- Francis Road/Parker Road – Intersection improvements. (2017-2019)
- Cedar Road – Bridge reconstruction over Spring Creek. (2017)

#### Village of New Lenox 2004 Comprehensive Plan Projects

Gougar Road Extension – From Laraway Road south to US 52.

- Gougar Road Widening – to four-lane cross-section with center median from Bruce Road south to US 6.
- Joliet Highway Extension – From Nelson Road west to Gougar Road.
- Nelson Road Extension – From US 30 north to Clinton Street.. (Silver Cross Boulevard).
- Cedar Road–Silver Cross Boulevard Connector – New east-west roadway south of Silver Cross Hospital.
- I-355 East Frontage Road – From US 6 opposite I-355 northbound ramp terminal east through Cedar Road to US 6 east of Blodgett Road.
- Blodgett Road Extension – From US 6 south to proposed I-355 East Frontage Road.
- Schoolhouse Road Extension – Four-lane road extension from Francis Road north to US 6.
- I-80/Schoolhouse Road Interchange – New interchange with proposed Schoolhouse Road extension.
- Schoolhouse Road Widening – to a four-lane cross-section with center median from Francis Road to Smith Road.
- US 6 Widening – to four-lane cross-section between Joliet limits and Homer Glen limits.
- Cedar Road Widening – to four-lane cross-section between I-80 and Bruce Road, and between Illinois Highway and Smith Road.
- Silver Cross Boulevard Extension – From US 6 north

to Bruce Road.

- Cherry Hill Road Widening – to four-lane cross-section south of US 30.
- East-West Connector – From proposed Silver Cross Boulevard extension east across I-355 and Cedar Road to Meader Road.
- Gougar Road Bicycle Trail – From Old Plank Road Trail north to Spring Creek Greenway Trail.
- NS Railway Trail – Bicycle trail parallel to NS Railway/Metra SouthWest Service Line.
- Laraway Road Widening – to a four-lane cross-section with center median from Cherry Hill Road east to Schoolhouse Road.
- Cedar Road/Haven Avenue Realignment – Intersection realignment to straighten “S” curve.
- Illinois Highway Widening – to four-lane cross-section from Cherry Hill Road to Spencer Road.
- Illinois Highway Extension – From Spencer Road east to Schoolhouse Road.
- Bruce Road Widening – to four-lane cross-section from Farrell Road east to Parker Road.
- Delaney Road Widening – to four lanes from Cherry Hill Road east to Frankfort limits.
- I-355/I-80 Park n’ Ride Lot – Pace lot in southeast quadrant of Cedar Road and US 6.
- Pace Metra Feeder Bus Service – Pace bus connection to Laraway Road Metra Station.

#### Village of New Lenox 2013 Route 30 Corridor Implementation Plan Projects

US 30/Vine Street Intersection Realignment – Realignment of Vine Street at US 30 to eliminate offset intersections and consolidate traffic signals into a single intersection.

- Independence Boulevard Extension – Easterly extension to Veterans Parkway.
- Old Plank Road Trail connection - to Degroate Road

#### Village of New Lenox 2014 New Lenox Commons Master Plan Projects

- Degroate Road Extension – Along north side of Old Plank Road Trail to Veterans Parkway
- Veterans Parkway-Nelson Road Connector – East-west connector road intersecting Veterans Parkway opposite Village Hall service drive.

#### Village of New Lenox Capital Improvements Plan Projects Planned or Underway

- Silver Cross Boulevard – Reconstruction/widening from Silver Cross Hospital south to Francis Road.
- Cedar Road/Haven Avenue - Intersection realignment. (2021)
- Cedar Road/Joliet Highway – Installation of traffic signals. (2020)
- Schoolhouse Road/Joliet Highway – Installation of traffic signals (2020)
- New Lenox Metra Station Reconstruction – Anticipated by 2019.
- US 30/Veterans Parkway – Installation of traffic signals. (2020)
- Implementation of Quiet Zones along Metra Rock Island District & SouthWest Service lines. (2020 & 2018)
- Cedar Road Sidewalk – From Francis Road north to Lenox Road and from Joliet Highway to the CN Railway. (2021)
- Illinois Highway Sidewalk – From Gougar Road to Nelson Road. (2018)
- Gougar Road Bike Path – Bike path connecting Ferro Drive sidewalk to Old Plank Road Trail and existing Gougar Road pedestrian crossing at Providence Catholic High School. (2019)

#### Pace PULSE Arterial Bus Rapid Transit (ART)

New service features limited-stop express service, vehicles equipped with Wi-Fi and other technological advancements, easy-to-find stations with weather protection, and real-time bus arrival signage. The ART network consists of 7 near-term routes, 11 medium-term routes and 18 long-term routes. The first ART near-term route will launch in 2017 along a 7-mile segment of Milwaukee Avenue from the Jefferson Park transit center in Chicago to Golf Mill Shopping Center in Niles. There is one ART route planned in New Lenox, which is designated as a long-term route.

- US 30 – 52-mile route from Orchard Road in Montgomery to the Indiana Border



CHAPTER **2.2**

**TRAIL & PEDESTRIAN SYSTEM**



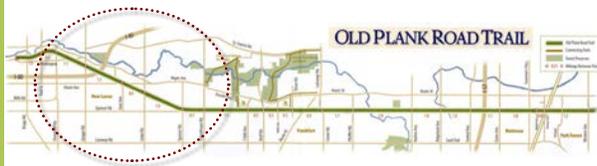
# EXISTING TRAILS

## 2018 COMPREHENSIVE PLAN VILLAGE OF NEW LENOX, ILLINOIS

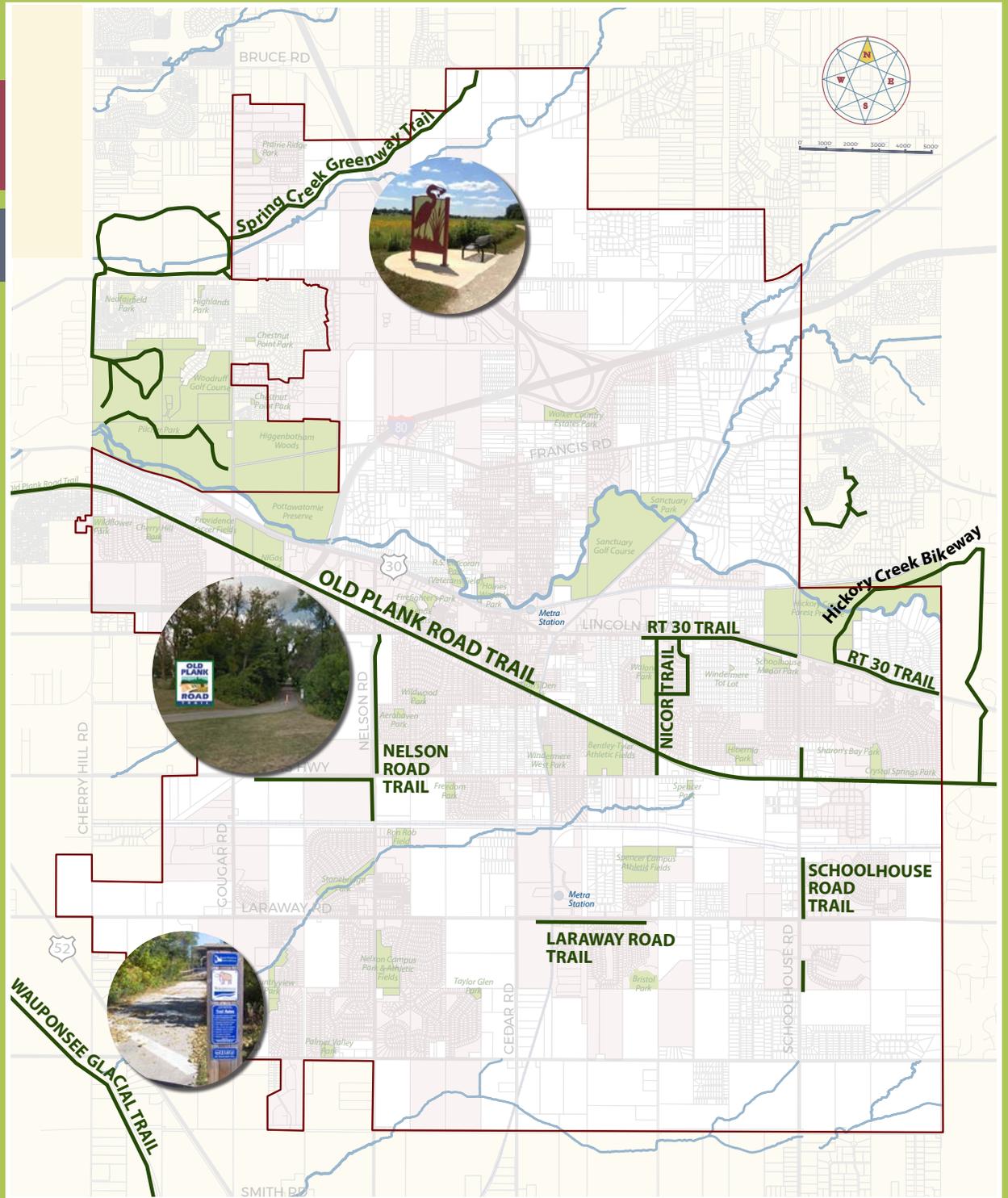


Regional bicycle trails serving New Lenox include the 14-mile Old Plank Road Trail and the Will County Forest Preserve District's 22-mile Wauponsee Glacial Trail.

Local trails include the 5.93-mile Hickory Creek Bikeway, the 8.45-mile Spring Creek Greenway Trail, and the 7.56-mile Route 30 Bikeway.



- LEGEND**
- Existing Trail
  - Existing Park
  - Existing Creek
  - PLANNING BOUNDARY
  - EXISTING MUNICIPAL BOUNDARY



0 1000 2000 3000 4000 5000

# EXISTING PARKS & OPEN SPACES

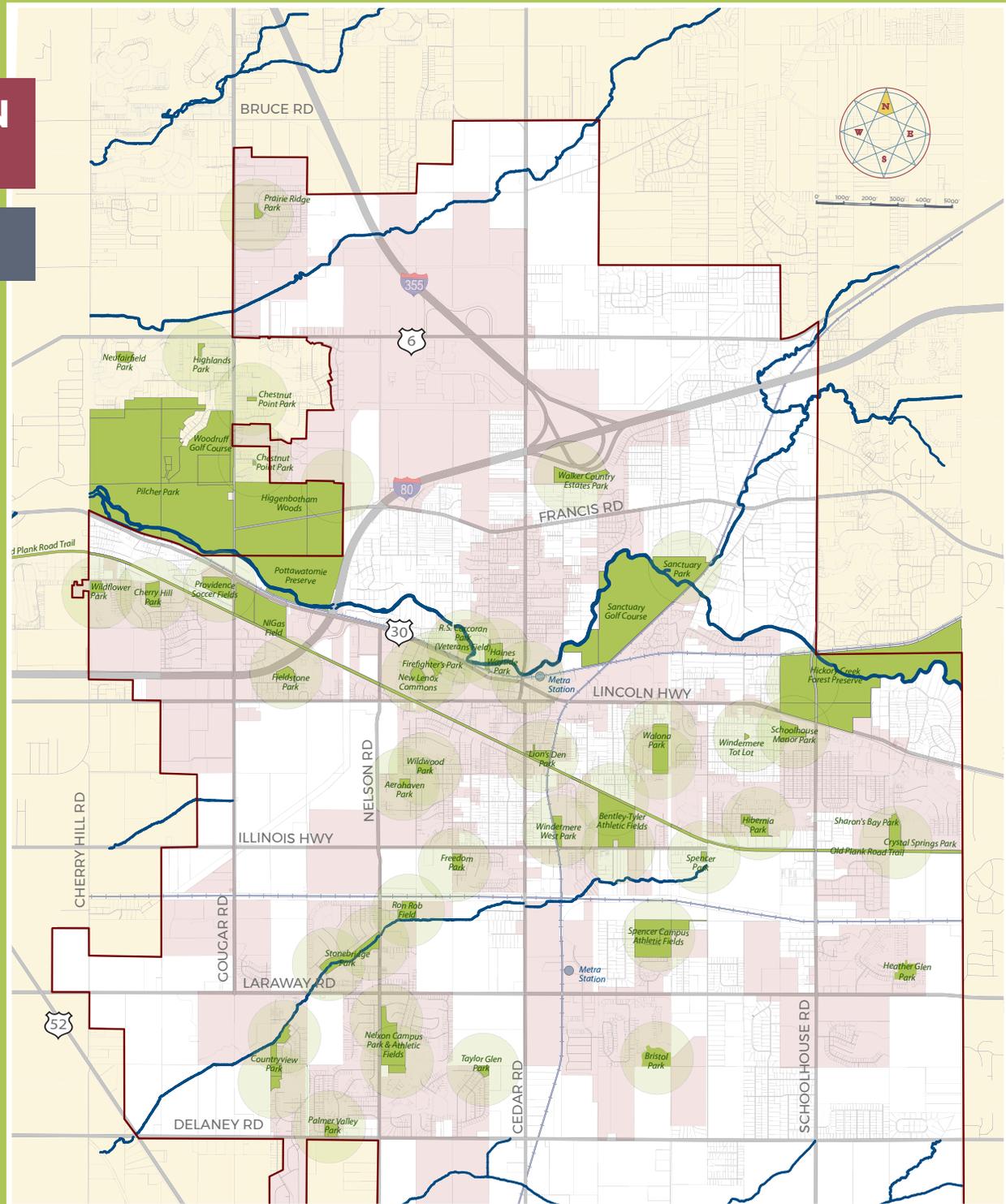
2018 COMPREHENSIVE PLAN  
VILLAGE OF NEW LENOX, ILLINOIS



Existing built up areas in the Village are well served by a variety of neighborhood parks, play lots and athletic fields.

Major regional open spaces including the Hadley Valley Forest Preserve, Hickory Creek Forest Preserve, the Higenbotham Woods and the Pottawatomie Woods also offer hundreds of acres of natural areas to Village residents.

- LEGEND
-  Existing Trail
  -  Existing Park & 5 minute walk area from park
  -  Existing Creek
  -  PLANNING BOUNDARY
  -  EXISTING MUNICIPAL BOUNDARY



# TRAIL & PEDESTRIAN SYSTEM

## *Summary of key findings and opportunities*

Communities strive to develop a comprehensive system of bicycle and pedestrian facilities to promote mobility by non-auto means and to encourage an active, healthy lifestyle. The system should be comprehensive and contiguous across the community, providing connections to major community facilities (Village Hall, schools, parks, community centers, religious institutions, library, post office, etc.), commercial centers and residential subdivisions. The system should also connect to the regional trail system and the bicycle networks of its adjoining communities so that Village residents can take advantage of the resources that are available within the larger metropolitan area.

The bicycle and pedestrian system in the Village of New Lenox is in the early stages of development and has many gaps to fill. The bicycle facilities currently consist of paved and unpaved trails along former rail rights-of-way and through Will County Forest Preserves and New Lenox public parks, off-street multi-use paths, and on-street bicycle lanes. Pedestrians make use of the off-street paths and trails as well as the sidewalks that are generally located along one side or both sides of most roadways.

### **REGIONAL TRAILS**

Regional bicycle trails serving New Lenox include the Old Plank Road Trail Management Commission's 22-mile Old Plank Road Trail and the Will County Forest Preserve District's 22-mile Wauponsee Glacial Trail, the 5.93-mile Hickory Creek Bikeway, the 8.45-mile Spring Creek Greenway Trail, and the 7.56-mile Route 30 Bikeway, which is also managed by the villages of New Lenox, Mokena and Frankfort.

**The Old Plank Road Trail** was developed on a former rail corridor and is accessed from multiple locations within the Village, including from Cherry Hill Road, Washington Street, Gougar Road, Nelson Road, Veterans Parkway, Haven Avenue, Wildwood Drive, Cedar Road, Joliet Highway, Lake Road, Spencer Road, and Schoolhouse Road. The paved trail connects with several other regional trails in Will County and Cook County, via direct trail connections or through on-street routes, including the Hickory Creek Bikeway, Thorn Creek Trail, Wauponsee Glacial Trail, and I&M Canal State Trail.

**The Wauponsee Glacial Trail** was also developed on a former rail corridor and is accessed from multiple locations to the west of the Village and US 52, Baker Road, Delaney Road, Cherry Hill Road, Laraway Road, Mills Road, and Rowell Avenue via Haven Avenue. The limestone trail connects with several other regional trails in Will County, via

direct trail connections or through on-street routes, including the Old Plank Road Trail, I&M Canal State Trail, and Midewin National Tallgrass Prairie Trails.

**The Hickory Creek Bikeway** consists of two paved segments within Hickory Creek Preserve. The western segment is accessed from Schoolhouse Road within the Village or from the US 30 Bikeway and Old Plank Road Trail to the east of the Village.

**The Route 30 Bikeway** extends along US 30 from Williams Street in New Lenox through Mokena to 78th Avenue in Frankfort. It connects with the Hickory Creek Bikeway at Schoolhouse Road and provides the connection between the eastern and western segments of the Hickory Creek Bikeway.

**The Spring Creek Greenway Trail** consists of two paved segments within the Hadley Valley and Messenger Marsh forest preserves. The western segment accesses the Hadley Valley Preserve and can be accessed from Gougar Road in New Lenox and Bruce Road near Cedar Road in Homer Township. The Spring Creek Greenway Trail connects to the Joliet Park District's Pilcher Park trails.

### **NEW LENOX BICYCLE NETWORK**

Most of the arterial and collector roadways in New Lenox are not recommended for bicycling on the street or have ride-with-caution advisories, according

to IDOT's Official Bicycle Map based on road design, travel speeds, traffic volumes and other factors. As such, the bicycle facilities that have been built on these roadways mostly consist of off-street multi-use paths or on-street dedicated bicycle lanes, as shown on the bicycle system map.

Multi-use paths in the Village are generally maintained by either the Village of New Lenox or New Lenox Community Park District and are located along US 30 (Route 30 Bikeway), Schoolhouse Road (Laraway Road-Howell Drive, Old Plank Road Trail-Quails Roost Drive), Laraway Road (NS Railway-Rachel Road), Nelson Road (Haven Avenue-Illinois Highway), Joliet Highway (Spencer Road-NICOR corridor), Marley Road (US 30-Spencer Road), Spencer Road (Marley Road-Joliet Highway), and Calistoga Drive. The Martino School path extends through the Nicor Gas right-of-way corridor (US 30-Illinois Highway). Paths are also located within Hibernia Park and Walona Park.

Bicycle lanes (5-feet in width) have been demarcated on lower volume arterial roadways that are maintained by the Village, including Illinois Highway (Pine Street-Western Avenue).

The surrounding communities of Joliet, Lockport, Homer Glen, Mokena, and Manhattan have their own bicycle networks on local streets or within community parks or the Will County Forest Preserves. A few of these communities have bicycle facilities that are close to the New Lenox municipal limits, offering potential opportunities for bicycle facility connections, including the Joliet Park District's Pilcher Park, Manhattan's trail along Manhattan

Creek, and the Mokena and Frankfort networks.

## BICYCLE FACILITY PLANS

### Village of New Lenox Bicycle/Pedestrian Facility Master Plan

As part of this plan, the Village identified several Targeted Trail Development projects that were considered highly feasible to complete key linkages.

- Schoolhouse Road Trail - Paved path extending 3,300 feet from Hickory Creek Bikeway at US 30 south along Schoolhouse Road to Delaney Road then west along Jackson Creek to ComEd right-of-way. Two segments exist along Schoolhouse Road.
- Illinois Highway Bike Lanes – Extension of bike lanes another ½-mile to the west from Western Avenue to Nelson Road.
- Nelson Road South Trail – 1.5-mile paved path along Nelson Road between Delaney Road and Stonebridge Park.
- Nelson Road North Trail – Two segments. 0.6-mile paved path between Stonebridge Park and Illinois Highway, and 550-foot paved path in place of existing sidewalk between Haven Avenue and Old Plank Road Trail.
- Stonebridge Park to Country View Park Trail – 1.1-mile paved path along the Jackson Branch.
- Country View Park to Wauponsee Glacial Trail – 1.4-mile paved path along the Jackson Branch.
- Pilcher Park to Old Plank Road Trail Connection – 0.6-mile paved path along Gougar Road connecting the Pilcher Park Trail with the Old Plank Road Trail.
- Utility Easement Trail – 2.9-mile paved path extending from the existing path between the Laraway Ridge and Taylor Glen/Horizon

Meadows/Nantucket Lakes subdivisions to the existing Martino School/Nicor Gas Path at Illinois Highway via Cedar Road, Laraway Road, and the ComEd and Nicor Gas rights-of-way.

