



Village of New Lenox

# Route 30 Corridor Implementation Plan

Adopted June 24, 2013





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## CMAP Go To 2040 Plan

The Go To 2040 Plan, completed by the Chicago Metropolitan Agency for Planning (CMAP), is a comprehensive regional plan that seeks to maintain and strengthen the region's economic, environmental, and general livability through leveraging human capital, creating a more efficient government, and enhancing regional mobility.

As a big picture policy document, the plan sets forth land use, transportation, housing, environmental sustainability, economic development, and local government finance recommendations for government officials to consider when conducting planning efforts. For the Corridor, the Go To 2040 Plan serves as an overarching reference document for transportation and mobility and land use and housing.

## A Special Thanks to Those Who Participated

Thank you to all the residents, business owners/operators, stakeholders, and service providers that participated in development of the Route 30 Corridor Implementation Plan. The input provided by those who participated has been incorporated into the Plan's recommendations and will serve as a guide for future development along Route 30.





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# Introduction

The Village of New Lenox is seeking to change the perception residents, business owners, and visitors have as they travel through the Village. Prompted by recent investments into the Corridor – the New Lenox Commons and recent Illinois Department of Transportation (IDOT) improvements to Route 30 east of the Study Area – the Village is interested in revisiting planning along the corridor by preparing for implementation.

The Plan is organized into the following six sections:

- **Section 1** Introduction
- **Section 2** Report of Community Input
- **Section 3** Land Use & Development Framework
- **Section 4** Multi-Modal Transportation Framework
- **Section 5** Urban Design Framework
- **Section 6** Implementation

## Purpose of the Implementation Plan

The purpose of the Implementation Plan will be to take action on multi-modal transportation efforts and aesthetic character and beautification efforts by refining components of the Corridor Revitalization Plan (completed in 2006), generating new ideas for improving the Corridor based on community input, and identifying possible funding sources for these efforts. The Village of New Lenox, prompted by some recent developments (namely the New Lenox Commons and recent Illinois Department of Transportation (IDOT) improvements to Route 30 east of the Study Area), is interested in revisiting planning along the Corridor by preparing for implementation.

## How to Use this Plan

This Plan should be adopted as an addendum to the New Lenox Comprehensive Plan and used as a foundation for decision-making for matters pertaining to the Route 30 Corridor. This Plan should be used by elected and appointed officials, Village staff, property and business owners, developers, residents, and others to guide Village investment, capital improvements, development character and intensity, and site and mobility improvements throughout the corridor.

This Plan is intended to provide the play-book by which all stakeholders are guided to help coordinate individual initiatives and actions. It should be used to prioritize capital improvements along the corridor and as a guide when reviewing and evaluating proposed development and site improvements. Although the Plan will serve as an effective guide for corridor improvement, it is anticipated that additional study would be required prior to undertaking any specific capital improvement to ensure engineering feasibility and maximize project impact.

## Corridor Planning Process

The planning process for this study entails six different steps.

- **Step 1: Project Initiation** – the “kick-off” for the project involved meeting with the steering committee
- **Step 2: Community Outreach** – workshops were held with community members and an on-line project website provided a forum for community feedback, which included a project mapping tool
- **Step 3: Existing Conditions Inventory and Analysis** – included field reconnaissance, mapping, and a review of past plans and studies
- **Step 4: “Core” Plans and Recommendations** – provided recommendations on land use and development, urban design, multi-modal transportation, and implementation and funding strategies
- **Step 5: Illustrative Development Concepts and Site Plan** – prepared site concepts for priority sites along the Corridor
- **Step 6: Document Preparation** – present draft and final documents to steering committee and present draft to Plan Commission during a public hearing

Upon completion of incorporating guidance and input from the Public and the Plan Commission, the updated plan will be submitted to the Village Board for final adoption.

## Existing Conditions Synthesis Report

As part of the planning process, an Existing Conditions Synthesis Report was created to document Route 30’s existing physical condition, summarize past studies and plans, and identify the issues and opportunities for the New Lenox Route 30 Corridor Implementation Plan. Since there has already been a Route 30 Corridor Revitalization Plan developed for the Village back in 2006, this interim report is not meant to be an exhaustive inventory of all the conditions and issues, but rather an overview to serve as a starting point for developing the Corridor’s Implementation Plan.

The report documents existing conditions regarding the Route 30 Corridor, as obtained from on-site field research; the various workshops and key person interviews which provide helpful insight into the assets and challenges of the Corridor; reviewing previous plans and studies related to the Corridor including land use, zoning, infrastructure, and transportation; and summarizing results collected from the planning mapper tool made available on the project website.

Portions of the information and findings from the report have been carried forward into the Implementation Plan while some of the information will remain only in the Existing Conditions Synthesis Report. To view the Existing Conditions Synthesis Report, which established the foundation for recommendations made in the Route 30 Corridor Implementation Plan, a digital version is provided on the Village’s website and a hard copy is available at Village Hall.

## Regional Setting

The Village of New Lenox is located in Will County, approximately 40 miles southwest of downtown Chicago. It is a predominantly residential suburban community of approximately 25,000 people, and its municipal boundaries encompass approximately 16 square miles. The Village has excellent transportation connectivity with direct access to downtown Chicago and the greater metro area via Interstates 80 and 355 and both the Southwest Service and the Rock Island Metra lines.

Route 30 is a Historic Byway and principal arterial road connecting a string of south and west suburban Chicago communities from Aurora, through Joliet, and east into Indiana. Through New Lenox, Route 30 is a commercial corridor that parallels the Rock Island Metra rail line. The Corridor intersects with Interstate 80 at the western edge of the Village.

The Village boasts a high quality public school system, outdoor recreational areas, and excellent transportation connectivity via Interstate 80 and the Rock Island Metra rail line.

## Study Area Setting

The Study Area for the New Lenox U.S. Route 30 Corridor Implementation Plan focuses on U.S. Route 30, or Lincoln Highway, through the historic commercial core of New Lenox from Interstate 80 on the west to the Norfolk and Western Railroad line on the east. The Study Area extends just north of Route 30 to the Chicago, Rock Island, and Pacific Railroad (C.R.I & P) line, which connects freight and passenger trains to Chicago and Joliet. The New Lenox Rock Island Metra Station, located along the railroad line at the intersection of Route 30 and Cedar Road, provides commuter train service to downtown Chicago.