- Utility Easement to Schoolhouse Road Trail Connector – Paved path from Laraway Road south through the ComEd right-of-way to the proposed Schoolhouse Road Trail at Jackson Creek.
- Old Plank Road Trail to Nelson Road Trail – 0.85-mile paved path through ComEd right-of-way from Old Plank Road Trail south to Nelson Road at Joliet Highway.
- Edmonds Avenue to Haines Park Trail – 1.4-mile paved path from Elm Drive by Haines Elementary School through Haines Park to Edmonds Avenue.
- Edmonds Avenue to Schoolhouse Road Trail – Paved path along Hickory Creek.
- Chicago-Bloomington Trail – Route along paved shoulder from Cedar Road east to ComEd right-of-way.
- Francis Road Trail – Paved path along Francis Road from Gougar Road to I-80 overpass, shared road from overpass to Edmonds Avenue.
- Meader Road/Blodgett Road Trail – Paved path from Chicago-Bloomington Trail south to ComEd right-of-way.
- ComEd Trail – Paved path within ComEd right-of-way east of Parker Road from Chicago-Bloomington Trail south to proposed Meader Road/Blodgett Road Trail.
- Spring Creek Greenway – Meader Road Trail Connector – Paved east-west path from Spring Creek Greenway Trail to proposed Meader Road/Blodgett Road Trail.

- Spring Creek Greenway – Francis Road Trail Connector – Paved north-south path from Spring Creek Greenway Trail south to proposed Francis Road Trail. Southern part of path within ComEd right-of-way.
- CN Railway Trail – Paved trail through ComEd right-of-way on north side of CN Railway from Cherry Hill Road east to Cedar Road.
- CN Railway to Nelson Road Trail Connector - Paved trail from proposed CN Railway Trail to proposed Nelson Road Trail opposite Joliet Highway via ComEd right-of-way.
- Sugar Run Trail – Paved trail from Zalar Woods/ Sugar Creek Preserve to CNRR-Nelson Rd trail connector.
- Stonebridge Park to Jackson Creek Trail – Paved north-south path through Nicor Gas/petroleum pipeline corridor from proposed Stonebridge Park Trail to Jackson Creek.
- Delaney Road Trail – Paved path along Delaney Road from US 52 to Schoolhouse Road.
- Jackson Creek Trail – Paved path from proposed Delaney Road Trail to proposed Nicor Gas/petroleum pipeline corridor trail.
- Shared Roads – Including Edmonds Avenue (Lenox St-Hickory Creek Dr), Lenox Street (Cedar Rd-Edmonds Ave), Vine Street (US 30-Francis Rd), Wood Street (Vine Street-Cooper Rd), Elm Drive (Francis Rd-Canterbury Ct).

### Route 30 Corridor Implementation Plan

Plan includes the following bicycle/pedestrian facility recommendations:

- Replacement of the existing sidewalk along the south side of US 30

- Complete the missing sidewalk links in the network
- Included a multi-use path.

### New Lenox Commons Master Plan

Plans includes the following bicycle facility recommendations:

- New bicycle trail along the north side of US 30 connecting to the New Lenox Metra Station.
- New bicycle path along Nelson Road from Old Plank Road Trail to US 30.
- New bicycle path along Independence Boulevard extension and through New Lenox Commons.

### Will County Bikeway Plan

This plan was prepared by the Forest Preserve District of Will County working in conjunction with the Will County Division of Transportation as a component of the Will Connects 2040 Long Range Transportation Plan. The plan was adopted as an appendix to the 2040 plan by the Will County Board in November 2016. It identifies 14 priority bicycle corridors, five of which are rated highest for further study. These 14 corridors provide connections to existing bikeway corridors and regional destinations such as forest preserves, Metra stations, colleges and universities, and commercial centers. The corridors also extend to the bicycle networks in the surrounding counties. The bicycle facilities built within these corridors may vary in type (multi-use trails, sidepaths, bicycle lanes, etc.) and surface material (concrete, asphalt, limestone screening, etc.).

Four of the priority bicycle corridors extend through or near New Lenox, one of which is a high-rated corridor. The future bikeway corridors are listed below.

### Spring Creek to Jackson Creek/US 45

**Corridor (High Rated Corridor)** – This 12.9-mile corridor will extend through neighboring Homer Glen and Mokena connecting with the US 30 Bikeway, Hickory Creek Bikeway, Old Plank Road Trail, and Spring Creek Greenway Trail. Will utilize the ComEd right-of-way east of Parker Road. Many of the corridor’s segments are already in place.

**Black Road Corridor** – This 23-mile corridor extends from Shorewood on the west to Homer Glen on the east while bypassing downtown Joliet. It will have connections to the Spring Creek Greenway in New Lenox, Veterans Memorial Trail, I&M Canal State Trail, DuPage River Trail, Rock Run Greenway Trail, and Joliet Junction Trail. Many bikeway segments are already in place.

**Veterans Memorial Trail** – This 14-mile corridor extends from 135th Street in Lemont to Manhattan Creek in Manhattan via a utility corridor along I-355, the Spring Creek Greenway Trail, Pilcher Park trails, and Gougar Road in New Lenox. Connections will be provided to the Old Plank Road Trail, Wauponsee Glacial Trail, and Potawatomi Woods Preserve.

**Rock Run to Harlem Avenue Corridor** – This 25-mile corridor extends along Delaney Road through New Lenox, or alternatively along Jackson Creek, from the Wauponsee Glacial Trail to the Hickory Creek tributary near Harlem Avenue. It connects with the planned Tinley Park to Plum Creek Greenway, one of the five high-rated corridors.

## **BICYCLE SYSTEM ENHANCEMENT OPPORTUNITIES**

There are currently widespread gaps in the bicycle system in the Village of New Lenox. Over time, as the Village implements the targeted bicycle trails from its Bicycle/Pedestrian Facility Master Plan, and as the County completes the facilities within its priority bicycle corridors per the Will County Bikeway Plan, these gaps will be closed and a more cohesive bicycle network will result that reaches the Village's major destinations as well as the bicycle facilities in the adjoining communities. Significant destinations that will become more accessible include the Laraway Road Metra Station, New Lenox School District 122 schools, Lincoln Way West High School, the New Lenox Community Park District parks, Sugar Creek Forest Preserve and the Wauponsee Glacial Trail, Messenger Woods Nature Preserve, Silver Cross Hospital, and the US 30 commercial corridor.

Beyond the bicycle facilities proposed in the Village and County bicycle plans, additional opportunities could be pursued to further expand the bicycle network. These opportunities include:

- Installing or completing trails or sidepaths on all arterial and collector roads in the Village, including segments of US 30, Laraway Road, US 6, US 52, Gougar Road, Cedar Road, Spencer Road, Francis Road, Illinois Highway, Bruce Road, Parker Road, Silver Cross Boulevard, Marley Road, Washington Street, Haven Avenue, Joliet Highway, Nelson Road, Baker Road, and Wildwood Drive.
- Installing bicycle lanes or shared-lane markings on lower-speed, lower volume collector roads.
- Developing a posted bicycle route system through

residential neighborhoods.

Developing grade-separated facilities across physical barriers such as I-80, the railroads, and the waterways.

Replacing the Cedar Road bike lanes option from the Village's Bicycle Master Plan with paved paths since the road has been restriped with a center turn lane and inadequate space exists for the bike lanes. Paths can also replace existing sidewalks between US 30 and Joliet Highway.

Extending the Martino School bicycle trail in the NICOR right-of-way north of US 30.

Replacing the sidewalk along the east side of Nelson Road with a multi-use path from Haven Avenue to the Old Plank Road Trail.

Connecting the existing US 30 bikeway with the proposed Hickory Creek trail between Haines Park and Schoolhouse Road to provide access to Lincoln Way Central High School and Hickory Creek Preserve.

Extending the proposed CN Railway Trail within the ComEd right-of-way from Cedar Road east to Schoolhouse Road.

The initiation of a comprehensive Village-wide non-motorized transportation study would also be beneficial to define appropriate locations and facility types to enhance the bicycle system.

### **PEDESTRIAN SYSTEM GAPS**

Significant pedestrian system gaps are located along various segments of all of the Village's arterial and collector roads. The Village's newer subdivisions have sidewalk along both sides of the neighborhood streets. The older residential areas have sidewalk along one side of the street only or are missing sidewalk altogether. The Village constructs and

repairs the pedestrian system as part of its annual Capital Improvement Program.

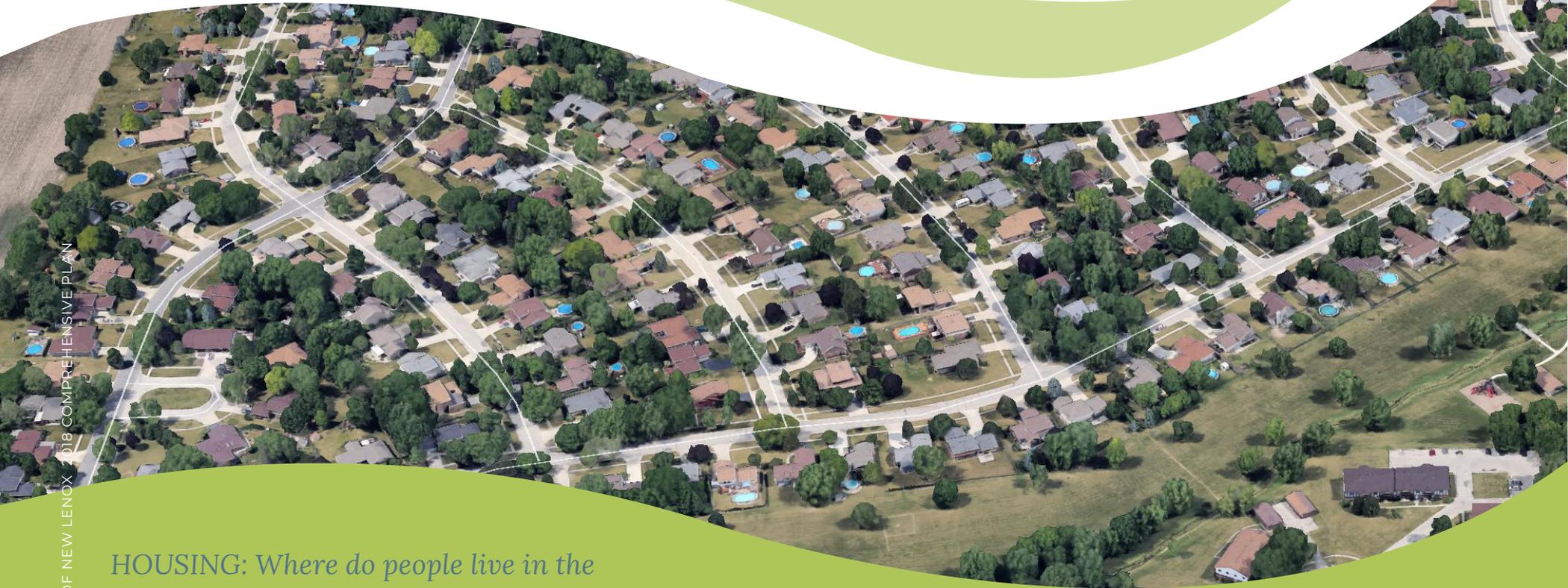
### **PEDESTRIAN CROSSINGS**

The signalized intersections along the Village's arterial and collector roadways are the safest locations for pedestrians and bicyclists to cross the road. Many of the signalized intersections in the Village are disconnected from the Village's pedestrian system and thus do not have crosswalks or pedestrian signals, including intersections along US 6, Francis Road, US 30 (west of Cedar Road), Haven Avenue (west of Nelson Road), Illinois Highway (west of Cedar Road), and Laraway Road (west of Nelson Road). The curb ramps at most of the signalized intersections generally comply with ADA standards, however, many of the intersections that do have crosswalks and pedestrian signals do not have them on all approaches of the intersection and do not have crosswalk markings that are highly-visible to motorists. Further, the only pedestrian signals that feature countdown displays are those along the recently reconstructed section of US 30 east of Cedar Road. Railroad warning gates are also not provided across the Joliet Highway sidewalk at the grade crossing of the NS Railway.



## CHAPTER 2.3

# HOUSING & RETAIL MARKETS



*HOUSING: Where do people live in the Village today, how might housing look in the future?*

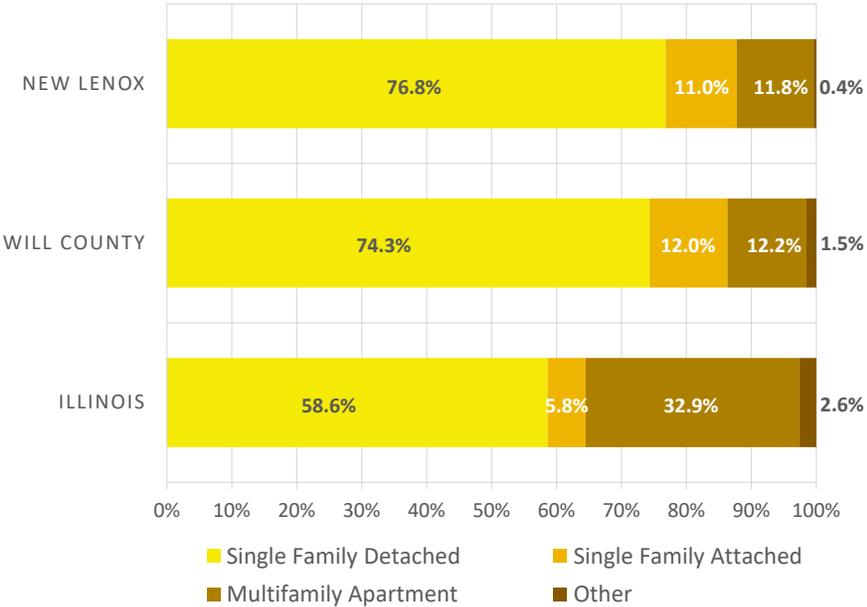
*RETAIL: Where do people shop today, how might retail look in the future?*

# HOUSING UNIT MIX AND TENURE

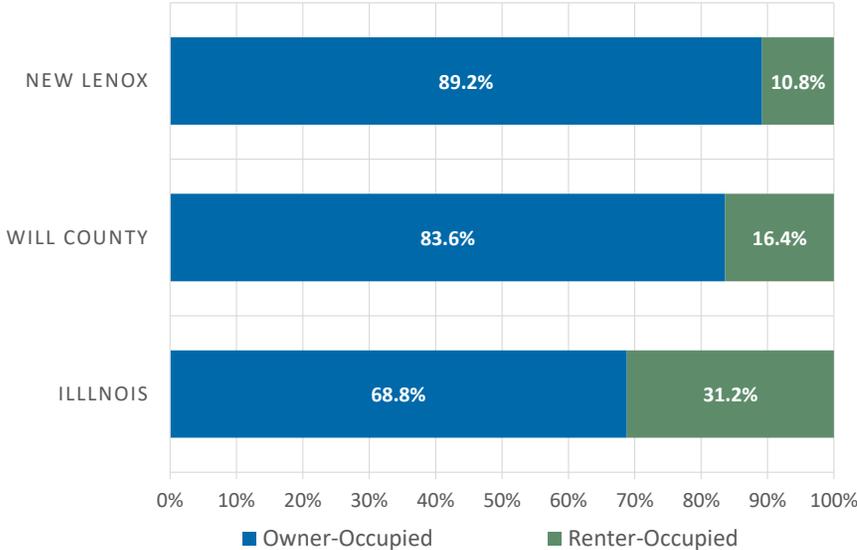
New Lenox is a community of primarily single-family, owner-occupied homes. Approximately three quarters of New Lenox's housing units are in single family detached structures. The remaining quarter of housing units are split nearly equally between single family attached and multifamily buildings. In addition, New Lenox is overwhelmingly an owner-occupied community, with nearly 90% of units owner-occupied. This housing composition reflects the needs of the family-driven households and empty nesters which have historically driven growth in New Lenox.

However, as the composition of household growth shifts to aging Boomers and younger Millennials, a greater variety of housing options, in addition to the existing stock of single-family homes, could be in demand in New Lenox through 2030.

**RESIDENTIAL BUILDING TYPE, 2015**



**TENURE, 2015**



Source: 2011-2015 5-Year American Community Survey; SB Friedman

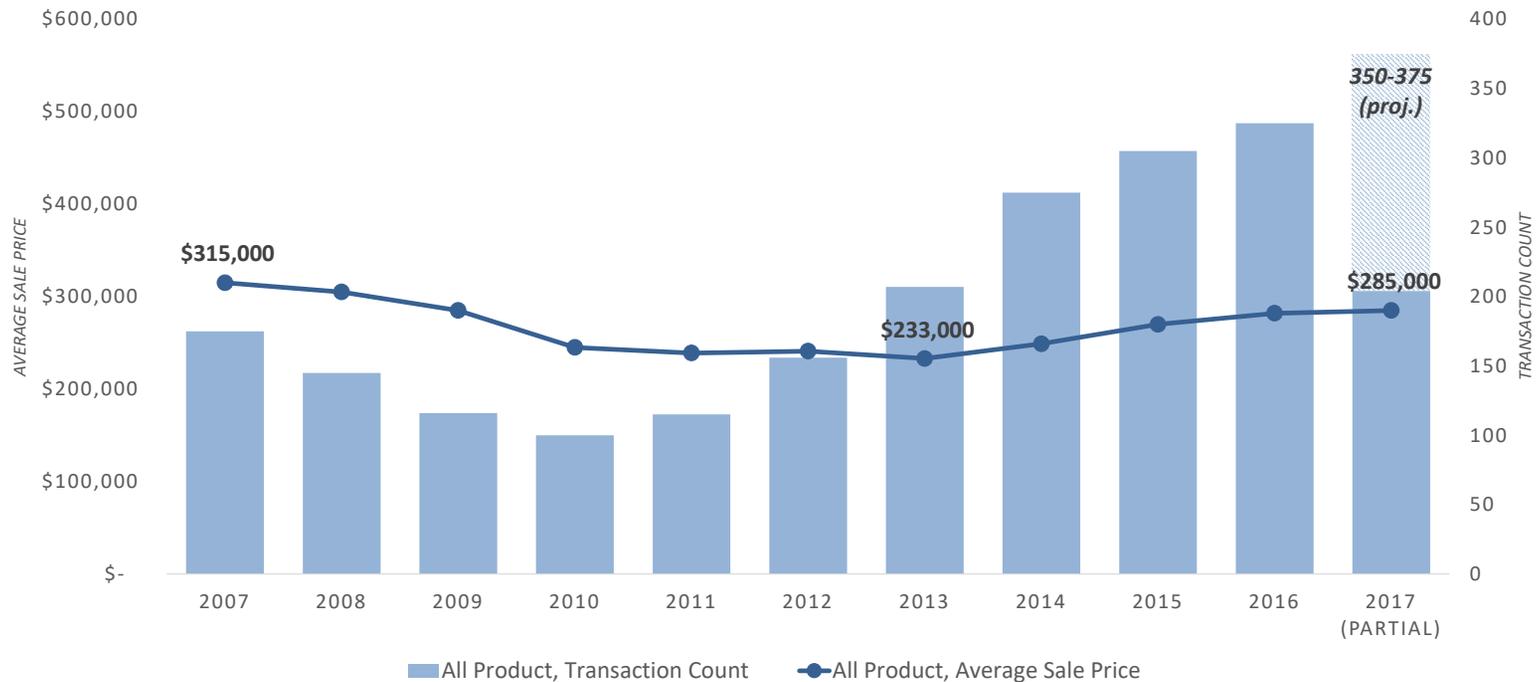
# HOUSING SINGLE FAMILY DETACHED HOMES

## MARKET FOR ALL PRODUCTS

SB Friedman has reviewed single family trend data on resale home pricing and volume. Based on data available from MLS, sales prices and volumes for all existing single family detached homes are recovering from post-Recession lows. Sales volumes have surpassed 2007 levels while sales prices are approaching pre-Recession levels.