Predominately a commercial corridor dating back to before World War II, Route 30 has long served as a center for retail and office activity. Today, the Corridor boasts approximately 90 businesses. A relatively high automobile traffic volume on Route 30 helps accommodate and attract a range of commercial activity. The Study Area is adjacent to the New Lenox Commons, which is the central green space for the community and features several important civic uses.

## Corridor Character Zones

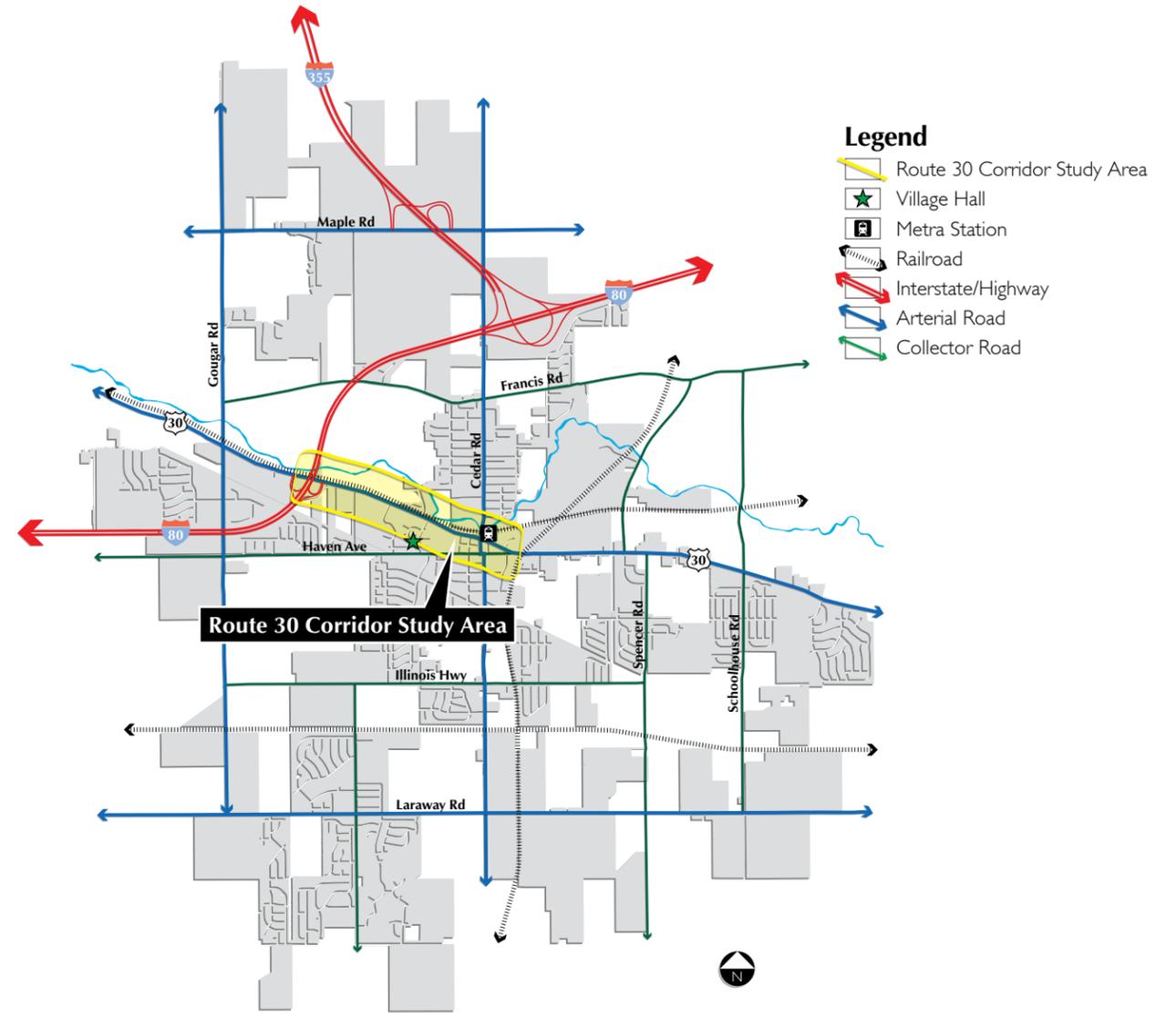
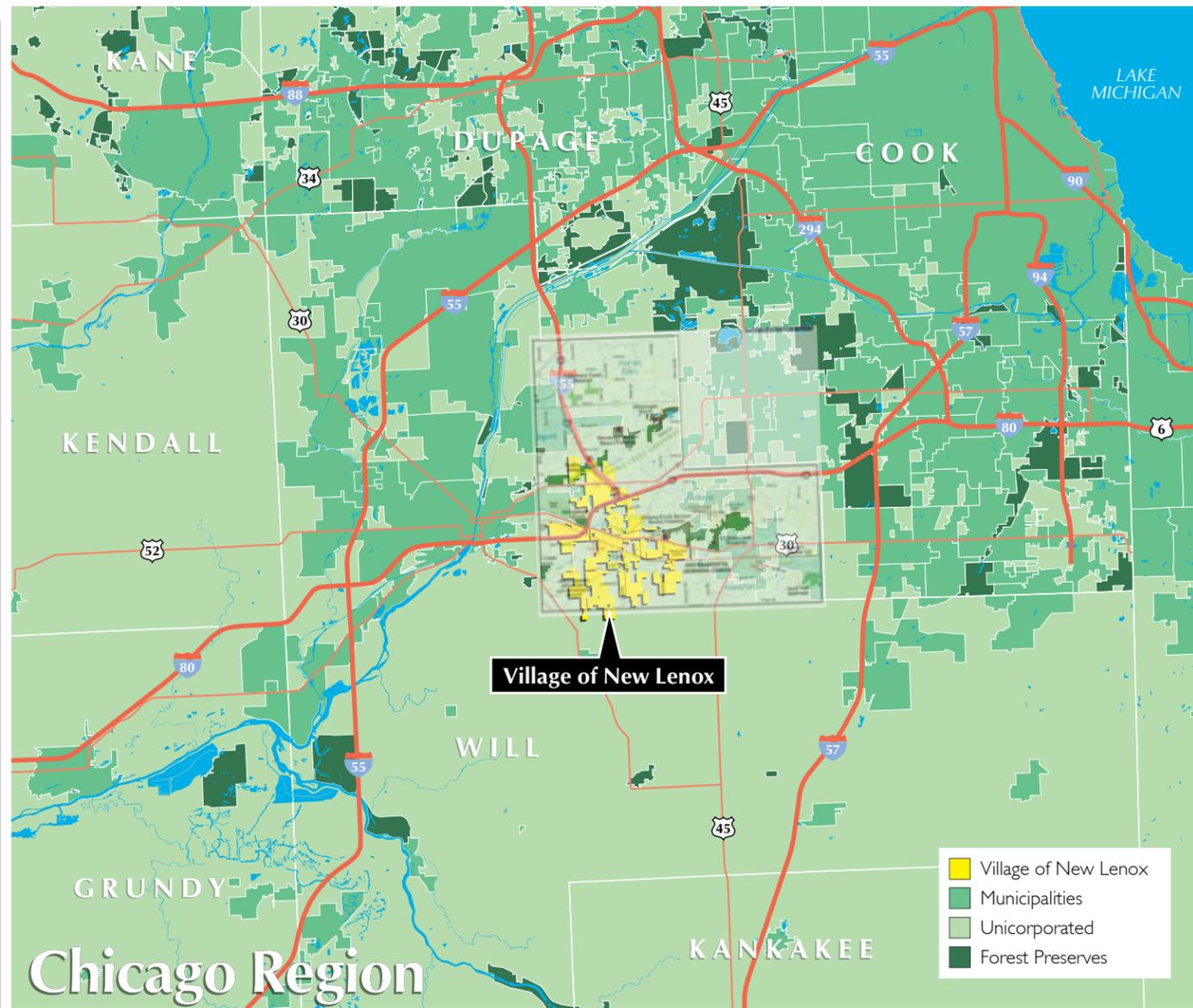
In an effort to provide specific recommendations and design principles for Route 30, the Corridor has been divided into four character zones. Each zone has its own distinct development pattern, site constraints, and transportation issues. Boundaries and descriptions for each character zone is provided on the **Corridor Character Zones** illustration (see page 03).

# SECTION 1 Regional Setting

The Village of New Lenox is located approximately 40 miles southwest of downtown Chicago. It is a predominantly residential suburban community of approximately 25,000 people, and its municipal boundaries encompass approximately 16 square miles. The Village has excellent transportation connectivity with direct access to downtown Chicago and the greater

metro area via Interstates 80 and 355 and the Southwest Service and the Rock Island Metra lines. The Village boasts a high quality public school system, outdoor recreational areas, and civic green area (The New Lenox Commons) all of which contribute to a high amount of hometown pride.

Route 30 is a Historic Byway and principal arterial road connecting a string of south and west suburban Chicago communities from Aurora, through Joliet, and east into Indiana. Through New Lenox, Route 30 is a commercial corridor that parallels the Rock Island Metra rail line. The corridor intersects with Interstate 80 at the western edge of the Village.



Village of New Lenox



Route 30 & I-80



Route 30 & Vine



Route 30 & Cedar

# SECTION 1 Corridor Character Zones

## West End Character Zone

This Zone is between Interstate 80 and Veterans Parkway and is made up of the most recent round of new development consisting of large parcels with commercial and industrial functions, requiring large surface parking lots.

Vacant, undeveloped land exists for a potential coordinated redevelopment plan. Many of the strip malls are currently vacant and struggling due to visibility issues, lack of investment in the region, and the establishment of a corridor-centric commercial district on the east side of the village (out of this study area).

## Central Character Zone

This Zone is between Veterans Parkway and Vine Street and is made up primarily of fast food restaurants, auto-oriented commercial/retail development, and large, unattractive, strip malls.

The expansive, mostly vacant, parking lots located between Route 30 and the buildings contribute to the overall unattractive "look and feel" of the Corridor. There are many gaps in the sidewalk, limited landscaping, and run down/dated building facades. There is no physical or visual connection to the New Lenox Commons, leaving it lost to daily visitors and commuters. This is a result of the lack of access to the Route 30 Corridor and no signage or wayfinding pointing the way.