**NEW LENOX SALE PRICE AND VOLUME BY YEAR, 2007 TO 2017**

ALL SINGLE FAMILY DETACHED SALES

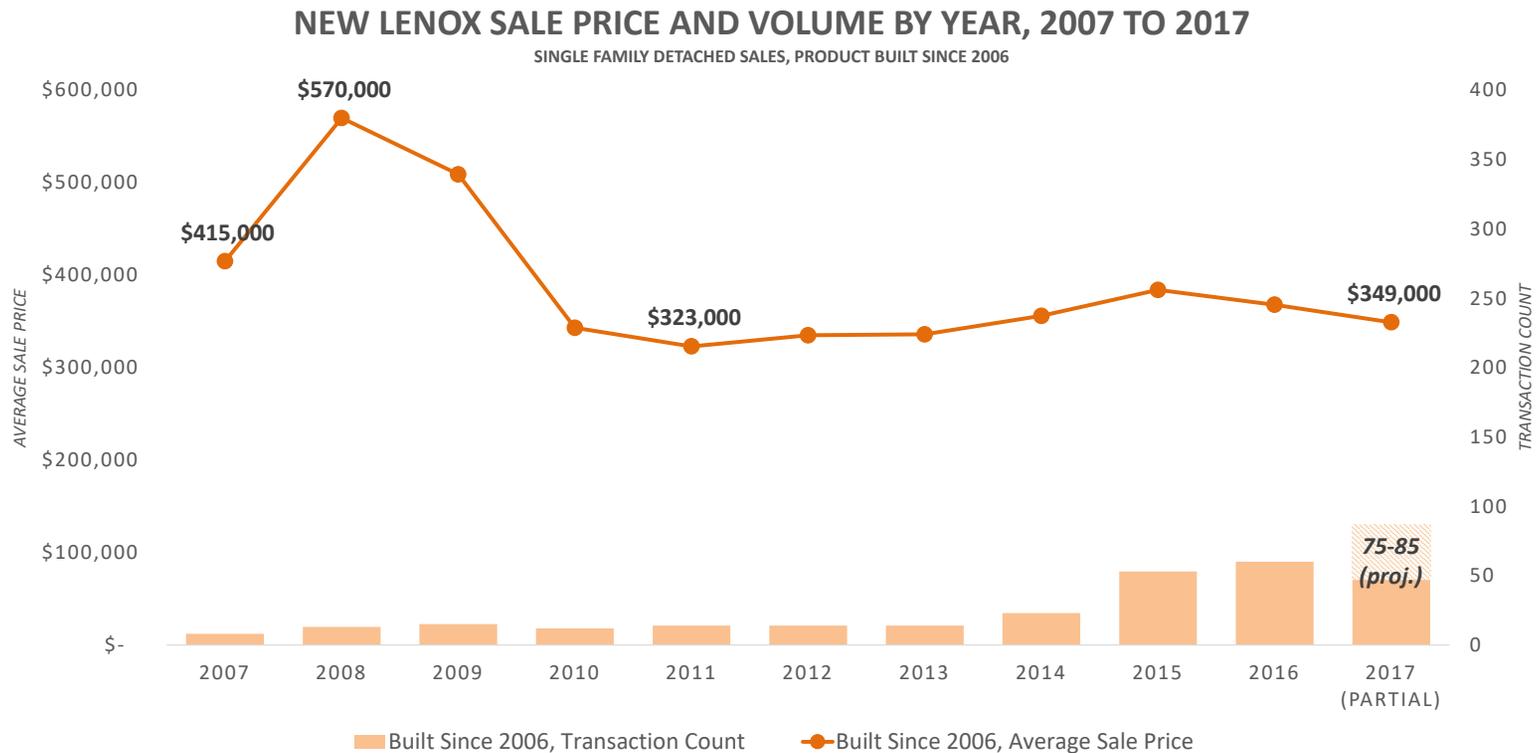


Source: MLS; SB Friedman

# HOUSING SINGLE FAMILY DETACHED HOMES

## MARKET FOR NEWER PRODUCTS

Sales volumes for single family detached homes built since 2006 are increasing. Sales prices for this segment of the market are higher than those of the single family detached market generally.

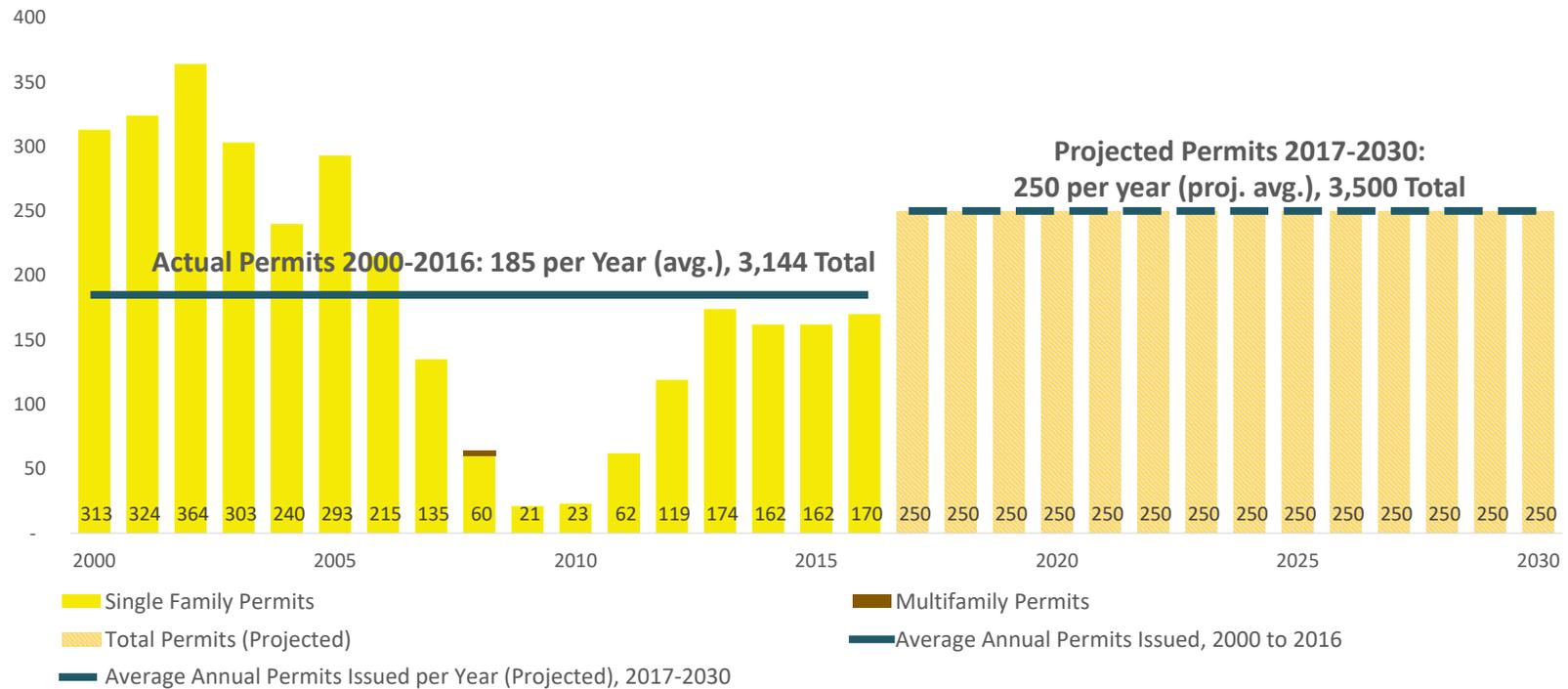


Source: MLS; SB Friedman

# HOUSING BUILDING PERMITS

Housing permit activity in New Lenox was robust in the early part of the 2000's but declined significantly with the Great Recession, reaching a bottom in 2009. Since then, permit activity has recovered to approximately half of its pre-crash peak. New Lenox averaged permits for 185 units per year from 2000 to 2016, almost exclusively on single family homes. *SB Friedman* has projected 250 total units permitted per year from 2017 to 2030.

### NEW LENOX HOUSING PERMITS BY YEAR (UNITS)

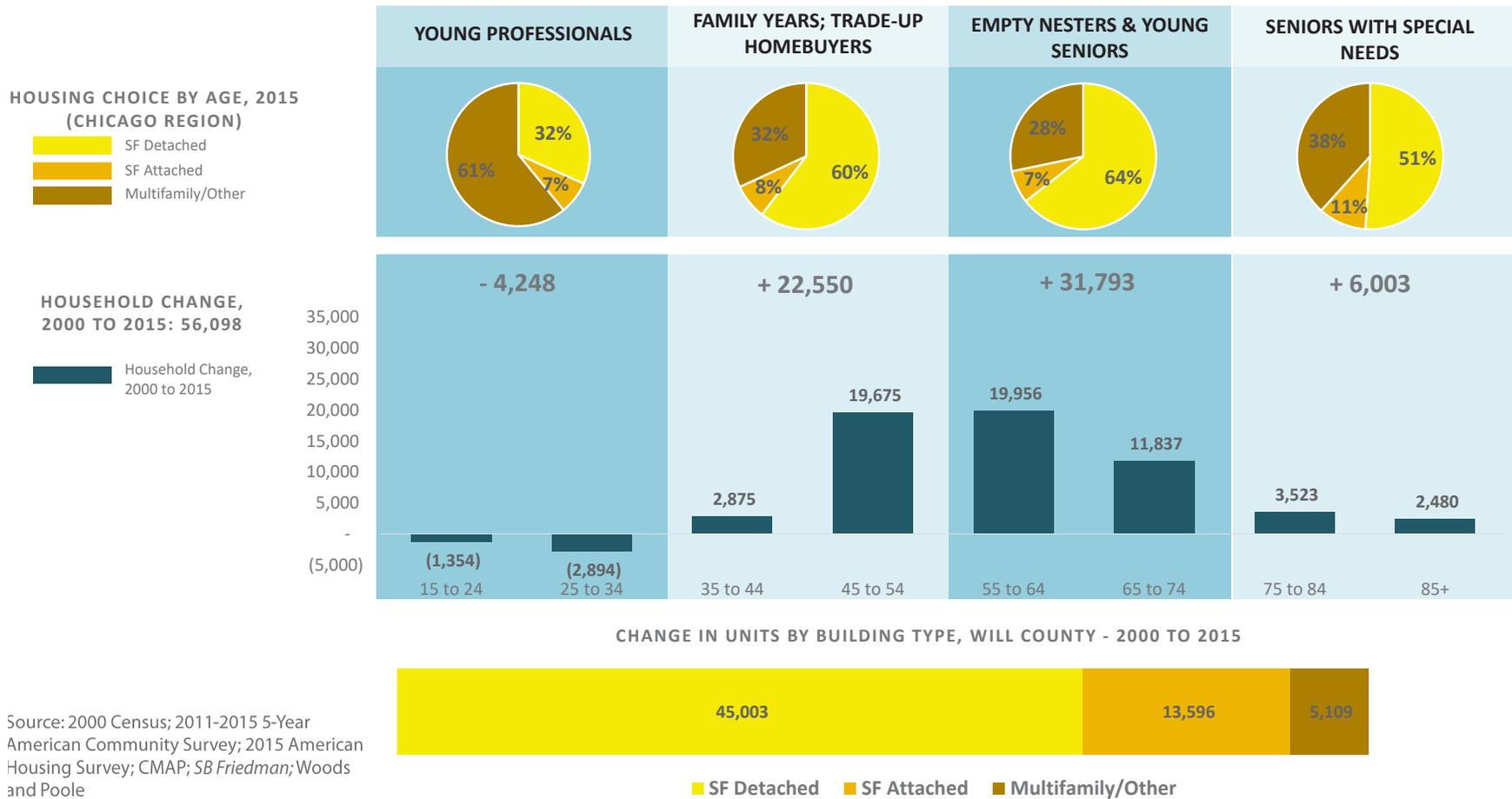


Source: *SB Friedman*; U.S. Census Bureau

# HOUSING PAST TRENDS IN WILL COUNTY

## PAST HOUSEHOLD GROWTH FAVORED DETACHED SINGLE FAMILY HOMES

The housing composition in New Lenox largely reflects the needs of the family-driven households and empty nesters which have historically driven growth in New Lenox. Between 2000 and 2015, Will County's household growth was mainly in older cohorts from ages 45 to 74. These cohorts typically choose to reside in single-family detached homes, driving the growth in this product between 2000 and 2015.

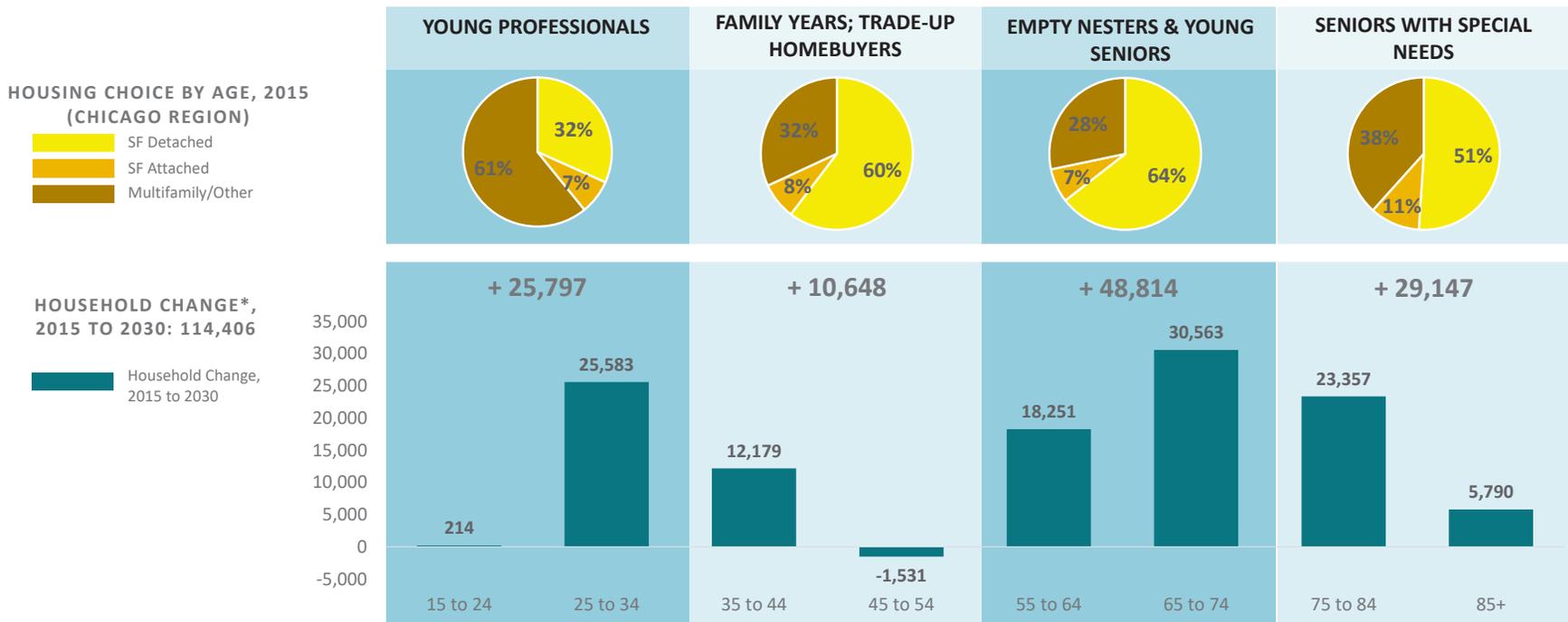


Source: 2000 Census; 2011-2015 5-Year American Community Survey; 2015 American Housing Survey; CMAP; SB Friedman; Woods and Poole

# HOUSING FUTURE TRENDS

## FUTURE HOUSEHOLD GROWTH FAVORS GREATER MIX OF HOUSING CHOICES

Between 2015 and 2030 Will County household growth is anticipated to shift away from families in primary family years into younger (25 to 34) and older (65 to 84) households. **These cohorts have typically demanded a greater variety of housing options, including single-family attached and multifamily.**



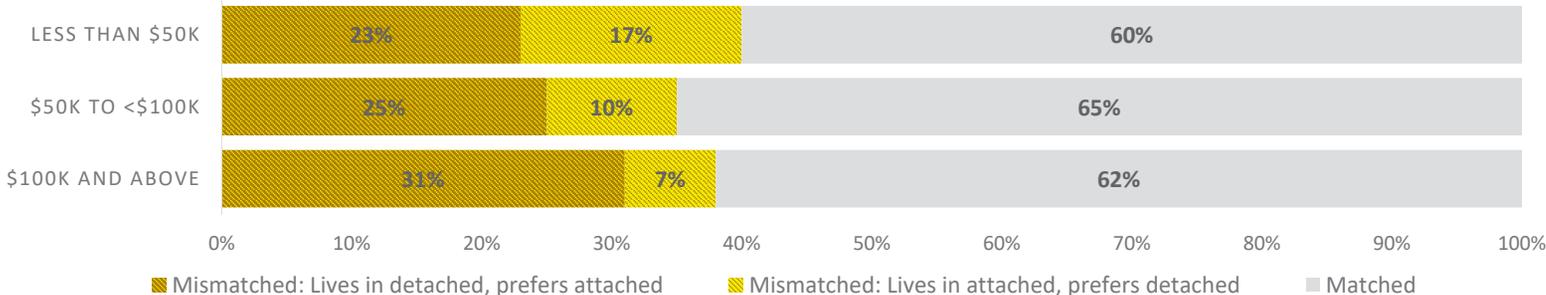
Source: 2010 Census; 2015 American Housing Survey; CMAP; SB Friedman; Woods and Poole

# HOUSING NATIONAL TRENDS

## MISMATCH IN HOUSING PREFERENCES AND WHERE PEOPLE ACTUALLY LIVE

Nationally, there is some mismatch in housing preferences and where people actually reside. Most people living in U.S. metro areas live in their preferred type of home in their preferred type of community. However, among those living in a detached home, there is an unmet demand from individuals unsatisfied with their current community who would prefer an attached home in a walkable neighborhood. Those with incomes of over \$100,000 are most likely to be living in a detached home but prefer an attached home in a walkable neighborhood.

**HOUSING PREFERENCE MISMATCH BY INCOME**



	Lives in	Prefers	%
Mismatched	Detached Home	Apartment/townhouse in walkable neighborhood	25%
	Attached Home	Detached home in conventional neighborhood	13%
Matched	Current housing matches preferences		62%

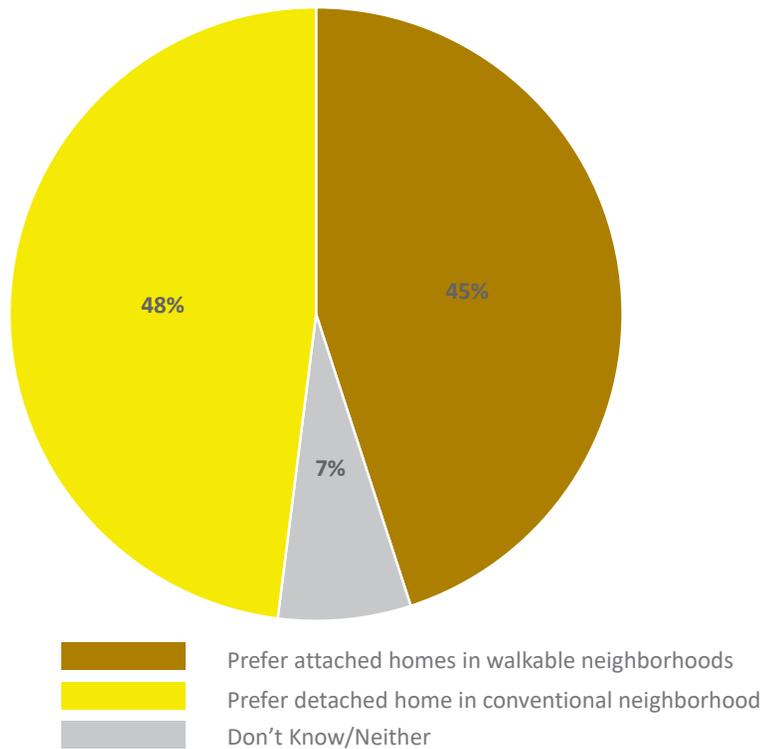
Source: Community & Transportation Preferences Survey, National Association of Realtors and Portland State University (2015); SBFriedman

# HOUSING VILLAGE HOUSING SUPPLY

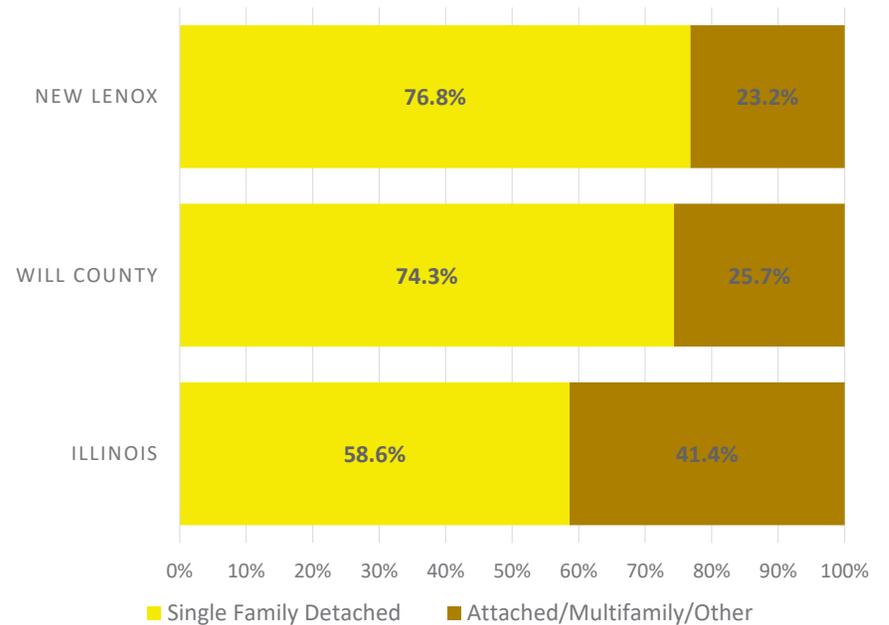
## NATIONAL PREFERENCES VERSUS LOCAL HOUSING MIX

Americans overall are roughly split between preferring attached homes in walkable communities versus detached homes in conventional communities. While the housing stock in Illinois is near to the ratio in these preferences, housing choices in New Lenox and Will County are heavily skewed toward single family detached.