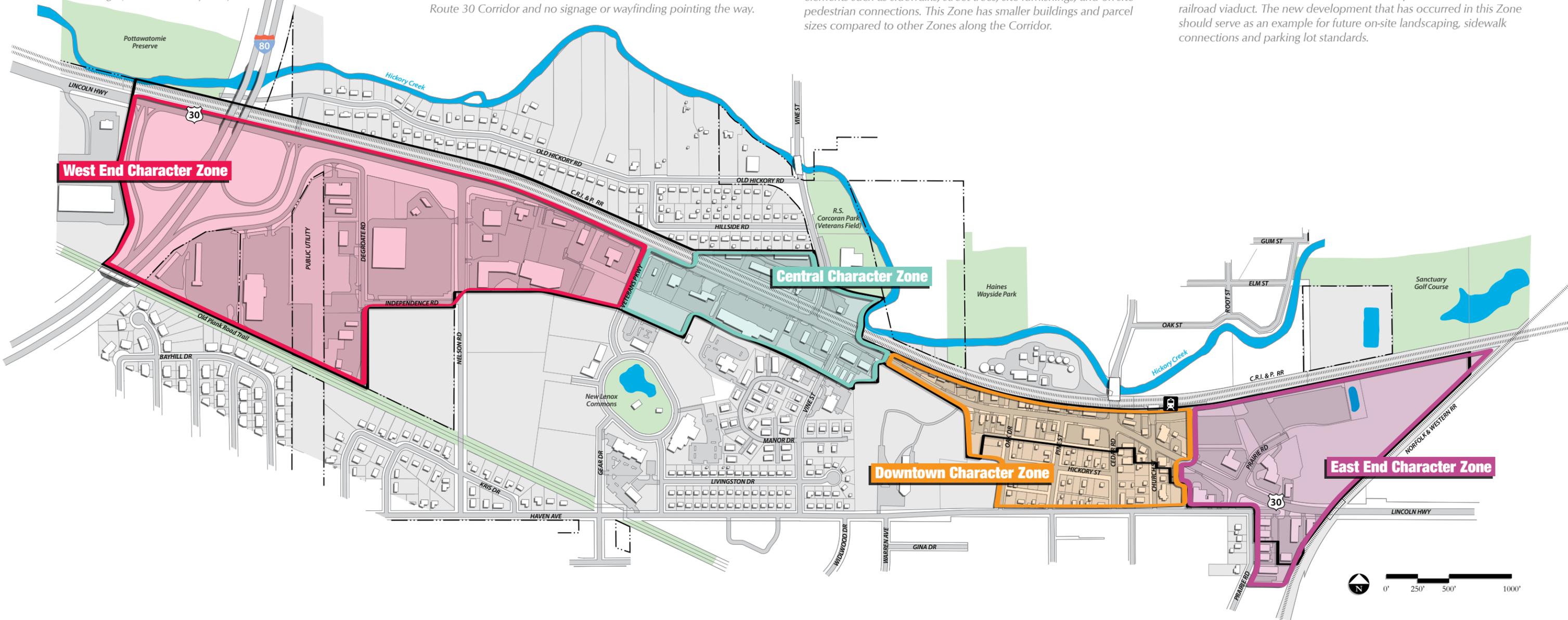
## Downtown Character Zone

This Zone is between Vine Street and Church Street. East of Vine Street and Route 30 the railroad no longer directly fronts the road. In this Zone, many of the parcels on the north side of the Corridor are extremely shallow, some only as deep as 40 feet. The parcels on the south side of the road developed as the Corridor became commercially viable. Many of the parcels are converted residential lots made up of commercial, retail, offices and auto repair and sales uses that have their own development constraints and parking limitations. The limited space for development contributes to the lack of streetscape elements such as sidewalks, street trees, site furnishings, and on-site pedestrian connections. This Zone has smaller buildings and parcel sizes compared to other Zones along the Corridor.

## East End Character Zone

This Zone is between Church Street and the viaduct (which bounds the eastern edge of the Study Area). This portion of the Corridor is made up of a mix of uses including commercial, retail, auto-repair services, public (fire station), multi-family and large parking lots. Large commuter parking lots for Metra and large undeveloped parcels at the far east end of the Zone convey a sense of openness. The Metra parking is difficult to navigate to and the lack of signage and wayfinding only creates a confusing circulation pattern.

This Zone serves as a transition to new development east of the railroad viaduct. The new development that has occurred in this Zone should serve as an example for future on-site landscaping, sidewalk connections and parking lot standards.



# Report of Community Input

*This section of the Plan is meant to serve as a summary of the numerous outreach methods conducted throughout the development of the Route 30 Corridor Implementation Plan. For a complete account of each workshop and questionnaire, refer to the Community Outreach section of the **Route 30 Existing Conditions Synthesis Report**.*

*The community was engaged through several outreach methods to maximize the input received from all invested parties in New Lenox. The input received through these outreach efforts offers important insight on local issues, concerns, and opinions and was used to inform the Corridor Study as the planning process move forward.*

*It is important to reiterate that the issues, concerns, and opinions found in this section are from community members, and are not meant to be interpreted as recommendations provided by the Consultant. As a result, there are instances where responses among residents, business and property owners, and service providers differed, creating contradicting responses. All responses were considered while drafting the recommendations in the following sections of the Plan.*

## Outreach Activities

Outreach activities conducted by the Consultant included:

A **Project Initiation Workshop** was conducted with the **Route 30 Corridor Steering Committee** on Friday, August 17, 2012 at the New Lenox Village Hall.

A **Community Workshop** was conducted on Wednesday, September 26, 2012 at the New Lenox Village Hall to discuss the Route 30 Corridor.

A **Business Workshop** was conducted on Thursday, October 25, 2012 at the New Lenox Village Hall to discuss the Route 30 Corridor.

Several one-on-one confidential, **Key Person Interviews** were conducted on October 25, 2012 with a mix of business and property owners, developers, investors, real estate managers, and historic preservation representatives.

A **Service Provider Workshop** was conducted on October 25, 2012 at the New Lenox Village Hall. The workshop consisted of a mix of service providers including but not limited to representatives from the Fire District, Police Department, Park District, Village engineering department, Village staff, and many others.

**On-line Questionnaires** were made available to the Village residents and local businesses. Results were collected on January 4, 2013 for use in this report. Refer to the **Route 30 Existing Conditions Synthesis Report** for fully tabulated results.

The project website includes an interactive mapping tool known as **sMap – The Social Mapping Application** ([www.smapapp.com](http://www.smapapp.com)). Residents and business owners were able to create their own maps and identify issues and opportunities within the Corridor. Results were collected on January 4, 2013 for use in this report.

## Outreach Process

Each outreach activity was designed to gather initial input from community members to help frame the important issues to be addressed in the Route 30 Corridor Implementation Plan. Through workshops, questionnaires, and interviews, community members were asked the following six (6) questions:

- List the issues and concerns confronting the Village of New Lenox
- Prioritize the three (3) most important issues and concerns discussed so far
- Identify specific projects or actions that they would like to see undertaken
- Identify what uses and/or development they would like to see along the Route 30 Corridor
- Identify what uses and/or development they would NOT like to see along the Route 30 Corridor
- Identify the Village of New Lenox's primary strengths and assets

The following includes a summary of the responses and discussions during the development of the Route 30 Corridor Implementation Plan.

## #1 – Issues and Concerns

Community members were asked to list issues and concerns confronting the Village of New Lenox. Issues identified by community members have been categorized into related themes: Infrastructure and Access; Image and Appearance; Gateway, Signage and Wayfinding; and Land Use and Development. Responses included a broad range of ideas, including consolidating excessive curb cut access, implementing a façade improvement program, focusing redevelopment around the Metra station to be more transit-oriented, and developing a streetscape plan.

### Infrastructure and Access

Community members identified many infrastructure and access related issues along the Corridor. Specific infrastructure components were mentioned, including roads, sidewalks, alleys, and railways. A major constraint is the Rock Island Metra line that runs along the north side of the Corridor. Community members stated that the Village should reduce the amount of curb cuts along the Corridor. This would decrease confusing access issues and pedestrian safety concerns, as well as improve sidewalk continuity. It was stated that the speed of Route 30 is not effectively enforced resulting in high speeds during peak driving hours. This contributes to the already difficult task of exiting properties due to limited traffic breaks and excessive curb cuts. They also stated that cross access between developments was lacking and that parking lot circulation was unsafe and inefficient. Specific comments included:

- Excessive curb cuts throughout the Corridor
- Rock Island railroad tracks to the north
- Lack of pedestrian safety and walkability
- Speed of traffic and traffic flow/volume
- Vine Street zig/zag intersection
- No easy place to turn around
- Hard to get out of sites, no breaks in the traffic
- Poor connections between businesses and parking lots
- Conflicts from roadway widths at Cedar and Route 30
- Lack of barrier along Route 30
- Heavy traffic flow creates both opportunities and challenges
- Access points are too close together and sometimes too wide
- Roadway width
- Train schedule can create vehicular backup, pedestrian conflicts
- Increase traffic flow between adjacent communities (Nelson Road extension)
- Pedestrian crosswalk enhancements, access to businesses
- Train horns, "need quiet zones"
- No parkways or pedestrian environment
- Stormwater runoff concerns, water supply
- Trains block intersection
- Put a pedestrian over/under pass near the Metra Station

### Image and Appearance

Community members cited the need to improve the image of Route 30 by both building on assets and eliminating bad characteristics. It was stated that structures appear dated and that the general appearance lacks a consistent character. Community members also feel that there is a lack of a historic downtown appearance. Encouraging unified building design would promote continuity and establish a character for the Corridor. The lack of landscaping was identified as a significant issue. It was stated that the Corridor appears neglected and parking lots appear vast and unattractive. It was recommended that on-site landscaping be enhanced to provide environmental benefits as well as create an attractive Corridor. Specific comments included:

- Provide businesses incentives to improve façades, parking lots, etc.; create a façade improvement program
- Advertise or promote the Village to potential residents and customers
- Address the odor issue and screen the waste water treatment plant
- Lack of vibrant downtown appearance
- Need more unified building designs
- Lack of landscaping and pedestrian friendly streetscape amenities
- Unattractive parking lots
- Lack of sense of place or community identity along the Corridor
- Buildings appear "dated" and worn down compared to other parts of the community
- Overhead power lines create unsightly views
- Historic buildings should be registered and preserved where possible, especially between Pine/Vine
- The west end of the Corridor is unattractive/uninviting
- The railroad needs screening and buffering
- Safety concerns, lighting visibility
- Businesses are not recognized
- Need to encourage new development

### Gateway, Signage and Wayfinding

Community members stated the importance of better identifying the entrance into the New Lenox Commons. They recommended gateway improvements including wayfinding opportunities along the Corridor. It was stated that currently signs and wayfinding can be confusing, or lacking, making it difficult to navigate the Corridor. It was recommended that wayfinding be provided for sites that are not directly served by Route 30. A few specific locations mentioned for gateway and signage improvements were Village entrances, Veterans Parkway to identify the entrance to the New Lenox Commons, and the Rock Island Metra station. Specific comments included:

- Gateways are needed to identify entrances into the Village, “Home of Proud Americans”
- Need gateway feature or wayfinding at Veterans Parkway to better define the connection to the New Lenox Commons
- A need for wayfinding signs
- Commercial signs are dated
- Signs throughout the Corridor are inconsistent and ineffective
- Businesses need a Route 30 address, need a consistent nomenclature

### Land Use and Development

Community members stated that the Village should improve the quality of uses along Route 30, encourage transit-oriented development around the Metra station, and provide a strong link to the the New Lenox Commons through future mixed-use development. Specific comments included:

- More open to business opportunities, specialty sales/permits, bring in little shops
- Foster incubator opportunities, downtown area should embrace this model
- Provide economic incentives or assistance to existing businesses to encourage them to stay in the Village instead of moving to nearby communities or the box store outlets
- Redevelopment should be transit-oriented around the Metra station
- Need a connection to New Lenox Commons
- Ace Hardware parking lot and façade
- Not enough gas stations/car washes
- Vacant buildings and site constraints for redevelopment
- Building vacancies and vacant lots create unsightly gaps along the Corridor
- Lack of coordination with community resources that are not businesses or residents
- Federal government involvement
- Relocation of businesses that are not consistent with the look and feel of the community
- Increase business around transit stop, mixed use
- Preserve wooded lot along the Corridor, unique to traditionally commercial corridors
- Lack of tenants

## #2 – Prioritization of Key Issues

After sharing individual issues and concerns, community members were asked to prioritize the cumulative list of issues and concerns to provide a holistic understanding of the issues most critical to the Village of New Lenox and Route 30. The list below reflects the priorities as identified by the community members who focused primarily on issues related to access, landscaping, gateways and signage, and the character of Route 30.

- Pedestrian crosswalk enhancements, access to businesses (12)
- Screen waste water treatment plant (10)
- Route 30 lacks a sense of place (9)
- Pedestrian friendly and bike friendly infrastructure (9)
- Speed of traffic and traffic flow/volume along the Corridor (8)
- Businesses need a Route 30 address, need a consistent nomenclature (8)
- Streetscape improvements, on-site parking lot landscaping, and general improvements along the Corridor (8)
- Tired, rundown buildings, encourage a façade improvement program (7)
- Signage and circulation pattern conflicts (7)
- Parking access conflicts (6)

- Increase business around transit stop, mixed use (6)
- Train schedule can create vehicular backup, pedestrian conflicts (4)
- Stormwater runoff concerns, water supply (4)
- Gateways to identify entrances into the Village and wayfinding throughout the Corridor (4)
- Signage is needed to identify the entrance to the New Lenox Commons (2)
- Building vacancies and vacant lots create unsightly gaps along the Corridor (2)
- Development process is time consuming, need to streamline (2)
- Excessive asphalt and curb cuts along the entire Corridor (2)
- Poor connections and cross access between businesses and parking lots (2)
- Traffic speeds and enforcement (1)
- The Corridor needs general beautification; Hickory Creek, railroad, and historic buildings (1)

## #3 – Specific Projects or Actions

Community members were asked to identify specific projects or actions that they would like to see undertaken (if money was no object). Responses included eliminating/consolidating excessive curb cut access, implementing a façade improvement program, and developing a streetscape plan. Specific responses are categorized and listed below.