NATIONAL PREFERENCES, 2015



LOCAL HOUSING MIX, 2015



Source: 2011-2015 5-Year American Community Survey; *Community & Transportation Preferences Survey*, National Association of Realtors and Portland State University (2015); *SB Friedman*

# HOUSING ANALYSIS SUMMARY

## DEMOGRAPHIC SHIFTS OF HOUSING DEMAND

*There is a growing demand for housing in walkable and bike friendly environments, especially in the Millennial and Senior age groups.*

### 2000 TO 2015

Population growth between 2000 and 2015 was driven by Baby Boomer householders in their family years and younger seniors.



### 2015 TO 2030

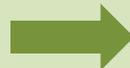
Population growth between 2015 and 2030 likely to be driven by Millennials (younger households) and aging Boomers (empty nesters and seniors with special needs).

These households typically prefer single family detached housing.



These households are typically interested in a wider range of housing preferences: Millennials often desire attached housing in walkable communities and older residents often prefer low maintenance single family, multifamily, and senior housing products.

Housing developed during this period in Will County was mainly single family product.



Based on preferences of growth cohorts, future housing production may shift to include smaller units, more attached single family or multifamily product, and specialized housing targeting seniors (independent or assisted living and continuing care).

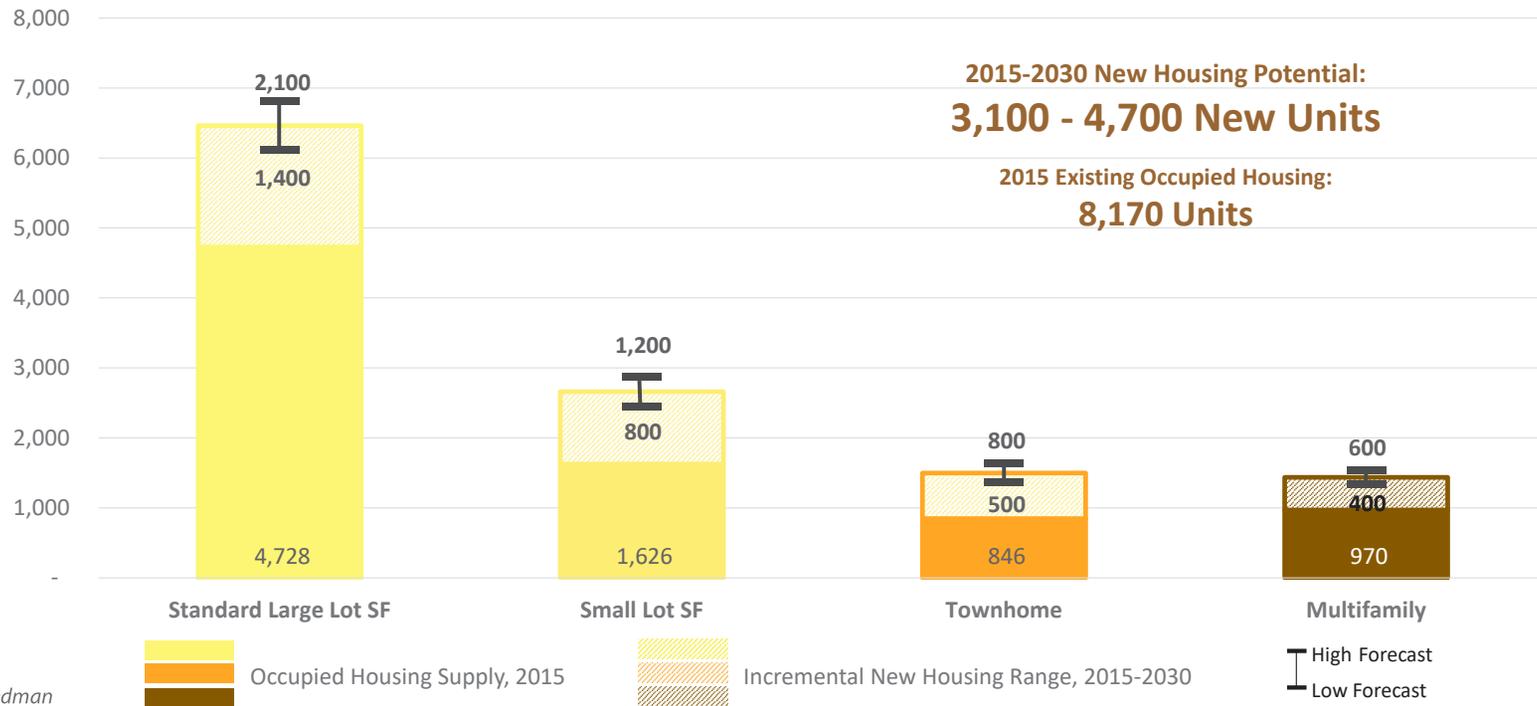
# HOUSING FUTURE HOUSING PROFILE

## 3,100 TO 4,700 NEW UNITS IN NEW LENOX BY 2030

SB Friedman projections indicate that New Lenox could add between **3,100** and **4,700** new housing units between **2015 to 2030**, allocated at a rate of roughly **70% to single family detached** and the remaining **30% to single family attached and multifamily**. The projection uses existing demographic and housing trends, local housing preferences, and projected population growth to arrive at the mix of units needed to achieve a 'balanced housing profile' for the community. A balanced housing profile means there are an appropriate number of units of different types to accommodate anticipated growth in and preferences of each population cohort.

On the following pages are the results of SB Friedman's analysis of the types of housing that may be built to accommodate this projected growth.

FUTURE BALANCED HOUSING PROFILE, 2015 TO 2030



Source: SB Friedman

# HOUSING NEW SINGLE FAMILY DETACHED

## NEW DETACHED SINGLE FAMILY HOMES IN NEW LENOX

Developer	Average Starting Price per SF	Average SF	Average Starting Price per Unit
T.J. Cachey Builders	\$137	2,338	\$316,000
D.R. Horton	\$123	2,581	\$313,000
Flaherty Builders/ Developers	\$141	3,097	\$431,000
Voss Homes	\$143	2,431	\$344,000
<b>New Lenox</b>	<b>\$139</b>	<b>2,572</b>	<b>\$352,000</b>

Source: D.R. Horton; Flaherty Builders/Developers; MetroStudy; SBFriedman; T.J. Cachey Builders via newhomesource.com; Voss Homes

New single family homes will continue to be built in New Lenox. Per an SB Friedman survey of new single family homes available for construction in the New Lenox area, this product is currently being built at an average price of approximately \$139 per square foot and average approximately 2,572 square feet in size.

Different builders have targeted different market segments with average starting home prices from developers ranging from \$123 to \$143 per square foot, and average square feet between approximately 2,300 and 3,100 square feet.



Source: Voss Homes



Source: Flaherty Builders/Developers

# HOUSING SINGLE FAMILY ATTACHED

## NEW AND EXISTING ATTACHED HOMES MARKET

Projections of future housing demand indicate increased demand for single family attached and multifamily dwellings in the future. SB Friedman analyzed new attached single family home construction in the southwest suburbs (below) and new multifamily construction (on the following page).

### New attached single family home construction in southwest suburbs

Development	Community	Average Starting Price per SF	Average SF	Average Starting Price per Unit
The Townes at Sagebrook	Lockport, IL	\$117	1,859	\$216,000
Emerson Park	Naperville, IL	\$146	1,821	\$264,000
Sedgwick	Naperville, IL	\$168	2,008	\$335,000
<b>Average</b>		<b>\$148</b>	<b>1,912</b>	<b>\$283,000</b>



The Townes at Sagebrook, *Ainslie* model

Source: MI Homes; SB Friedman



Emerson Park, *Addison* model

### Resales of existing attached single family homes built since 2006 in New Lenox

Year	Average Sale Price	Sale Volume
2007	\$249,500	2
2008	\$235,500	2
2009	\$212,250	2
2010	\$192,000	1
2011	\$221,000	5
2012	\$225,000	1
2013	\$162,667	6
2014	--	--
2015	\$173,000	2
2016	\$219,950	2

Source: MLS; SB Friedman

# HOUSING NEW MULTI FAMILY RENTAL

## NEW MULTI FAMILY PRODUCT IN THE SOUTH SUBURBS

### **Ninety7Fifty in Orland Park** <sup>[1]</sup>

- Built in 2013 with Village financial support required
- 295 rental apartments in 4 to 6 stories
- 365 on-site parking garage stalls, 1.3 per unit
- Rents greater than \$1.60/sf, anticipated to stabilize at \$1.70 – \$1.80/sf
- Estimated HH income levels - \$52,000 to \$92,000/year
- 4,000 sf of first floor commercial – currently partially occupied
- 3.4 acres, FAR of 1.91



Ninety7Fifty in Orland Park

### **The Residences of Orland Park Crossing** <sup>[2]</sup>

- Built in 2016 with no Village financial support
- 231 luxury rental units in 2 to 4 stories
  - ▶ 168 flats
  - ▶ 38 rowhomes (includes attached garages)
  - ▶ 25 townhomes
- 12.5 acres, FAR of 0.51
- Attached single family faces pricing challenges relative to detached single family but benefits from amenity-rich surroundings (e.g., access to transit, walkable to shops and services, etc.)



The Residences of Orland Park Crossing

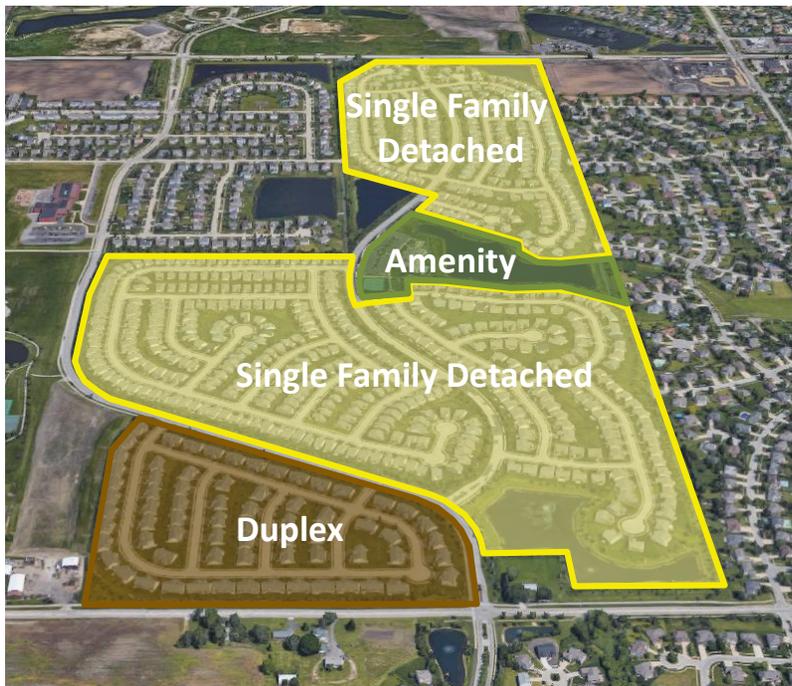
Source: [1] Based on Ninety 7 Fifty on the Park Redevelopment Project – Status/Update prepared for the Village of Orland Park by Kane, McKenna and Associates, Inc. (January 2015); CoStar; Flaherty & Collins  
[2] Construction completed in November 2016; CoStar

# HOUSING SENIOR HOUSING

Given projected growth in older senior households, there may be an increased demand for senior housing in New Lenox. Senior housing can take different forms depending on the targeted population segment and the level of care provided. Below are examples of newer senior product being constructed in the region.

## Shorewood Glen by Del Webb

- Shorewood, IL
- Active Living 55+ Community
- 765 Homes
- Approx. 215 acres
- Completed in 2015



## Alden Gardens of Bloomingdale

- Bloomingdale, IL
- Assisted Living
- 65 Units
- Approx. 1.6 acres
- Completed in 2010



Source: 55places.com; Alden Gardens of Bloomingdale; ArcGIS Online; Google; REIS; SB Friedman

# RETAIL TRENDS AND TYPOLOGIES

Retail development is typically built as one of the typologies listed below. Based on research of the New Lenox market, SB Friedman has considered the potential of Hybrid centers, Regional Retail Clusters (Power/Community centers), and Downtown retail as potential future retail typologies in the Village.

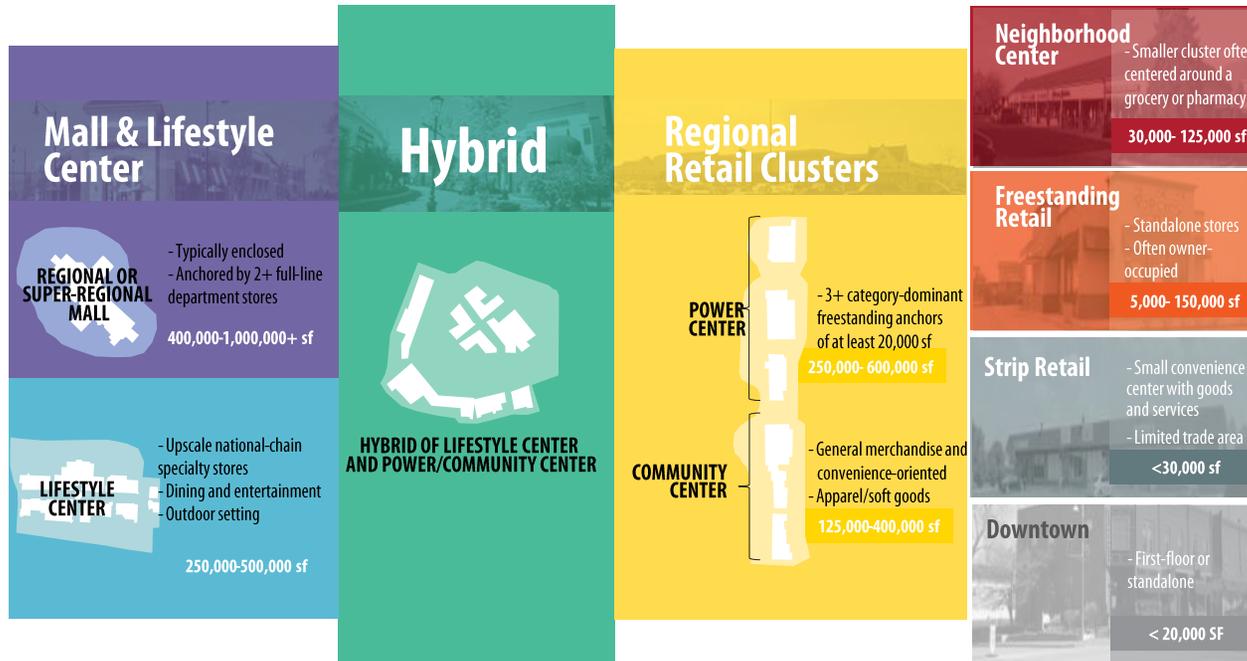
Multiple trends influence retail development today and informed SB Friedman's analysis of the New Lenox retail market. Significant trends include:

- E-Commerce is expected to continue to grow
- Brick and mortar footprints are changing as retailers rethink the number, size, and function of traditional stores and as new retailers ("Clicks-2-bricks") enter the market

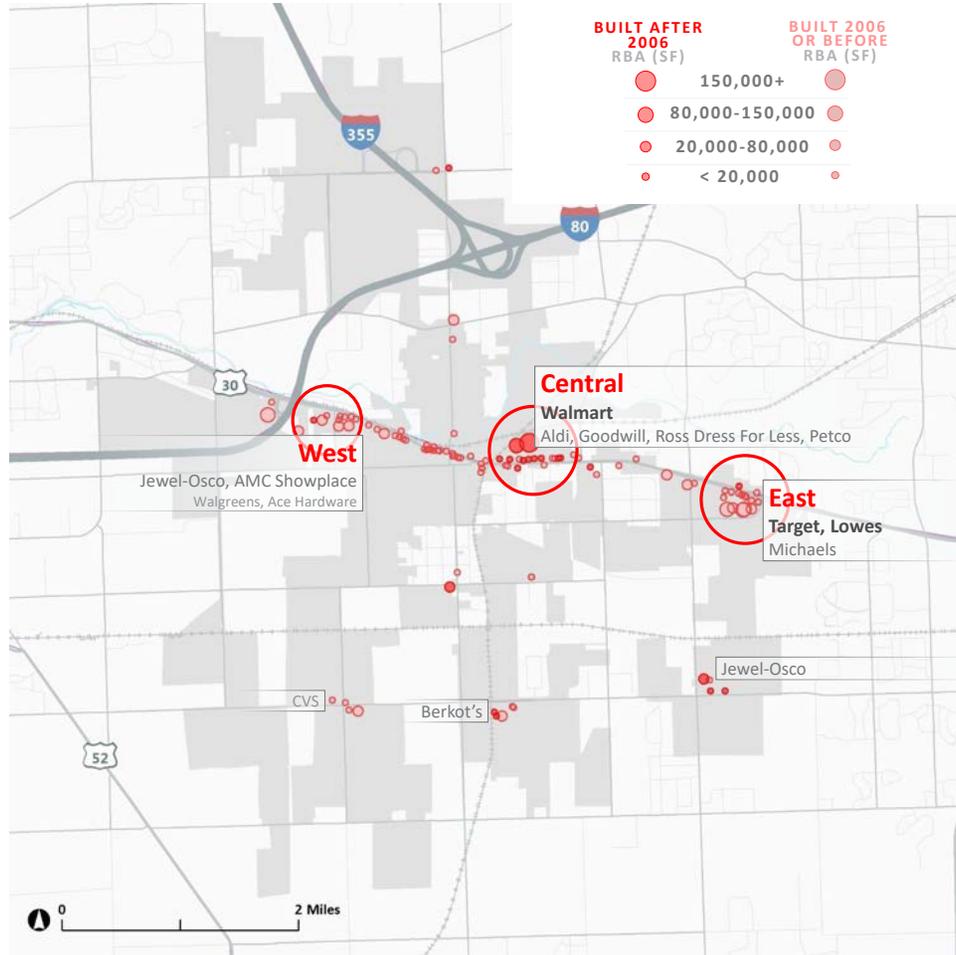
There will be more omni-channel retail concepts where the physical and online stores are more closely intertwined

Nationally, retail is experiencing a divergence in development:

- Experience-focused
- Convenience-focused
- Value-focused



# RETAIL NEW LENOX RETAIL CLUSTERS

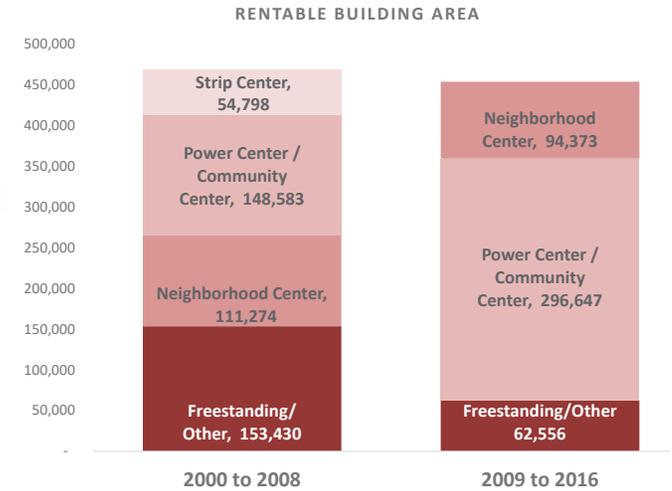


New Lenox has approximately 1.9 million square feet of existing retail space.

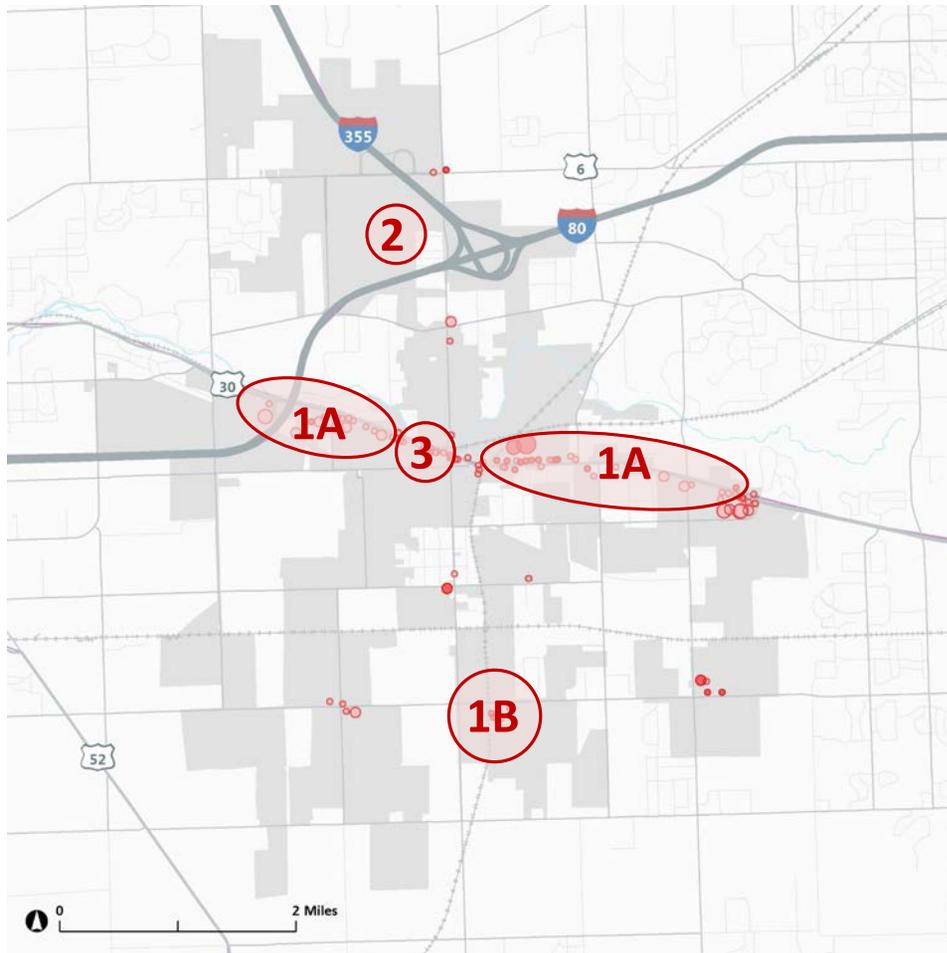
Roughly 922,000 square feet has been built since the year 2000 (49% of total).

Most retail space (40% of total) is in freestanding retail space. Community centers, neighborhood centers, and power centers each compose between 16% to 17% of total retail space with a smaller percentage (11%) in strip centers.

## EXISTING RETAIL BY YEAR BUILT



# RETAIL POTENTIAL NEW RETAIL CLUSTERS

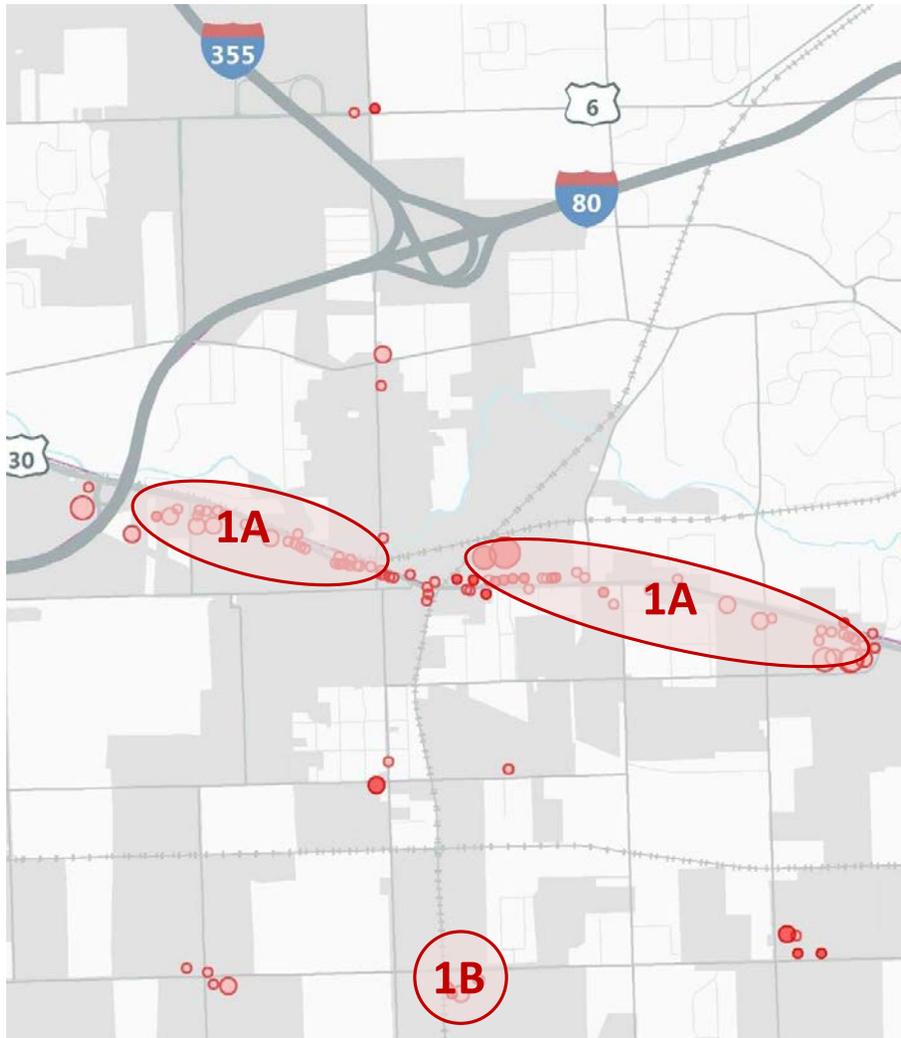


Source: CoStar; SB Friedman

SB Friedman considered the potential for three types of retail typologies in the future:

- 1. POWER/COMMUNITY CENTER:** Which contain multiple category-dominant anchors in free-standing buildings with parking in an auto-oriented environment.
  - A. ROUTE 30
  - B. LARAWAY ROAD METRA STATION
- 2. EMERGING HYBRID CENTER:** which present greater restaurant or entertainment options than Power/Community Centers in an environment that blends auto- and pedestrian-oriented areas. Hybrid Centers typically develop adjacent to the more traditional Power/Community Center retail typology.
  - I-355 AND I-80
- 3. TOWN CENTER:** which is typically locally serving and may be in a mixed-use environment that includes residences or offices and shared parking.
  - NEW LENOX METRA STATION

# RETAIL POWER/COMMUNITY CENTERS



SB Friedman reviewed the potential for power center/community center retail at two locations in New Lenox:



**1A. ROUTE 30 – APPROXIMATELY 156 ACRES AVAILABLE**

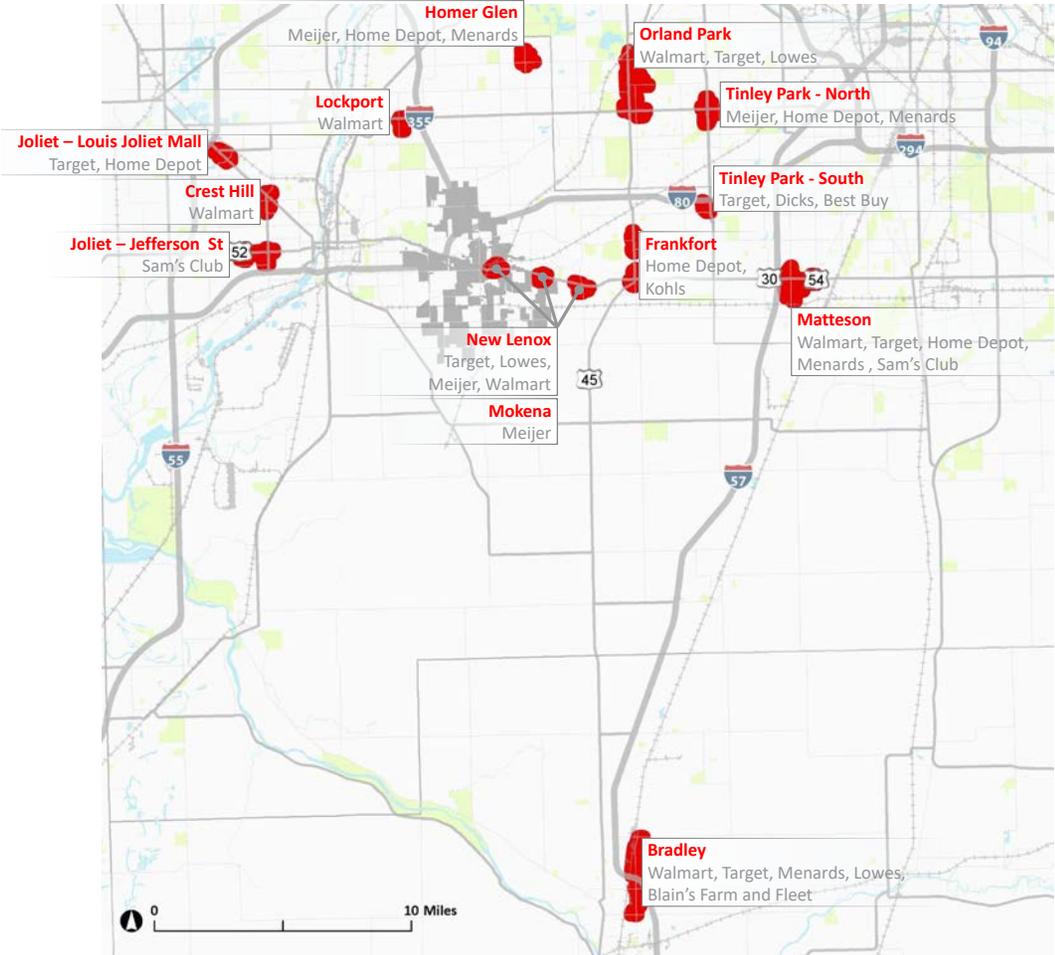


**1B. LARAWAY ROAD METRA STATION – APPROX. 255 ACRES AVAILABLE**

Source: CoStar; Ginkgo Planning & Design, Inc.; Google; SB Friedman

# RETAIL POWER/COMMUNITY CENTERS

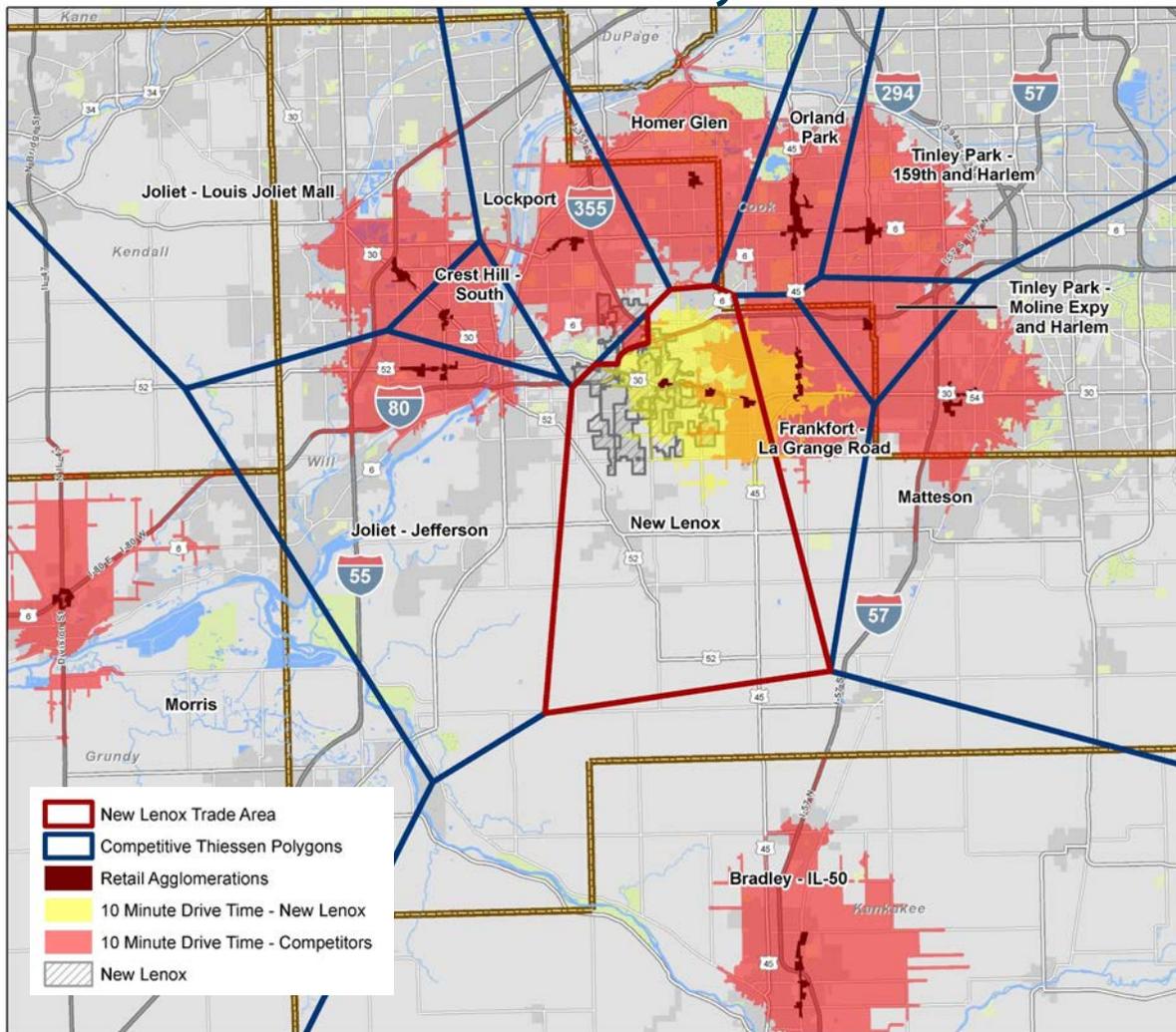
## COMPETITIVE SUPPLY



New Lenox has an existing retail agglomeration that competes within a larger competitive environment with retail in nearby communities. Given the location in the region, New Lenox has an opportunity to attract consumers from the south, suggesting the Village could expand its retail base within the Village. An existing agglomeration on Route 30 provides an opportunity to expand and capitalize on an existing strong cluster while the Laraway Road corridor provides an opportunity for greenfield development.

# RETAIL POWER/COMMUNITY CENTER

## TRADE AREA ESTIMATION



Source: CoStar; ESRI; SBFriedman; U.S. Census Bureau

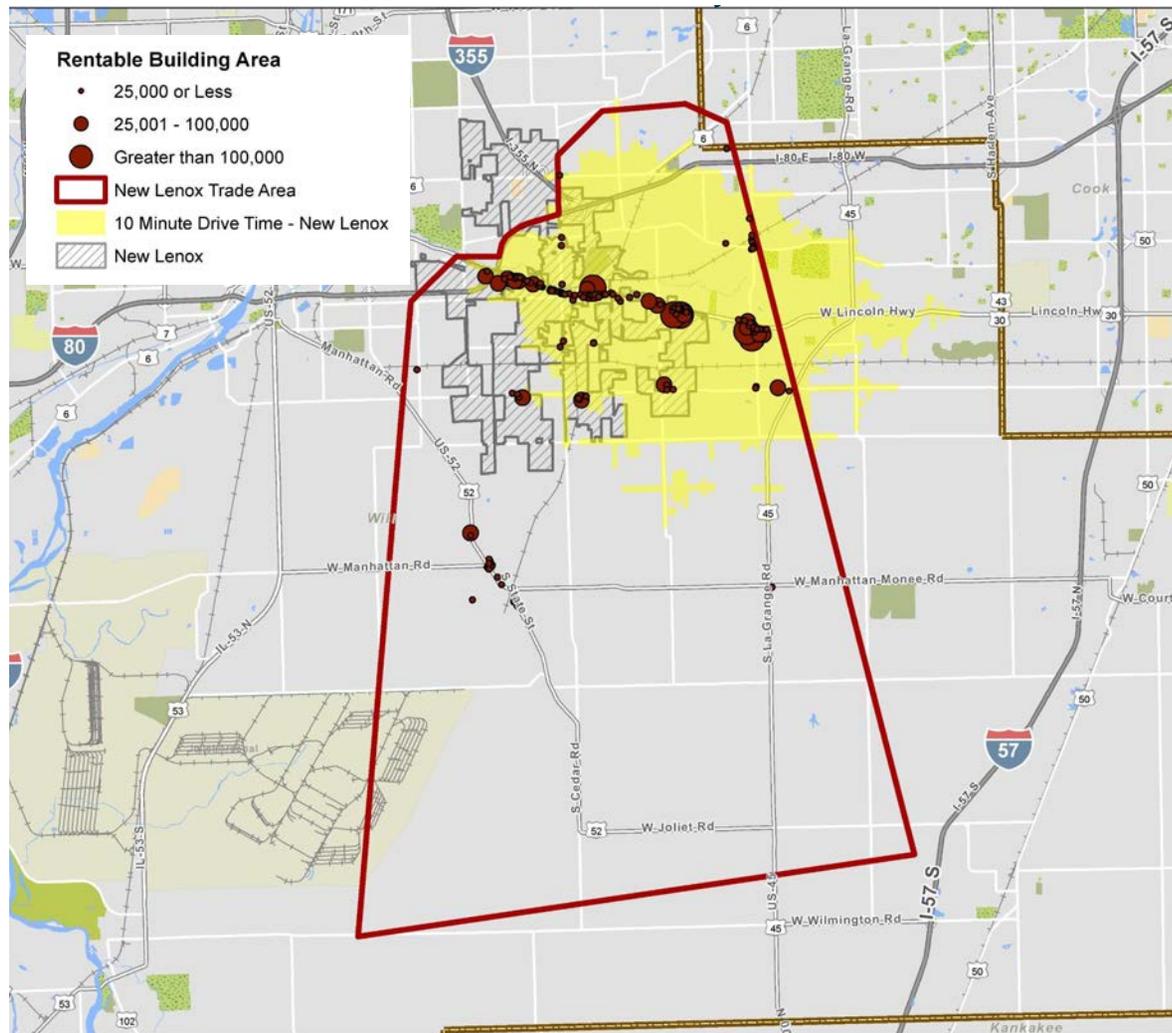
- A retail trade area is a geographic area from which a shopping cluster gets the majority of its customer patronage and is the key geographic area used for estimating potential demand for additional retail. The Trade Area was estimated based on:
  - ▶ Competitive supply and the key existing power/community center clusters;
  - ▶ Transportation network and typical 10-minute drive times for power/community centers; and
  - ▶ Lines of equidistance between the centroid of clusters (“thiessen polygons”)[1].
- This approach accounts for the typical travel-time along the existing road network for larger-scale suburban retail centers and the spatial distribution of competitive retail supply available to consumers.
- There are limited retail clusters located to the south of New Lenox which provides an opportunity for New Lenox to effectively split the southern market with Bourbonnais (for typical non-mall retailers)[2].

[1] A consumer on a dark blue line between two retail clusters is equidistant from both nodes.

[2] Example non-mall retailers include big-box stores and in-line retail selling grocery general merchandise, furniture, or building materials.

# RETAIL POWER/COMMUNITY CENTER

## TRADE AREA



The New Lenox Trade Area is primarily in the Village of New Lenox but also captures portions of Mokena, Frankfort, and other nearby communities. The Trade Area has a relatively high median household income of approximately \$96,000.

### NEW LENOX TRADE AREA

#### MAJOR RETAILERS

- BED BATH & BEYOND
- JC PENNEY
- JEWEL-OSCO
- KOHL'S
- LOWE'S
- MEIJER
- OFFICE DEPOT
- TARGET
- WAL-MART

Population (2016):  
**64,431**

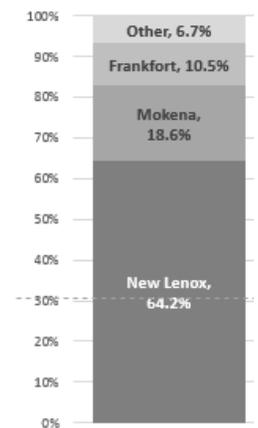
Households (2016):  
**21,372**

Annual Change in Population (2010-2016):  
**0.9%**

Median Household Income (2016):  
**\$95,791**

Total Per Capita Retail Spending:  
**\$11,816**

#### SF BY MUNICIPALITY



Source: CoStar; ESRI; SBFriedman; U.S. Census Bureau

# RETAIL POWER/COMMUNITY CENTER

## PRIMARY GENERATIONS OF RETAIL DEMAND



Once the Trade Area boundary was established, SB Friedman estimated the total future retail potential.