### Infrastructure and Access

- Alleviate the stormwater runoff and reduce the impact of having standing water on such a highly traveled corridor
- Eliminate/consolidate excessive curb cut access where feasible
- Signalize and aesthetically enhance the intersection at New Lenox Commons
- Create cross-access points between parking lots to enhance transportation circulation and promote traffic safety
- Install an access road behind businesses on the south side of Route 30 from Nelson to Vine
- Provide sidewalks and landscaping to fill in gaps along the Corridor
- Resurface failing parking lots and decrease the overall amount of asphalt
- Evaluate the Route 30/Cedar Road intersection to resolve issues such as vehicles backing up during peak travel times, vehicles bottoming out at the railroad crossing, and lack of visibility for the Metra Station

### Image and Appearance

- A few interviewees felt that the Village should seek to host more festivals, shows and fairs in the hopes of attracting visitors, customers, and potential future residents to the Village
- Implement a façade improvement program
- Work with Metra and freight operators to establish a quiet zone to eliminate loud horns along the Corridor

- Create a coordinated streetscape plan and install it
- Install landscape, planters, tree grates, signage, decorative lighting, and, best management practices (bmp's) near Hickory Creek
- Where possible, install landscape medians along Route 30
- Beautify the Ace Hardware site
- Require on-site parking lot landscaping
- Investigate approaches to eliminating overhead powerlines by incentivizing the process for private property owners or by seeking assistance from the service providers utilizing the existing infrastructure
- Explore measures to better manage the smell from the sewer treatment plant

### Gateway, Signage and Wayfinding

- Welcome to New Lenox artwork on bridges, “Home of Proud Americans”
- Establish coordinated signage and wayfinding features to call out Village entrances and key destinations
- Enhance the west end interchange with gateways and landscape improvements

### Land Use and Development

- Enhance all existing building façades
- Redevelop the former FIM Shopping Center
- Redevelop Ace Hardware Shopping Center to improve building appearance, improve parking lot flow and add landscaping
- Redevelop the corner of Cedar and Route 30 to maximize its proximity to the Metra station and the Route 30 Corridor
- Relocate underperforming businesses to other locations within the Village
- Improve the building permitting process, too slow

## #4 – Encouraged Uses and/or Development

Community members were asked to identify what uses and development they would like to see along Route 30. These responses were meant to help provide guidance for the types of uses and development the Plan should encourage along Route 30.

- Out of the box, unique, creative businesses
- Boutique, small scale
- Village could acquire properties along the Corridor for municipal parking
- Metra parking for long weekends (varies by community)
- Mixed-use with reasonable rent options
- Open space or public parks
- Parking lots or parking garage
- Restaurants, fine dining, and quality sit-down establishments
- Pedestrian friendly retail and shops
- Community Center
- Hotel
- Park
- Senior citizen housing
- Pool/water park
- Government buildings
- Professional offices
- YMCA
- Multi-use buildings with parking behind the building
- Office supply store
- Antique shops, other small clothing shops, art gallery
- Landscape/green businesses
- Professional services in older historic buildings
- Office/medical
- Entry to Village Hall facilities

## #5 – Discouraged Uses and/or Development

Community members were asked to identify what uses and development they would NOT like to see along Route 30. These responses were meant to help provide guidance for the types of uses and development the Plan should discourage along Route 30.

- Big box
- Chain restaurants
- Cash for Gold
- Car dealerships, used or new
- More gas stations
- More fast food
- Strip retail
- Parking garage
- Industrial
- Warehouse
- Casino/gambling
- Gun store
- No more bars, but fine dining with a bar would be acceptable
- Grocery store or bank
- Auto repair
- Liquor stores
- O.T.B.
- Condos near train station

## #6 – New Lenox’s Primary Strengths & Assets

Community members were asked to identify the primary strengths and assets of Route 30 and the Village of New Lenox. These responses document what community members believe to be the best of what Route 30 and the Village have that should be built upon to ensure that Route 30 remains a vital and successful corridor. Specific responses are categorized and listed below.

### *The Businesses*

- As development returns, New Lenox is well positioned for investment and future growth
- Slowdown allowed the Village to catch its breath, refocus efforts and identify its character
- Tie the development on the west end to the east end
- The combined efforts of the owners and Village to better the overall image and identity of New Lenox
- Maintaining the Village’s small town character while strategically aligning itself to take full advantage of future growth opportunities
- Most businesses are still open and viable
- Opportunities for making a few small improvements and having big impacts
- Opportunities for coordinated redevelopment
- Silver Cross Hospital
- Means to relocate/attract larger businesses to New Lenox

### *Infrastructure*

- I-80 to 355, Metra, Route 30 – Access is great
- Strong traffic counts, including Metra ridership
- Rock Island Metra station
- Some areas provide an opportunity for a “clean slate” development
- The few historic buildings and the Methodist Church campground provide unique experiences
- Railroad is also a positive, ideal access to transit fosters mixed use development

### *Facilities*

- Great trails incorporating new and established developments, north and south of the Corridor
- Proximity to the New Lenox Commons and civic services
- Access to activities and community programs
- Methodist Church grounds
- Public destinations (New Lenox Commons, library, park district facilities, fire district/station, post office)
- Home town pride
- A great public school system
- The Village uses its plans as a guide, but not a hard set rule, plans can be tweaked as needed

## sMap – Interactive Mapping Tool

The Route 30 Corridor Project Website included an interactive mapping tool known as sMap – The Social Mapping Application ([www.smapapp.com](http://www.smapapp.com)). With sMap, users were able to create their own map of the issues and opportunities within the corridor. Using the legend of nine pre-defined point types, users were able to decorate and provide comments on maps with different points and icons. Collectively, over 20 maps were created with more than 225 points of interests identified. A brief summary of the legend items is provided below and a summary of each Map is presented on the following pages.

## Interactive Mapping Legend Items

**Community Asset.** Assets to the Village that should be maintained, enhanced or highlighted.

**Development Priority Site.** Sites that should be developed or redeveloped in the short term.

**Problematic Intersection.** Intersections that are a safety concern, impact the flow of traffic or have access issues.

**Public Safety Concern.** Areas that pose a concern to public safety and the circulation of pedestrians.

**Undesirable Use.** An existing use in the Village that is undesirable.

**Key Transit Destination.** An area that should be enhanced or better served for public transit.

**Desired Use/Development.** Identifies an area and a use that could be developed or redeveloped.

**Poor Appearance.** Areas that are unsightly or could benefit from additional landscaping or aesthetic improvements.

**Other.** All other points/issues not discussed.



### Community Assets

- The New Lenox Commons
- New Development and façade improvements along the Corridor; The Harris Bank, façade improvement on Nelson Plaza, Physical therapy business in the historic structure
- United Methodist Church's wooded lot provides a unique setting along the busy Corridor
- Historic houses in the "Downtown" area of the Corridor have been converted for businesses and are quaint and charming
- Metra Station, greatest asset, needs better access