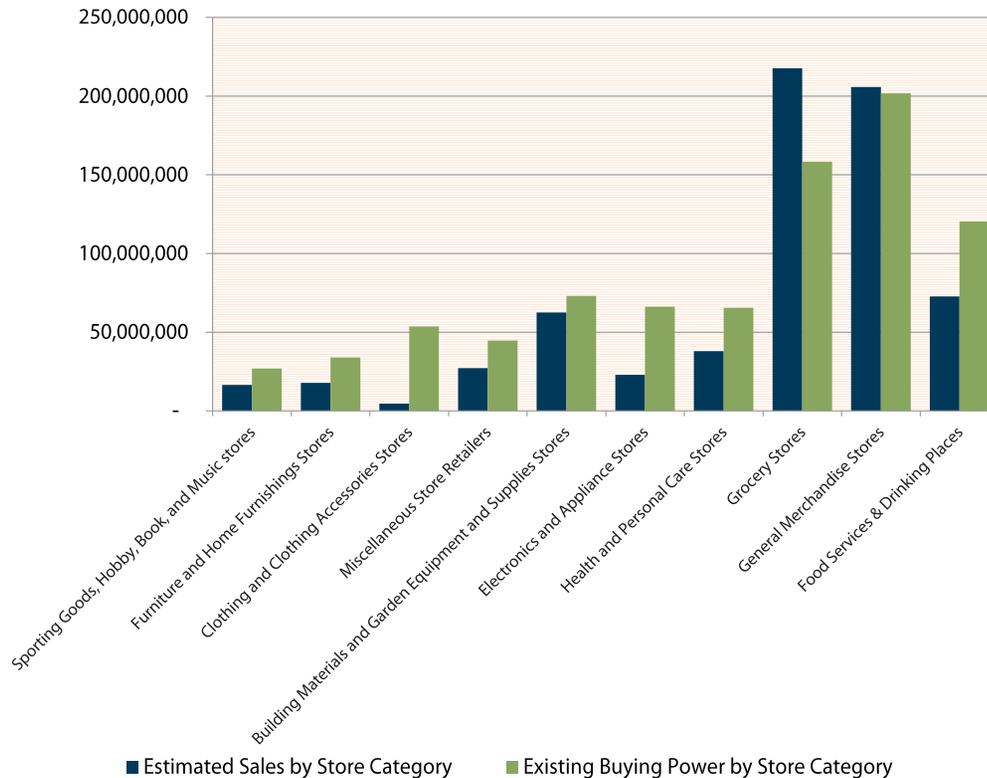
The first step was conducting a retail leakage analysis to identify retail categories that are underrepresented and have unmet demand within each trade area. Retail leakage is the amount of demand from the trade area that is not met by the existing supply of businesses in the trade area.

SB Friedman also projected future retail spending using the projected household growth in the Trade Area and typical household spending by retail sector. This demand analysis accounted for changing retail trends including the rise of e-commerce, omni-channel retail, and the desire for experiential and lifestyle centers.

# RETAIL POWER/COMMUNITY CENTERS

## EXISTING RETAIL LEAKAGE

**Existing Retail Gap Analysis for Trade Area**



Source: ESRI; InfoUSA; SB Friedman

The first driver of future retail demand is existing leakage. Retail leakage for a trade area is the difference between consumer buying power and the retail store sales within the trade area. A positive retail leakage indicates that consumers are spending some of their retail dollars outside the trade area. Conversely, a negative retail leakage indicates that consumers from outside the trade area are spending a portion of their retail dollars inside the trade area.

The Trade Area's total forecasted retail leakage, after adjusting for mall and outlet sales, is **\$143.7 million**.

Underrepresented retail categories include:

- Food Services & Drinking Places (Restaurants)
- Clothing and Clothing Accessories
- Health and Personal Care
- Electronics and Appliances
- Furniture and Home Furnishings

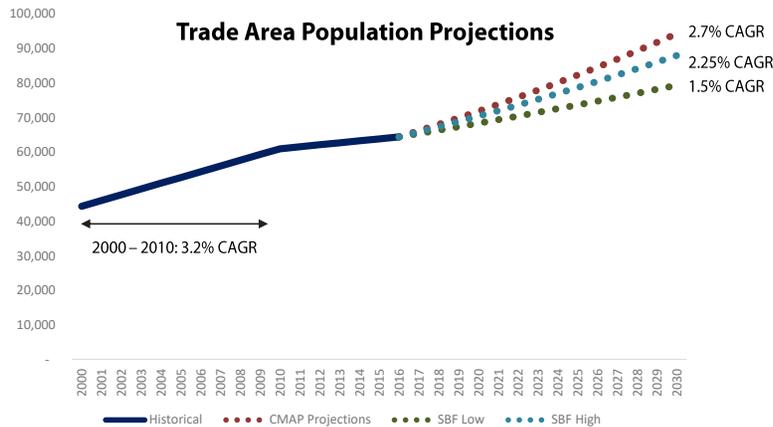


# RETAIL POWER/COMMUNITY CENTER

## RETAIL DEMAND FROM POPULATION GROWTH

Estimated Spending Potential in Trade Area (2030)	
2030 Per Capita Retail Spending Potential [1]	\$19,794
Less Per Capita Mall and Outlet Spending	\$1,517
Less Per Capita Non-store Retailers	\$1,627
Less Per Capita Auto-oriented Retailers	\$4,835
Total Adjusted Per Capita Retail Spending	\$11,816
Population Growth 2017 - 2030	14,932 – 23,548
<b>Total Estimated Spending Potential</b>	<b>\$176.6 to \$278.5 MM</b>

[1] Real per capita retail spending is adjusted to reflect online retail sales. *SB Friedman* forecasted real retail growth spending by category using Woods & Poole projections and historical census data, accounting for adjustment in e-commerce using e-marketing data.  
Source: CoStar; ESRI; *SB Friedman*



Source: CoStar; ESRI; *SB Friedman*

The second driver of retail demand is future population growth. The Trade Area is anticipated to experience population growth in the future, driving additional retail demand. *SB Friedman's* analysis assumes population growth of 1.5% to 2.25% within the entire Trade Area. Based on CMAP projections, population growth will likely be concentrated near New Lenox and Manhattan.

The estimated population growth of 14,932 to 23,548 people is projected to generate **\$176.6 to \$278.5** million in retail demand within the Trade Area. Total per capita retail sales is expected to increase, but e-commerce will capture a significant share of growth (~8%).



# RETAIL POWER/COMMUNITY CENTER

## TOTAL RETAIL POTENTIAL WITHIN TRADE AREA

The New Lenox Trade Area is estimated to have an additional \$320 to \$422 million in retail potential by 2030 from the following sources:

- Approximately \$144 million in current retail leakage;
- Approximately \$177 to 279 million in retail demand from projected population growth.

The demand potential suggests that up to 1 million SF (high estimate) of new power/ community center retail can be supported within the Trade Area. The presence of greenfield land and existing anchors indicate New Lenox may capture more than its fair share of new development. It is anticipated it could capture up to 75% of market potential or up to 750,000 SF of new retail development. Development at this scale would require up to 146 supportable gross acres.

**HIGH ESTIMATE OF TRADE AREA POTENTIAL:**  
Supportable SF by Retail Typology

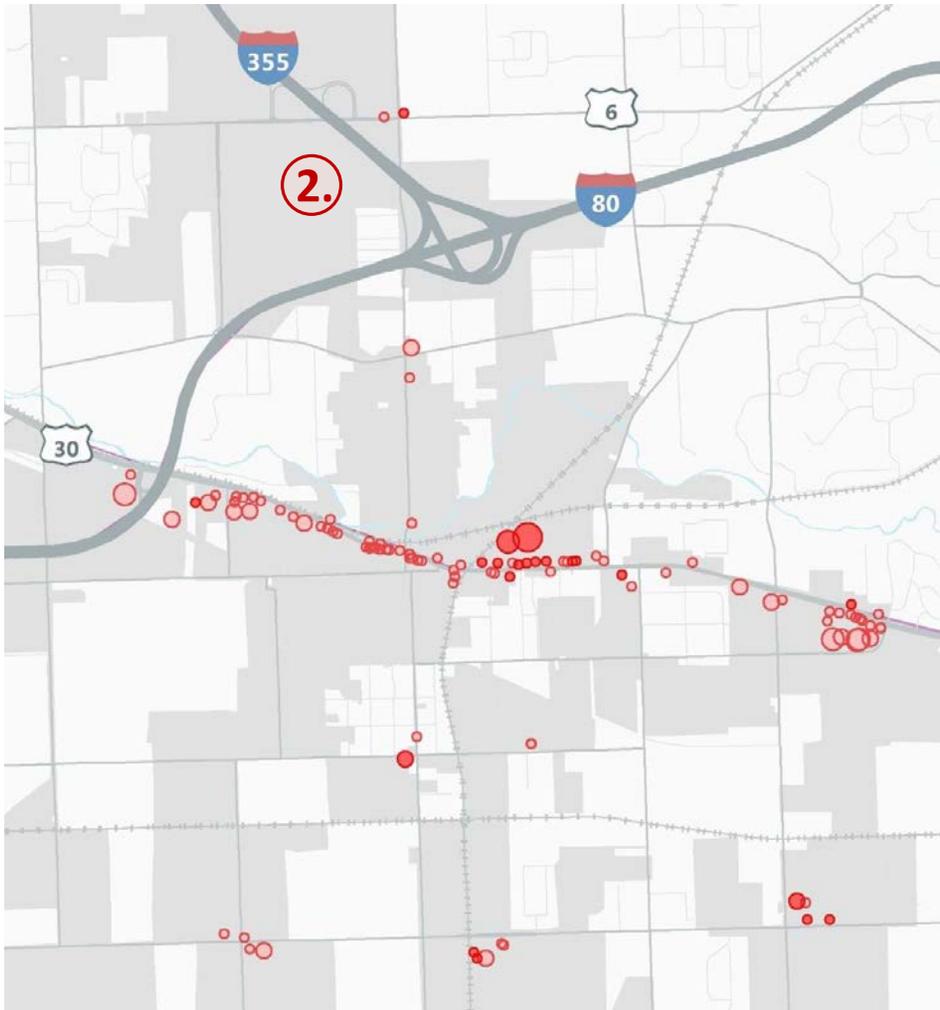


■ Capture of Demand from Existing Leakage (Net of Mall and Outlet Sales) ■ Demand from Growth (High Estimate)  
[1] Based on typical sales per square foot estimates for retailers, as of 2015 annual reports

Source: ESRI; InfoUSA; SB Friedman

<b>1,000,000 SF</b>	<b>x 75% =</b>	<b>750,000 SF</b>
Power/Community Retail Supportable in Trade Area	New Lenox Capture Rate	Power/Community Retail Supportable in New Lenox

# RETAIL EMERGING HYBRID CENTERS



SB Friedman reviewed the potential for large-scale retail development on the site adjacent to the intersection of I-355 and I-80. While a new mall or lifestyle center appears unlikely, a hybrid center appears to be one option for the site, depending on future competition.

Emerging hybrid centers represent a new retail typology, competing with existing lifestyle and B-class malls. These centers would not be expected to compete with regional, A-class malls.

Their mixed-use format includes traditional retail tenants alongside additional dining and entertainment uses as well as office, hotel, and residential.



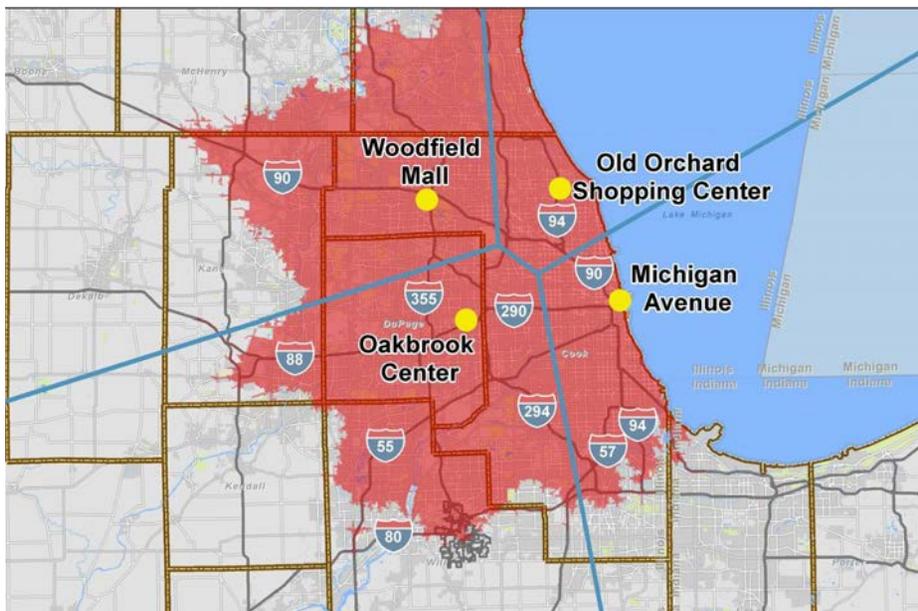
**2. I-355 AND I-80 -  
APPROX. 954 ACRES AVAILABLE**

Source: CoStar; ESRI; Ginkgo Planning & Design, Inc.; Google; SB Friedman

# RETAIL EMERGING HYBRID CENTERS

## COMPETITION FROM MALLS AND LIFESTYLE CENTERS

SB Friedman reviewed the potential of this site for A-class malls and lifestyle centers/B-class malls (following page). Given that New Lenox is currently at the outer edge of the 40-minute drive time for Oakbrook Center and that new A-class mall development is rare today, a new mall of this type is not considered likely.

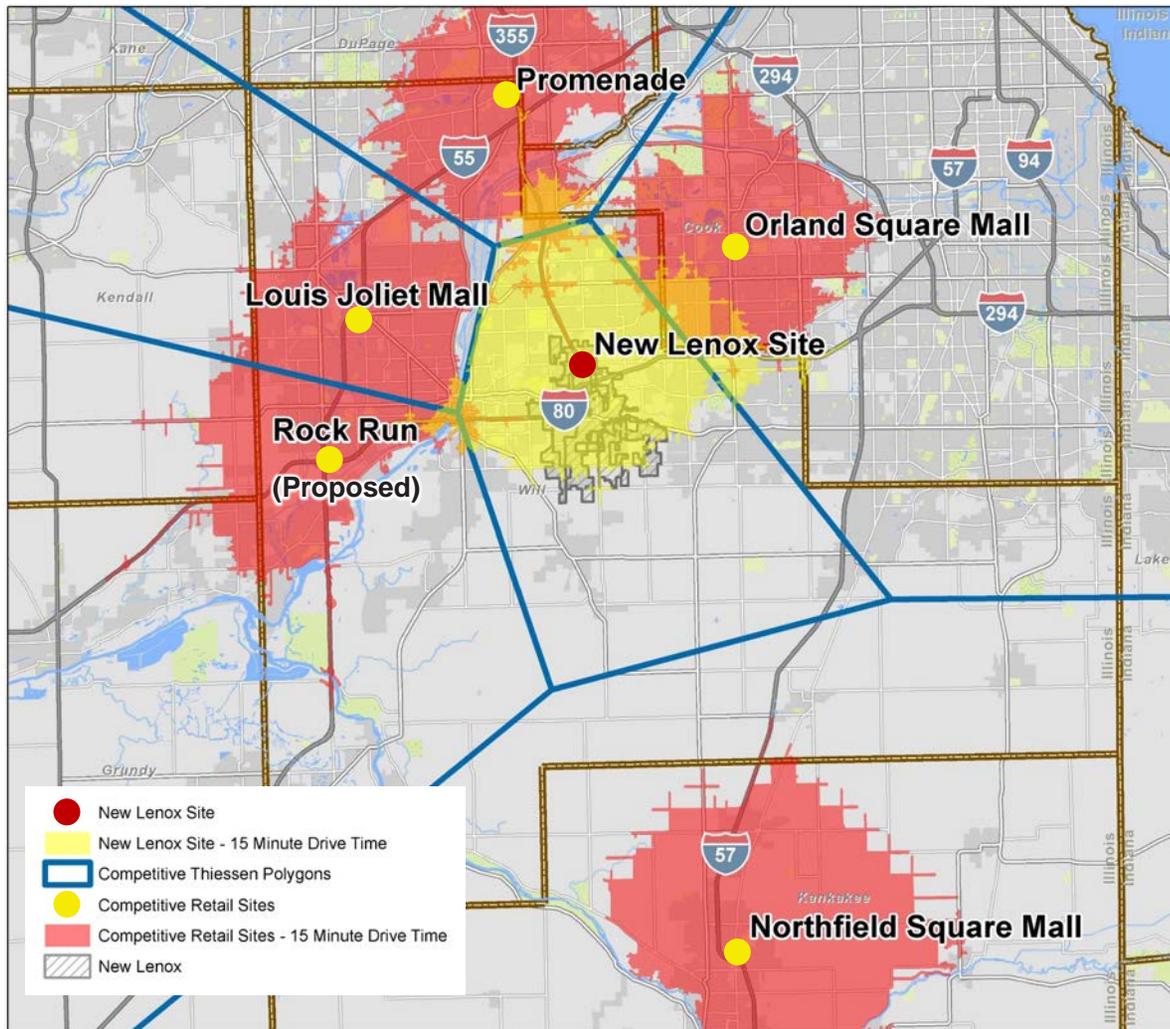


- The Mall Trade Area was estimated based on:
  - ▶ Competitive supply of A-class malls in the region;
  - ▶ Transportation network and typical 40-minute drive times; and
  - ▶ Lines of equidistance between the centroid of clusters (“thiessen polygons”)<sup>[1]</sup>.
- This approach accounts for the typical travel-time along the existing road network for high-end, major regional retail destinations which shoppers may be willing to drive a great distance to reach.
- There are only four of these in the Chicago metro which attract shoppers from across the region.

[1] A consumer on a blue line between two retail clusters is equidistant from both nodes.

Source: CoStar; ESRI; SB Friedman; U.S. Census Bureau

# RETAIL EXISTING / PROPOSED LOCAL MALL COMPETITION



- Future development at the site would also compete with existing nearby B-class malls and lifestyle centers which exist to the north, east, and west of New Lenox. Competition includes larger retail destinations, including entertainment and dining options that may attract shoppers from greater distances than for nearby power/community centers but not as far as for regional-draw A-class malls.
- The presence or absence of the proposed lifestyle center at Rock Run to the southwest of New Lenox will likely determine the viability of a similar retail format in New Lenox.
- Rock Run is anticipated to include the following:
  - 750,000+ SF of retail and dining;
  - 200,000+ SF of entertainment;
  - 200,000+ SF of office;
  - 300,000+ SF (480+ rooms) of hotel; and,
  - 600 multifamily units.
- Should Rock Run be completed, it will capture much of the retail capacity available to the south, limiting market potential for a similar retail format in New Lenox in the next 5 to 10 years.

Source: CoStar; ESRI; SB Friedman;  
U.S. Census Bureau

# RETAIL HYBRID CENTERS

NEW LENOX HAS SIMILAR MARKET PROFILE TO COMPARABLE HYBRID CENTERS

	Proposed Hybrid Center Markets		Local Hybrid Center Market Examples		National Hybrid Center Market Examples	
Site	New Lenox Retail	Rock Run Crossings (Proposed)	The Promenade Bolingbrook	The Arboretum of South Barrington	The Village at Meridian (Meridian, ID)	Station Park (Farmington, UT)
						
Population	174,300	177,000	230,000	288,700	224,100	210,800
Households	58,800	60,900	83,500	97,700	79,900	67,100
Average Household Income	\$91,900	\$83,600	\$101,700	\$96,200	\$79,900	\$87,000
Per Capita Income	\$31,200	\$29,100	\$37,000	\$32,800	\$28,700	\$27,900
Annual Household Income \$100K or Greater	35%	31%	39%	34%	26%	30%

Source: The Arboretum of South Barrington; CenterCal Properties, LLC; Cullinan Properties; ESRI; The Promenade Bolingbrook; SB Friedman  
 All figures are from 2016 for a 15 minute drive time.

- The 15 minute drive time area of a potential New Lenox hybrid center compares well with comparable centers in terms of income but has a lower population and fewer households which may challenge development in the near term.
- If the proposed Rock Run development proceeds, it is unlikely that a competing hybrid center would have significant large scale retail uses. It would more likely include restaurant and entertainment, medical office, residential and hotel uses.

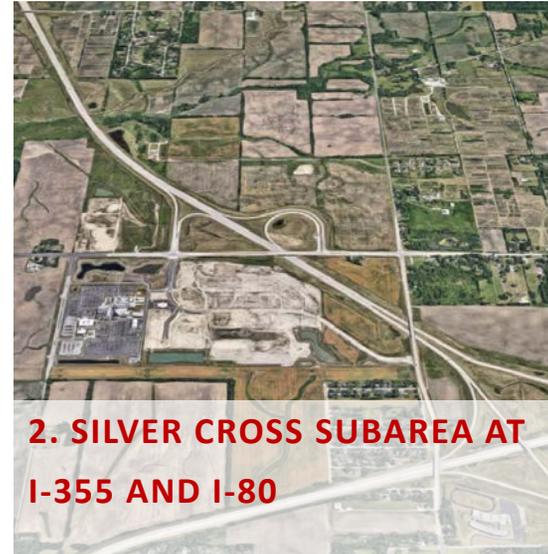
# RETAIL HYBRID CENTER TENANT

- Given the challenges facing the development of either a new mall or lifestyle center, a hybrid center may be an option for retail development on this site. Such a center would be a horizontal mix of uses and include the following types of uses:
  - ▶ Fast Casual and Sit-down Dining;
  - ▶ Entertainment;
  - ▶ Retail including convenience and grocery uses;
  - ▶ Medical office;
  - ▶ Hotel;
  - ▶ Diverse mix of residential including single family, townhomes, senior housing and multi-family.
- Service oriented commercial and retail uses could be as high as 200,000 SF to generate a critical mass of activity but would first require development of residential and other employment generating uses

Silver Cross Subarea Market Potential:

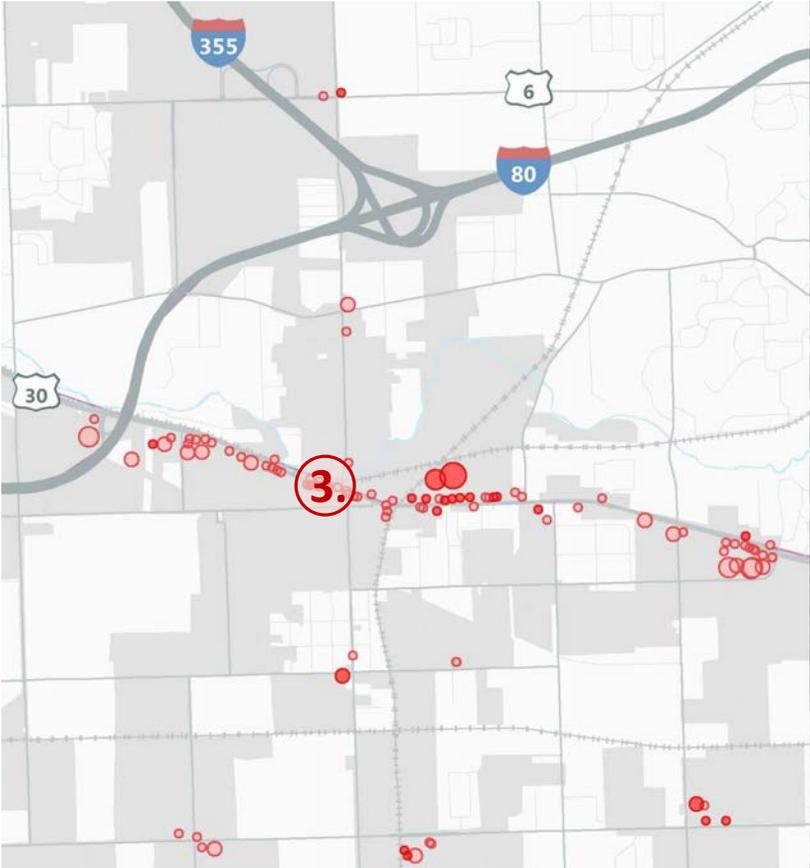
**200,000 SF**

of restaurants, entertainment, service-oriented commercial and retail uses



# RETAIL DOWNTOWN / TOWN CENTER

SB Friedman considered the potential for Downtown/Town Center retail in New Lenox. This typology is typically a mixed-use format that includes a mix of retail and local serving office uses (e.g. dentists, financial services) and shared parking.



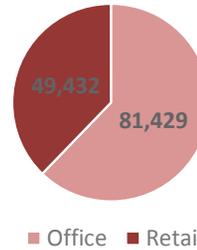
**3. NEW LENOX METRA STATION – APPROX. 68 ACRES AVAILABLE (SUBSET OF ROUTE 30)**

Source: CoStar; ESRI; Ginkgo Planning & Design, Inc.; Google; SB Friedman

# RETAIL TOWN CENTER, PLAINFIELD, IL



SQUARE FEET BY USE



SB Friedman reviewed comparable town center examples, including Plainfield (top) and Campton Hills (bottom). Both town centers are split roughly 60% of rentable area in office uses with the remainder in retail:

- FAR of roughly 0.20;
- Campton Hills includes some mixed-use buildings (retail with residential above);
- Plainfield includes 56 standalone residential units.

As discussed in the Housing Analysis section, preference research indicates that there is a demand for housing within walking distance to shops and restaurants, especially among younger cohorts.

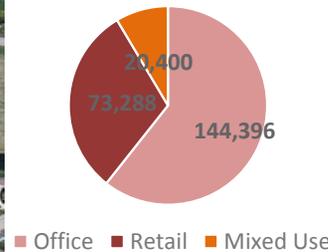
A new Downtown in New Lenox around the Route 30 Metra Station would support approximately 100,000 to 150,000 SF of restaurants, service-oriented retail and office uses.

**Downtown New Lenox Market Potential:**  
**100,000 to 150,000 SF**  
of restaurants, service-oriented commercial and office uses

- Tenant Types**
- Service-oriented retail (financial services, hair/nail salons, athletic training/rehab);
  - Restaurants;
  - Medical service providers (dentists);
  - Local offices; and,
  - Daycare.



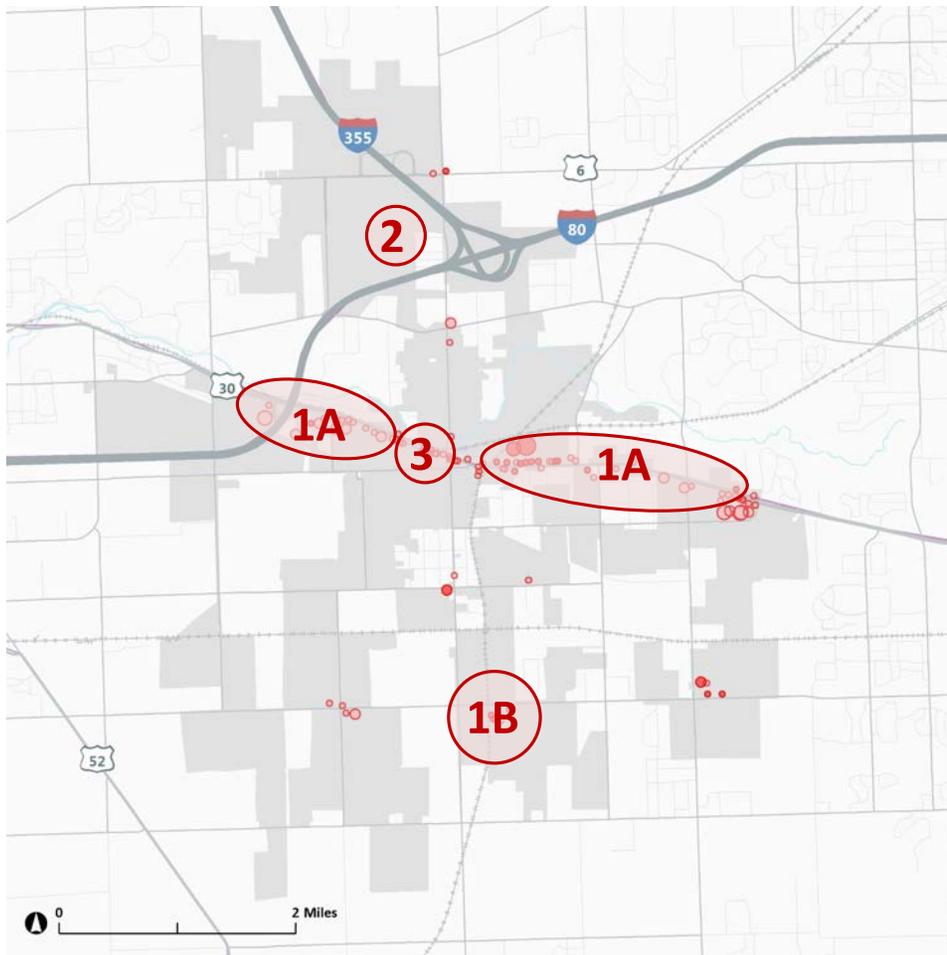
SQUARE FEET BY USE



- Tenant Types:**
- Service-oriented retail (financial services, hair/nail salons, athletic training/rehab);
  - Medical service providers (dentists);
  - Restaurants;
  - Local offices;
  - Law offices;
  - Daycare; and,
  - Minor merchandise retail.

Source: CoStar; ESRI; Google; SB Friedman

# RETAIL/COMMERCIAL POTENTIAL OVER NEXT 10-15 YRS.



Source: CoStar; SB Friedman

Population growth in the New Lenox Trade Area is expected to increase the retail potential in the Village. The Village should consider reserving land to accommodate retail/commercial uses in the following three zones.

1. POWER/COMMUNITY CENTER: **750,000 SF**
  - A. ROUTE 30
  - B. LARAWAY ROAD METRA STATION
2. HYBRID CENTER: **200,000 SF**
3. TOWN CENTER: **100,000 to 150,000 SF**

# APPENDIX A: FISCAL IMPACT ANALYSIS



## MEMO

To: Kurt Carroll, Village of New Lenox  
From: Ranadip Bose, SB Friedman Development Advisors  
(312) 384-2407, rbose@sbfriedman.com  
Date: October 30, 2018

**RE: Village of New Lenox Comprehensive Plan Net Fiscal Impact Analysis**

The Village of New Lenox (the “Village”) engaged SB Friedman Development Advisors (“SB Friedman”) to undertake a fiscal impact analysis in parallel with the Village’s update to its 2004 Comprehensive Plan. The goal of the analysis is to explicitly consider the fiscal impact of future planning policies and decisions and to plan for growth that is likely to result in long term fiscal balance for the Village over the next 10 to 15 years. The fiscal analysis focuses on two high growth subareas in the Village.

This memo summarizes preliminary findings regarding the annual fiscal impact of land use plans generated by Ginkgo Planning and Design, Inc. (“Ginkgo”) as part of the comprehensive planning effort for two subareas of the Village. This memo describes key assumptions and projected operating revenues and expenses generated for the Village for each subarea. Estimates assume a stabilized, build out of each subarea over the next 10 to 15 years based on the land use plan and market analysis work completed for the Comprehensive Plan update.

## Subarea Programs and Assumptions

The fiscal analysis focuses on two high growth subareas for the Village in the future that will influence the long term fiscal balance of the Village. The program for each subarea was estimated based on the available land and SB Friedman’s 10 to 15 year market potential of each subarea. Ginkgo developed preliminary design concepts and future land use designations based on these factors as follows:

- **Silver Cross Subarea:** This subarea along Route 6 is located in the northern portion of the Village and includes the new Silver Cross Hospital. This subarea currently consists of mostly vacant greenfield except for the Silver Cross Hospital. In the future, the subarea is envisioned to be a mixed-use district comprising a diverse housing stock of single family, senior, multi-family, and townhomes and a variety of commercial uses including retail, medical office and hotel. Because land capacity exceeds market potential in this subarea, the development program modeled is based on high market estimates projected by SB Friedman.

- Route 30 Subarea:** This subarea includes scattered undeveloped sites located primarily along Route 30 – the primary commercial corridor in the Village. A preliminary development program was established based on site constraints such as access and visibility. Sites that appear to have high visibility are anticipated to be developed primarily as retail uses. Other uses considered include: non-sales tax generating commercial service uses, professional office, and residential.

Subarea programs used in conducting the fiscal impact analysis are outlined in **Figure 1**.

**Figure 1. Subarea Land Use Plan Programs and Key**

Assumption	Detached Single-Family	Senior Housing	Attached Single-Family	Multi-family	Retail	Hotel	Medical/ Professional Office
Silver Cross Subarea Program	1,155 units	600 units	210 units	704 units	200,000 SF	240 keys	84,400 SF
Route 30 Subarea Program	176 units	0 units	88 units	102 units	741,562 SF	120 keys	59,242 SF

New development will yield new employment and residents, which will place additional demands on municipal services. In addition, new roadways will require additional maintenance by the Village in the future. Key assumptions used in conducting the fiscal impact analysis are outlined in **Figure 2**.

**Figure 2. Key Assumptions**

Assumption	Detached Single-Family	Senior Housing	Attached Single-Family	Multi-family	Retail	Hotel	Medical Office
Stabilized EAV	\$111,000 per unit	\$114,000 per unit	\$88,000 per unit	\$33,000 per unit	\$25 per SF	\$20,000 per room	\$70 per SF
Resident Generation Ratio	3.25 residents per unit	1.80 residents per unit	2.70 residents per unit	2.09 residents per unit	--	--	--
Employees Generation Ratio	--	--	--	--	1.5 employees per 1,000 SF	0.83 employees per room	1.3-3.50 employees per 1,000 SF
Land Consumption	3.0 units per acre	4.5 units per acre	6.0 units per acre	14.0 units per acre	0.25 FAR	0.50 FAR	0.20 FAR
Police Calls	0.7 calls per unit	0.7 calls per unit	0.3 calls per unit	0.4 calls per unit	0.8 calls per 1,000 SF	0.4 calls per room	0.1-0.3 calls per 1,000 SF
Roadway Centerline Miles	130 feet per acre	130 feet per acre	130 feet per acre				

Assumptions are stated in further detail in **Appendix B: Figures B1 and B2**.

## Fiscal Impact Model Structure and Methodology

The proposed subarea plans are expected to increase the overall tax base and generate additional revenue for the Village but also increase the demand and, potentially, cost for services. To estimate these impacts of development on the Village finances, a stabilized net fiscal impact model was created for each subarea. The net fiscal analysis presents the projected costs of service delivery and projected revenues to determine whether each subarea plan's impact is fiscally positive or negative for the Village overall.

SB Friedman created this model based on a review of current municipal service standards, budgets and interviews with Village staff. This model was used to estimate the operational fiscal impact, and accounts for the revenues and costs associated with municipal operations by major department. Other funds such as self-supporting Enterprise Funds (i.e., Sewer Fund) and Special Revenue Funds were excluded from this analysis, as they are either self-supported by user fees or special charges.

### OPERATIONAL REVENUES

Operating revenue projections in the model account for the key ongoing municipal revenue sources derived from market-feasible build out of the two subareas through 2030. SB Friedman estimates that, at stabilization following near-term build out through 2030, development of the Silver Cross Subarea and Route 30 Subarea could generate approximately **\$6.2 million** and **\$11.1 million** annually for the Village respectively from the following key revenue categories:

- **Property tax** – Property tax was estimated based on the land use plan for each subarea using the EAVs outlined in **Figure 2** and 2016 Village property tax rate (including the Village's base levy as well as the Village's Road and Bridge levy);
- **Sales tax** – SB Friedman assumed gross sales per square foot of \$350 based on community shopping center sales per square foot data from Dollars & Cents and adjustments for the local market. Tax rates include the Village's home rule and local distributive sales tax rates.
  - Eighty percent of sales are assumed to be subject to sales tax for the Silver Cross Subarea and 70% of sales are assumed to be subject to sales tax in the Route 30 Subarea.
- **Hotel tax** – Hotel tax was estimated using the Village's hotel tax rate assuming an average daily rate of \$110/night and 65% occupancy per data collected by SB Friedman for the Will County market.
- **Utility tax** – Utility tax was estimated for electric/natural gas and for telecom:
  - **Electricity.** Each municipality taxes electricity by usage according to unique use schedules. Usage by housing unit or square foot was estimated using most recent data available from the U.S. Energy Information Administration (EIA) from 2009 (for residential land uses) and

- 2012 (for commercial land uses). Estimated usage levels were applied to the relevant inventory in each subarea and then multiplied by the tax rate in appropriate usage level brackets to generate revenue estimates for each scenario.
- **Natural Gas.** Natural gas is taxed by the therm at variable rates by municipality. Usage by housing unit or square foot was estimated using most recent data available from the U.S. EIA from 2009 (for residential land uses) and 2012 (for commercial land uses). Estimated usage levels were applied to the relevant inventory in each subarea and then multiplied by the tax rate to generate revenue estimates for each scenario.
  - **Telecom Tax.** This tax was estimated using the Village’s telecommunications fee receipts normalized by the number of Village residents and employees.
- **State of Illinois Per Capita Rebates** – Per capita rebates are distributed to municipalities from taxes collected by the State. Municipalities receive the following reimbursements from the State:
    - **Income Tax.** Illinois municipalities receive a share of statewide income tax collections based on their population relative to the statewide population. For purposes of analysis, SB Friedman used the standard metric produced by the Illinois Municipal League (IML) for income tax rebate per resident and applied that value to the anticipated number of new residents. For 2017, the IML reported the income tax per capita rebate at \$95.22.
    - **Motor Fuel Tax.** Illinois municipalities receive a share of statewide motor fuel tax collections based on their population relative to the statewide population. SB Friedman used the standard metric produced by the IML for motor fuel tax rebate per resident and applied that value to the anticipated number of new residents. For 2017, the IML reported the motor fuel tax per capita rebate at \$25.43.
    - **Use Tax.** Municipalities receive a share of statewide use tax collections designated as “local” use taxes based on their population relative to the statewide population. For purposes of analysis, SB Friedman used the standard metric produced by the IML for use tax rebate per resident and applied that value to the anticipated number of new residents. For 2017, the IML reports the use tax per capita rebate at \$24.44.
  - **Non-Development-Related Charges** – SB Friedman compiled a listing of licenses, permits, charges, fines, and forfeits based on the Village’s draft 2017-18 budget that are either related to new development or unrelated to new development. Charges were classified in the following ways:
    - **Development or Non-Development Related.** Charges are classified as either related to development (i.e., revenue that would only be realized one time in the event of new development, such as building permit fees) or not related to development (i.e., revenue realized in the course of day-to-day business, such as vehicle licenses). This classification is meant to differentiate between ongoing operational revenue sources versus one-time sources, which are excluded from this analysis.
    - **Resident or Daytime Population.** Charges are also classified by who is likely to pay them. Charges are classified as “Resident” if only residents are anticipated to pay them or “Daytime Population” if both residents and non-resident employees (employees who don’t live in the Village) are expected to pay them. One example of a “Resident” charge is a vehicle permit which only applies to vehicles whose owners reside in the municipality. An example of a “Daytime Population” charge is a traffic fine which could be paid by either a resident or non-resident. This classification is meant to clarify how the charge is normalized and applied to the analysis.

In this way, each charge is classified by its relationship to the development process and by whom it would be paid – “Non-Development Related, Daytime Population,” for example.

The primary generators of Village revenue from the Silver Cross Subarea are estimated to be sales and property taxes and per capita rebates. Sales tax is projected to account for just over half of total anticipated revenues for the Silver Cross Subarea. The primary generators of Village revenue from the Route 30 Subarea is estimated to be sales taxes, which account for approximately 93% of anticipated revenue generated by the development of the subarea.

## MUNICIPAL EXPENDITURES

**Operational Expenses** - To estimate the municipal operating expenses in each subarea, SB Friedman utilized an interview-based marginal cost approach. The interview-based marginal cost approach combined interviews of municipal staff with a review of municipal CAFRs and other financial documents, including the most recent available Consolidated Annual Financial Statements from 2016 (“CAFR”) and budgets. Data for charges were sourced from the 2015-16 actual receipts contained in the Village’s 2017-18 Draft Budget.

Through interviews with municipal staff, we evaluated the proportion of fixed versus variable costs of each departmental budget, levels of service, the level of available capacity of existing service facilities (e.g., police stations, public works facilities) and the need for any additional facilities. Estimates of new operating and capital costs to service subareas were used when provided by municipal department representatives. In other cases, municipal staff were requested to separate departmental costs into fixed costs that do not change with population or employment growth and variable costs that change as new people or employees are added. The service cost impact of annexation was estimated by applying the percentage of current department budget estimated to be variable to an appropriate per capita metric (i.e., population, employment, area, centerline miles), and multiplied by the expected increase in said metric due to annexation. The final costs of service provision in the fiscal model are based on a reconciliation of these two approaches.

The benefit of utilizing a marginal cost approach, rather than an overall per capita approach, is that this method is based on detailed review of individual departmental budgets. This method assumes that some costs are fixed and increase on a “step” function based on capacity. In cases where a department is close to capacity on its staffing or capital resources and new service demands are added, the cost of expanding capacity can appear to fall solely on the final development or annexation that pushes service requirements to the point of requiring new investment. The result is a “stair step pattern” of costs wherein investments are made (i.e., the first “step”) which provides significant new capacity until some point in the future where that capacity is exhausted and another investment is required (i.e., the next “step”). Under this method, expenses are driven primarily by each municipality’s departmental capacity and estimated expenses more accurately reflect the potential cost of service.

SB Friedman estimates that, at stabilization, the Silver Cross Subarea and Route 30 Subarea buildouts could generate approximately **\$2.9 million** and nearly **\$1 million** in annual expenditures for the Village respectively, summarized by major categories or departments as follows:

- **General Government.** General government includes the following departments: Village Board, Clerk, Commissions, Attorney, Administrator, Finance, Information Technology, Central Services, Human Resources, Community Access TV, Community Benefit (Special Events), and Garbage. Per discussion with the Village Administrator, 30% of the General Government budget is anticipated to be variable and therefore likely to increase with new growth.
- **Community Development.** Community Development includes the following departments: Community Development, Building, Planning, Engineering, and Economic Development. Per discussion with the Village Administrator, 50% of the Community Development budget is anticipated to be variable and therefore likely to increase with new growth.
- **Public Safety.** Public Safety includes the Village Police Department as well as Code Enforcement and the Emergency Services Disaster Agency. Per discussion with the Village Administrator, 60% of the Public Safety budget is anticipated to be variable and therefore likely to increase with new growth. Fire protection in the Village is provided by an independent fire protection district and is therefore not included in the fiscal impacts to the Village.
- **Public Works.** Public Works includes the Village’s roadway, building, and stormwater maintenance duties, as well as traffic control, street lighting, and department administration. Per discussion with the Village Administrator, 60% of the Public Works budget is anticipated to be variable and therefore likely to increase with new growth.