### Development Priority Site

- There are many sites along the Corridor that are currently vacant or undeveloped and should be priority number one for investment
- Many of the shopping centers (former FIM center, Ace Hardware, and other marginal strip shopping) along the Corridor are outdated, unattractive, and are mostly vacant. Some of the uses could be better served by relocating to the reinvestment of the "downtown" area
- Many of the buildings in the "downtown" are in disrepair, difficult to access, and under serving the Village
- Vacant land and outdated buildings/lots adjacent to the Metra Station should be redeveloped as mixed-use; commercial, restaurant, and residential



### Problematic Intersections

- Very difficult left turns from Veterans Parkway onto Route 30.
- The offset intersection of Vine Street with Route 30 is poorly designed, coordinated, and timed. Consider aligning the two roads and creating a more efficient, safe and navigable intersection
- Railroad crossings along the Corridor provide transportation challenges that need to be addressed. Issues include stacking, safety concerns, noise conflicts, and excessive traffic backups
- Many comments suggested examining the possibility to implement roundabouts at key problematic interactions; Veterans Parkway/Route 30, Vine St/Route 30, Prairie Road/Route 30, and Cedar Road/Route 30



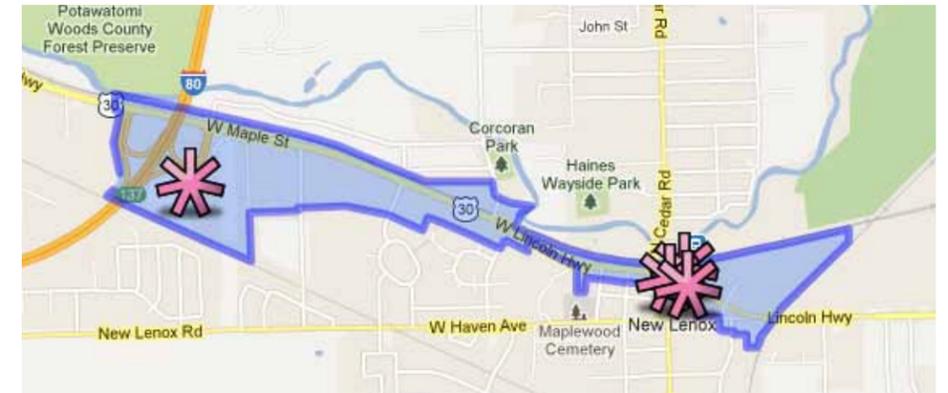
### Public Safety Concerns

- Sidewalks are not continuous throughout the Corridor. In many cases, where sidewalks are built they are too close to the Corridor and are perceived as unsafe.
- There are too many curb cuts, and parked cars block visibility for pedestrians
- Private parking areas need to be interconnected to provide cross-access
- Making left-hand turns onto Route 30 is very difficult due to vehicles moving too fast along the Corridor, few breaks in the traffic and excessive curb cuts
- Redevelopment should provide access to side streets to reduce the number of confusing and dangerous parking lots and driveways accessing Route 30
- There are no northbound turn lanes for vehicles traveling westbound at Vine St and Route 30. The right lane backs up and prevents vehicles from turning northbound onto Vine Street. People attempt to jump into the left lane to avoid missing the light.



### Undesirable Use

- The first impression of the community is fast food and banks
- The former FIM Center has vacancies and needs to be reinvested in.
- The car sales lot at Vine Street and Route 30 is in disrepair and under serves the Corridor
- TJ's bar has been vacant for some time and needs to be redeveloped or replaced with new retail.
- The intersection of Cedar Rd and Route 30 is one of the most underperforming portions of the Corridor. The BP gas station contributes to circulation conflicts at the intersection and the used car dealership and 7-11 take up prime real-estate for transit friendly development.



### Key Transit Destination

- The Metra Station connects the Village to Chicago's Loop. The station is attractive but access and the circulation pattern need to be enhanced.
- The theater is difficult to navigate to. Independence should be extended to directly connect the Theater to Nelson Rd.



### Desired Use/Development

- The Route 30 Corridor needs uses like a Starbucks, Dunkin Donuts, etc for those commuting via I-80
- TJ's location should be redeveloped as retail or a bar. The location is ideal
- The stores on Route 30 between Cedar Road and Veterans Parkway could use some updating. A quaint look would be desirable
- Sit down restaurants and new retail are among the key uses residents are looking for along the Route 30 Corridor
- The four corners of Cedar and Route 30 are made up of asphalt. The intersection needs to be redeveloped with buildings that respond to the Corridor, install street trees, parking lot landscaping and sidewalks



### Poor Appearance

- The I-80 interchange is one of the primary entrances into the Corridor and is an eyesore. It is an ideal location for unified landscape enhancements, attractive gateway features, and wayfinding/signage to direct people to New Lenox and the Commons area, community assets, Old Plank Road Trail, and the Metra Station
- The look of Route 30 along the railway could be improved by installing landscaping, screening, and buffers where possible
- Many of the parking lots along the Corridor are in disrepair and lack landscaping, sidewalks and signage
- Many of the buildings, strip shopping and plazas along the Corridor appear outdated, rundown, and lack character.
- Façade enhancements, on-site landscaping and screening, and parking lot resurfacing could improve the look and feel of the property



### Other

- The sewage plant has an awful smell, especially at night, and hurts businesses located in the downtown area
- The Corridor should reduce the amount of sign clutter. Building signs on street facing buildings and communal center signs are sufficient. Any additional off site signs should be prohibited/eliminated as possible
- Uses along the Corridor need better access and circulation solutions. An example is the busy McDonalds
- There is no sidewalk connecting the Jewel to the public right-of-way
- Too much of the Corridor is fronted by vast parking fields.