Other funds such as self-supporting Enterprise Funds (i.e., Sewer Fund) and Special Revenue Funds were excluded from this analysis, as they are either self-supported by user fees or special charges, or because they do not represent core operations associated with municipal service provision. The Fire District is also excluded from this analysis since it is a separate taxing district.

**Capital Expenses** - While the analysis is built to accommodate both short-term operational costs as well as long-term capital costs, per discussions with the Village, there are no up-front Village capital costs required to accommodate growth in either subarea. However, this model does account for long term maintenance obligations and the subareas’ proportion of any future Village debt:

- **Public Works.** Public Works would also incur new longer-term maintenance obligations based on the new mileage included in each subarea. Annual maintenance cost per mile of roadway was estimated using historical annual Village spending on roadway resurfacing normalized by the total mileage of roadways in the Village. It is assumed that new roadway mileage to serve particular developments would be built by developers and transferred to the Village.
- **Debt Service.** As the Village continues to grow it may need to incur new debt to pay for capital investments on infrastructure or municipal facilities. Since the Village has already incurred significant investments on a municipal complex and infrastructure capacity, per discussions with the Village Administrator and Finance Director, SB Friedman assumed that the future debt burden would be approximately half the current annual debt payment per resident and employee.

The primary Village expenditures related to the Silver Cross Subarea are projected to be Public Safety and Debt Service. Expenses related to calls to the Police Department related to the Silver Cross Subarea are anticipated to comprise approximately 45% of total projected expenditures. The primary Village expenditures related to the Route 30 Subarea are also projected to be Public Safety and Debt Service.

## Net Fiscal Impact of Subarea Scenarios

The total net fiscal impact is total revenues less total operating and annualized capital expenses. The net fiscal analysis presents the projected costs of service delivery and annualized capital improvements to each subarea against projected revenues to determine whether each subarea is fiscally positive or negative. Estimated annual net fiscal impact to the Village, at stabilization, of the Silver Cross Subarea buildout is approximately \$3.4 million. Estimated annual net fiscal impact to the Village, at stabilization, of the Route 30 Subarea buildout is approximately \$10.1 million. Summaries of estimates of annual net fiscal impact to the Village of each subarea, at stabilization, are shown in **Figure 3**.

**Figure 3. Projected Annual Net Fiscal Impact Detail at Stabilization**

Subarea	Silver Cross Subarea	Route 30 Subarea
<b>Annual Revenues</b>		
Property Tax	\$1,066,905	\$225,048
Sales Tax	\$3,192,000	\$10,355,913
Hotel Tax	\$375,804	\$187,902
Utility Tax	\$437,630	\$139,039
Per Capita Rebates	\$991,291	\$147,395
Charges for Services	\$223,452	\$64,373
<b>Total Revenues</b>	<b>\$6,287,083</b>	<b>\$11,119,669</b>
<b>Municipal Expenditures</b>		
<b>Operational Expenses</b>		
General Government	\$270,364	\$81,506
Community Development	\$232,293	\$70,029
Public Safety	\$1,271,260	\$583,887
Public Works	\$330,410	\$57,806
<b>Capital Expenses</b>		
Maintenance Associated with New Street Miles	\$252,648	\$44,201
Capital Outlay and Debt Service	\$500,281	\$150,819
<b>Total Expenditures</b>	<b>\$2,857,256</b>	<b>\$988,248</b>
<b>Annual Net Fiscal Impact</b>	<b>\$3,429,826</b>	<b>\$10,131,422</b>

List of data sources listed in **Appendix B Table B3** and **B4**

Projected revenues, expenditures and the net impact from each subarea to the Village are presented in more detail in **Appendix B: Figures B3 and B4**.

## Conclusion

SB Friedman estimates that the annual net fiscal impact for both subarea plans, at stabilization, is positive overall for the Village. There are a few primary reasons for this positive outcome:

- **Existing Infrastructure Capacity.** Per discussions with the Village, there is adequate police and public works capacity to accommodate growth without new capital facility investments. The only Village infrastructure investment required to enable growth in either of these subareas is new roads (anticipated to be paid for by Developers then deeded to Village). Therefore, new development only needs to cover its operational and longer-term maintenance costs in order to achieve a fiscal positive – a much lower bar than covering the bonded cost of new infrastructure or capital facility investments in addition to operating costs. Furthermore, maximizing growth in these areas allows the Village to capitalize on the existing excess capacity created by its historic infrastructure investments.
- **Diversity of Land Uses.** The land use plans as provided by Ginkgo include a diversity of land uses including multiple types of residential, retail, hotel, and office. Including a diverse mix of land uses enables the Village to capture a diverse stream of revenues beyond just property taxes. Population growth from residential land uses increases the per capita rebates paid to the Village by the State of Illinois while the inclusion of retail and hotel produces local sales and hotel taxes, respectively. In both scenarios, retail is the primary generator of municipal revenue accounting for 51% and 93% of the Silver Cross Subarea’s and Route 30 Subarea’s revenue, respectively.
- **Higher Home Values.** It is assumed that new residential product would be among the most desirable in the Village and therefore command top of market prices. Higher value product will in turn generate greater property tax than existing residential uses in the Village. The assumed market price of \$352,000 for new detached single-family homes is higher than the average resale price of older product, \$282,000 (2016) as observed in SB Friedman’s market study completed to inform the Village’s comprehensive plan. Anticipated sales prices for Senior Housing units are anticipated to be even higher at \$368,000 per unit. Attached single-family sales prices are also assumed to be higher than typical for New Lenox (\$283,000 vs \$220,000 in 2016).

Given that these two subareas are primary areas of future growth for the Village, positive fiscal impacts of the anticipated program are important for the fiscal health of the Village in the long run. Considering the Village’s historic infrastructure investments have made growth without significant capital investment possible in these areas, the Village has an opportunity to reap the benefits of those investments by maximizing the development of land uses with positive fiscal impacts in these subareas.

## Appendix A

### **LIMITATIONS OF OUR ENGAGEMENT**

Our memo is based on estimates, assumptions and other information developed from research of local government fiscal policies, knowledge of the industry, and phone calls during which we obtained certain information. The sources of information and bases of the estimates and assumptions are stated in the memo. While sources used are ones which we deem reliable, no guarantee can be made as to their accuracy. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from those described in our memorandum, and the variations may be material.

The terms of this engagement are such that we will have no obligation to revise the memo to reflect events or conditions that occur subsequent to the date of the memo. These may include changes in local fiscal policy or other factors.

Our memo is intended for your information and for submission to the Village of New Lenox for the purposes of evaluating potential outcomes of decisions being made in its comprehensive planning process. Otherwise, neither the report nor its contents, nor any reference to our Firm, may be included or quoted in any offering circular or registration statement, appraisal, sales brochure, prospectus, loan, or other agreement or document without our prior written consent.

## Appendix B

**FIGURE B1. ASSUMPTIONS – SILVER CROSS SUBAREA**

Program	Detached Single-Family	Senior Housing	Attached Single-Family	Multi-family	Retail	Hotel	Medical Office
Units/Keys/SF [1]	1,155	600	210	704	200,000	240	84,400
Stabilized EAV per Unit/Key/SF [2]	\$ 111,000	\$ 114,000	\$ 88,000	\$ 33,000	\$ 25	\$ 20,000	\$ 70
<b>Total EAV</b>	<b>\$ 128,205,000</b>	<b>\$ 68,400,000</b>	<b>\$ 18,480,000</b>	<b>\$ 23,232,000</b>	<b>\$ 5,000,000</b>	<b>\$ 4,800,000</b>	<b>\$ 5,908,000</b>
Residents per Unit [3]	3.25	1.80	2.70	2.09	--	--	--
<b>Total Residents</b>	<b>3,753</b>	<b>1,080</b>	<b>567</b>	<b>1,469</b>	<b>--</b>	<b>--</b>	<b>--</b>
Employees per Key/1,000 SF [4][5]	--	--	--	--	1.50	0.83	3.50
<b>Total Employees</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>300</b>	<b>200</b>	<b>295</b>
Density Assumption	3.0 units/acre	4.5 units/acre	6.0 units/acre	14.0 units/acre	0.25 FAR	0.50 FAR	0.20 FAR
<b>Land Consumption (Acres)</b>	<b>385</b>	<b>134</b>	<b>35</b>	<b>50</b>	<b>18</b>	<b>7</b>	<b>10</b>
Police Calls per Unit/Key/1,000 SF [6]	0.7	0.7	0.3	0.4	0.8	0.4	0.3
<b>Total Police Calls</b>	<b>801</b>	<b>416</b>	<b>72</b>	<b>266</b>	<b>162</b>	<b>91</b>	<b>22</b>
<b>New Street Miles</b>	<b>13.5</b>	<b>4.7</b>	<b>1.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.3</b>

[1] Per subarea land use plan provided by Ginkgo.

[2] Stabilized EAV for detached and attached single-family residential and senior housing was calculated applying assessment assumptions to anticipated sales prices. Stabilized EAV for multi-family, hotel, and retail are estimated based on comparable properties.

[3] U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

[4] Projected Employees per Key; Jobs per key were derived by defining the same geography in both LEHD's OnTheMap and in STR. From LEHD, counts of jobs in Accommodations and Food Services were used for hotel job totals. From STR, counts of rooms were summed for the defined geography.

[5] Projected Employees per 1,000 SF; Jobs per 1,000 SF were derived by defining the same geography in both LEHD's OnTheMap and in CoStar. From LEHD, counts of jobs in Retail Trade were used for retail job totals. From CoStar, measurements of retail square footage were summed for the defined geography.

[6] Based on results of SB Friedman experience in other communities in the Chicago region.

Sources: Chicago Metropolitan Agency for Planning; CoStar; D.R. Horton; Esri; Flaherty Builders/Developers; Ginkgo; LEHD; MetroStudy; MI Homes; SB Friedman; STR; U.S. Census Bureau; Village of Highland Park; Village of New Lenox; Will County

**FIGURE B2. ASSUMPTIONS – ROUTE 30 SUBAREA**

Program	Detached Single-Family	Senior Housing	Attached Single-Family	Multi-family	Retail	Hotel	Professional Office
<b>Units/Keys/SF [1]</b>	<b>176</b>	<b>-</b>	<b>88</b>	<b>102</b>	<b>741,562</b>	<b>120</b>	<b>59,242</b>
Stabilized EAV per Unit/Key/SF [2]	\$ 111,000	\$ 114,000	\$ 88,000	\$ 33,000	\$ 25	\$ 20,000	\$ 34
<b>Total EAV</b>	<b>\$ 19,536,000</b>	<b>\$ -</b>	<b>\$ 7,744,000</b>	<b>\$ 3,349,500</b>	<b>\$ 18,539,050</b>	<b>\$ 2,400,000</b>	<b>\$ 2,014,214</b>
Residents per Unit [3]	3.25	1.80	2.70	2.09	--	--	--
<b>Total Residents</b>	<b>572</b>	<b>-</b>	<b>238</b>	<b>212</b>	<b>--</b>	<b>--</b>	<b>--</b>
Employees per Key/1,000 SF [4][5]	--	--	--	--	1.50	0.83	1.30
<b>Total Employees</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>1,112</b>	<b>100</b>	<b>77</b>
Density Assumption	3.0 units/acre	4.5 units/acre	6.0 units/acre	14.0 units/acre	0.25 FAR	0.50 FAR	0.20 FAR
<b>Land Consumption (Acres)</b>	<b>59</b>	<b>-</b>	<b>15</b>	<b>7</b>	<b>68</b>	<b>4</b>	<b>7</b>
Police Calls per Unit/Key/1,000 SF [6]	0.7	0.7	0.3	0.4	0.8	0.4	0.1
<b>Total Police Calls</b>	<b>122</b>	<b>-</b>	<b>30</b>	<b>38</b>	<b>600</b>	<b>45</b>	<b>4</b>
<b>New Street Miles</b>	<b>1.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.2</b>	<b>1.7</b>	<b>0.1</b>	<b>0.2</b>

[1] Per subarea land use plan provided by Ginkgo.

[2] Stabilized EAV for detached and attached single-family residential and senior housing was calculated applying assessment assumptions to anticipated sales prices. Stabilized EAV for multifamily, hotel, and retail are estimated based on comparable properties.

[3] U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

[4] Projected Employees per Key; Jobs per key were derived by defining the same geography in both LEHD's OnTheMap and in STR. From LEHD, counts of jobs in Accommodations and Food Services were used for hotel job totals. From STR, counts of rooms were summed for the defined geography.

[5] Projected Employees per 1,000 SF; Jobs per 1,000 SF were derived by defining the same geography in both LEHD's OnTheMap and in CoStar. From LEHD, counts of jobs in Retail Trade were used for retail job totals. From CoStar, measurements of retail square footage were summed for the defined geography.

[6] Based on results of SB Friedman experience in other communities in the Chicago region.

Sources: Chicago Metropolitan Agency for Planning; CoStar; D.R. Horton; Esri; Flaherty Builders/Developers; Ginkgo; LEHD; MetroStudy; MI Homes; SB Friedman; STR; U.S. Census Bureau; Village of Highland Park; Village of New Lenox; Will County

**FIGURE B3. SUMMARY NET FISCAL IMPACT – SILVER CROSS SUBAREA**

MUNICIPAL REVENUE	Total	Detached Single-Family Residential	Senior Housing	Attached Single-Family Residential	Multi-family	Retail	Hotel	Medical Office
Property Tax	\$1,066,905	\$ 538,461	\$ 287,280	\$ 77,616	\$ 97,574	\$ 21,000	\$ 20,160	\$ 24,814
Sales Tax	\$3,192,000	\$ -	\$ -	\$ -	\$ -	\$ 3,192,000	\$ -	\$ -
Hotel Tax	\$375,804	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,804	\$ -
Utility Tax	\$437,630	\$ 213,284	\$ 75,266	\$ 29,310	\$ 70,874	\$ 19,334	\$ 15,404	\$ 14,158
State of Illinois Per Capita Rebates	\$991,291	\$ 541,580	\$ 155,849	\$ 81,858	\$ 212,003	\$ -	\$ -	\$ -
Non-Development-Related Charges	\$223,452	\$ 110,527	\$ 31,806	\$ 16,706	\$ 43,266	\$ 7,980	\$ 5,310	\$ 7,858
<b>TOTAL REVENUES</b>	<b>\$6,287,083</b>	<b>\$ 1,403,852</b>	<b>\$ 550,201</b>	<b>\$ 205,490</b>	<b>\$ 423,717</b>	<b>\$ 3,240,314</b>	<b>\$ 416,679</b>	<b>\$ 46,829</b>

MUNICIPAL EXPENSES	Total	Detached Single-Family Residential	Senior Housing	Attached Single-Family Residential	Multi-family	Retail	Hotel	Medical Office
<b>OPERATIONAL EXPENSES</b>								
General Government	\$270,364	\$ 132,388	\$ 38,097	\$ 20,010	\$ 51,824	\$ 10,583	\$ 7,042	\$ 10,420
Community Development	\$232,293	\$ 113,746	\$ 32,732	\$ 17,192	\$ 44,526	\$ 9,092	\$ 6,051	\$ 8,953
Public Safety	\$1,271,260	\$ 556,717	\$ 289,204	\$ 49,774	\$ 184,983	\$ 112,431	\$ 63,062	\$ 15,090
Public Works	\$330,410	\$ 198,986	\$ 69,427	\$ 18,090	\$ 25,990	\$ 9,492	\$ 3,417	\$ 5,007
<b>CAPITAL EXPENSES</b>								
Maintenance Associated with New Street Miles	\$252,648	\$ 152,155	\$ 53,088	\$ 13,832	\$ 19,873	\$ 7,258	\$ 2,613	\$ 3,829
Capital Outlay and Debt Service	\$500,281	\$ 244,971	\$ 70,495	\$ 37,027	\$ 95,895	\$ 19,582	\$ 13,031	\$ 19,282
<b>TOTAL EXPENSES</b>	<b>\$2,857,256</b>	<b>\$ 1,398,963</b>	<b>\$ 553,043</b>	<b>\$ 155,925</b>	<b>\$ 423,091</b>	<b>\$ 168,438</b>	<b>\$ 95,216</b>	<b>\$ 62,580</b>

<b>NET FISCAL IMPACT FOR MUNICIPALITY</b>	<b>\$3,429,826</b>	<b>\$ 4,888</b>	<b>\$ (2,841)</b>	<b>\$ 49,566</b>	<b>\$ 626</b>	<b>\$ 3,071,876</b>	<b>\$ 321,463</b>	<b>\$ (15,751)</b>
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Sources: Chicago Metropolitan Agency for Planning; Chicago Tribune; CoStar; Dollars & Cents; D.R. Horton; Esri; Flaherty Builders/Developers; Ginkgo; Illinois Municipal League; LEHD; MetroStudy; MI Homes; SB Friedman; State of Illinois; STR; U.S. Bureau of Labor Statistics; U.S. Census Bureau; U.S. Energy Information Administration; Village of Highland Park; Village of New Lenox; Will County

**FIGURE B4. SUMMARY NET FISCAL IMPACT – ROUTE 30 SUBAREA**

MUNICIPAL REVENUE	Total	Detached Single-Family Residential	Senior Housing	Attached Single-Family Residential	Multi-family	Retail	Hotel	Professional Office
Property Tax	\$ 225,048	\$ 82,051	\$ -	\$ 32,525	\$ 14,068	\$ 77,864	\$ 10,080	\$ 8,460
Sales Tax	\$ 10,355,913	\$ -	\$ -	\$ -	\$ -	\$ 10,355,913	\$ -	\$ -
Hotel Tax	\$ 187,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 187,902	\$ -
Utility Tax	\$ 139,039	\$ 32,500	\$ -	\$ 12,282	\$ 10,218	\$ 70,206	\$ 7,888	\$ 5,943
State of Illinois Per Capita Rebates	\$ 147,395	\$ 82,527	\$ -	\$ 34,302	\$ 30,566	\$ -	\$ -	\$ -
Non-Development-Related Charges	\$ 64,373	\$ 16,842	\$ -	\$ 7,001	\$ 6,238	\$ 29,588	\$ 2,655	\$ 2,049
<b>TOTAL REVENUES</b>	<b>\$ 11,119,669</b>	<b>\$ 213,920</b>	<b>\$ -</b>	<b>\$ 86,110</b>	<b>\$ 61,090</b>	<b>\$ 10,533,572</b>	<b>\$ 208,526</b>	<b>\$ 16,452</b>

MUNICIPAL EXPENSES	Total	Detached Single-Family Residential	Senior Housing	Attached Single-Family Residential	Multi-family	Retail	Hotel	Professional Office
<b>OPERATIONAL EXPENSES</b>								
General Government	\$ 81,506	\$ 20,173	\$ -	\$ 8,385	\$ 7,472	\$ 39,238	\$ 3,521	\$ 2,717
Community Development	\$ 70,029	\$ 17,333	\$ -	\$ 7,204	\$ 6,420	\$ 33,713	\$ 3,025	\$ 2,334
Public Safety	\$ 583,887	\$ 84,833	\$ -	\$ 20,858	\$ 26,670	\$ 416,871	\$ 31,531	\$ 3,124
Public Works	\$ 57,806	\$ 21,349	\$ -	\$ 5,337	\$ 2,634	\$ 24,737	\$ 1,279	\$ 2,470
<b>CAPITAL EXPENSES</b>								
Maintenance Associated with New Street Miles	\$ 44,201	\$ 16,325	\$ -	\$ 4,081	\$ 2,014	\$ 18,915	\$ 978	\$ 1,889
Capital Outlay and Debt Service	\$ 150,819	\$ 37,329	\$ -	\$ 15,516	\$ 13,826	\$ 72,606	\$ 6,515	\$ 5,027
<b>TOTAL EXPENSES</b>	<b>\$ 988,248</b>	<b>\$ 197,342</b>	<b>\$ -</b>	<b>\$ 61,382</b>	<b>\$ 59,035</b>	<b>\$ 606,079</b>	<b>\$ 46,849</b>	<b>\$ 17,560</b>

<b>NET FISCAL IMPACT FOR MUNICIPALITY</b>	<b>\$ 10,131,422</b>	<b>\$ 16,578</b>	<b>\$ -</b>	<b>\$ 24,729</b>	<b>\$ 2,055</b>	<b>\$ 9,927,492</b>	<b>\$ 161,676</b>	<b>\$ (1,109)</b>
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Sources: Chicago Metropolitan Agency for Planning; Chicago Tribune; CoStar; Dollars & Cents; D.R. Horton; Esri; Flaherty Builders/Developers; Ginkgo; Illinois Municipal League; LEHD; MetroStudy; MI Homes; SB Friedman; State of Illinois; STR; U.S. Bureau of Labor Statistics; U.S. Census Bureau; U.S. Energy Information Administration; Village of Highland Park; Village of New Lenox; Will County



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