# SECTION 3

# Land Use & Development Framework

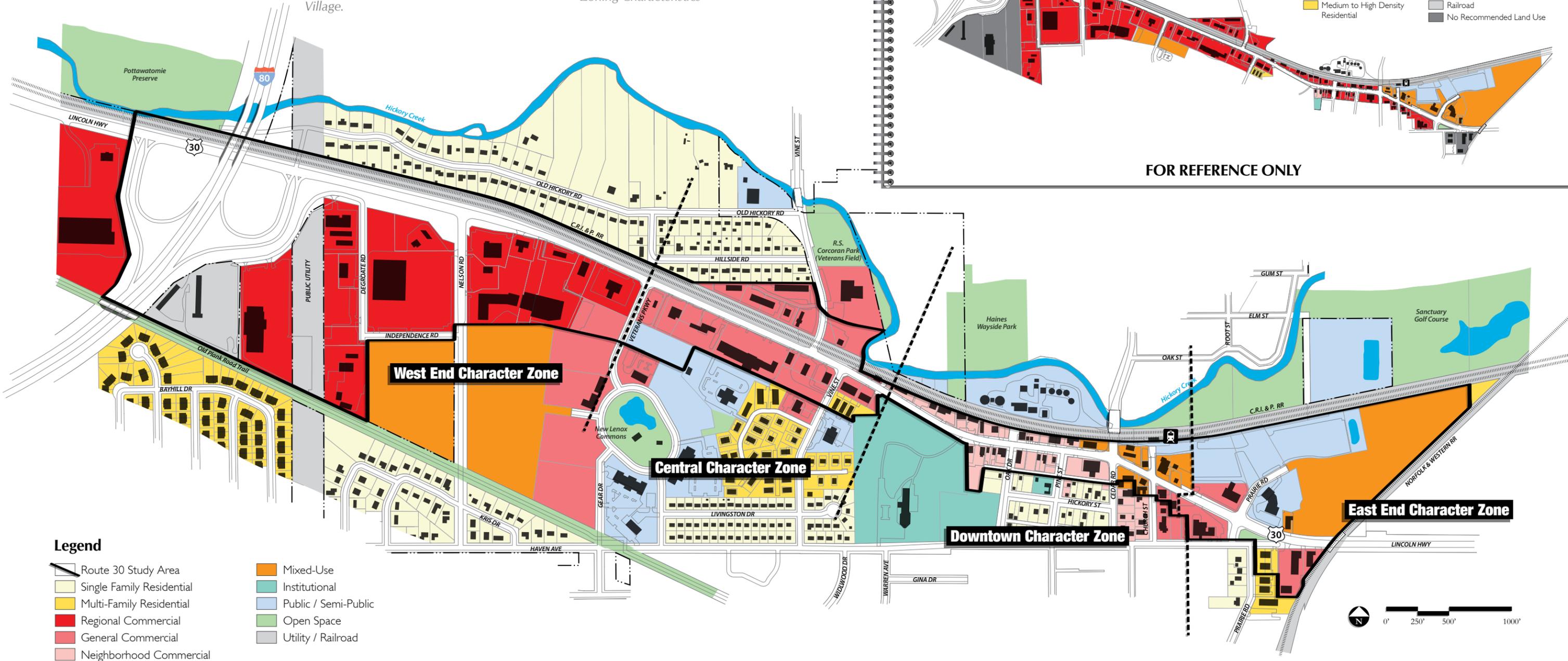
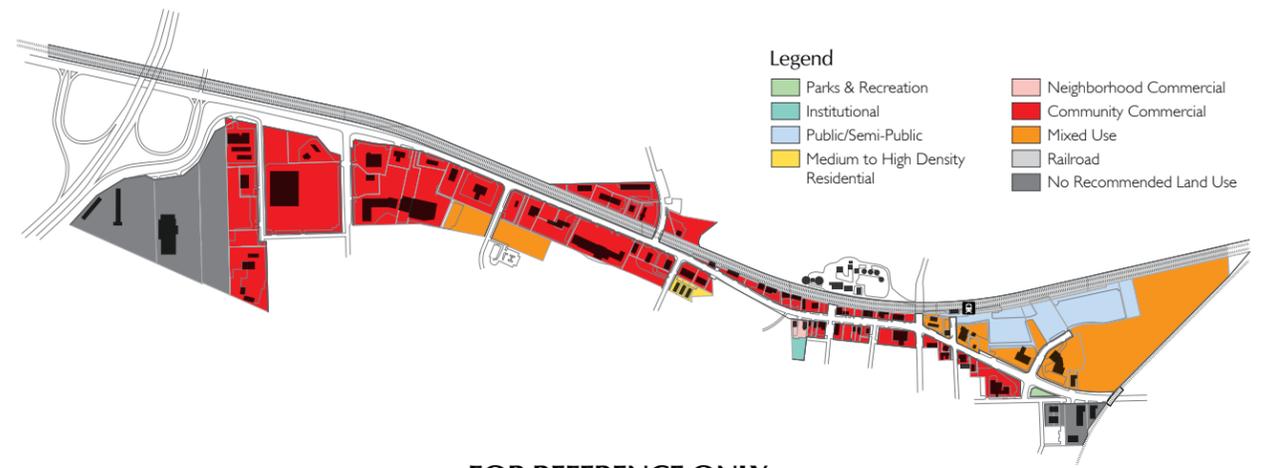
The Land Use & Development Framework identifies future land use for parcels along the Route 30 Corridor. These recommendations are respectful of the existing development pattern and residential areas adjacent to the corridor, but also seek to provide an appropriate mix of new uses.

Land use designations within the Route 30 Corridor study area include commercial, mixed-use, multi-family residential, and parks/open space. Overall, the framework protects the established, adjacent, residential neighborhoods and provides flexible approaches to provide an enhanced commercial corridor for the Village.

The following page provides specific recommendations for each use identified along the Corridor. These recommendations include key principles/goals for the following categories:

- Use Characteristics
- Development Characteristics
- Zoning Characteristics

## 2006 Route 30 Corridor Revitalization Plan



# Land Use & Development

## Regional Commercial

As the Corridor is predominately comprised of commercial uses, the framework recommends improving and adding to what already exists. Future regional commercial uses along the Corridor will exist within the West End Character Zone. New development in this area may include large-scale regional centers (big boxes) and service/entertainment-oriented uses appropriate for development near the AMC Showplace site.

### Use Characteristics

- Large retail centers, “big boxes”
- Retail uses that cater to a broad regional market and that utilize proximity to Interstate 80
- Sit-down restaurants

### Development Characteristics

- Large buildings for retail uses up to 100,000 total sq ft
- Building design to feature 360-degree architecture, which includes articulating all building façades
- Pedestrian infrastructure including sidewalks and crosswalks throughout the development and connecting to the public right-of-way
- Landscaped islands and medians in the parking lots that meet current zoning requirements
- Mandatory screening of back-of-house functions such as loading, utilities, and waste service
- Existing bulk and setback regulations for the base zoning district apply once all other development standards are met

### Zoning Characteristics

- C-3 General Business District covers most of the parcels that fit in the Regional Commercial designation
- The zoning district for the AMC Showplace is C-2 Community Shopping District, which can remain in place

## General Commercial

A range of commercial and office uses including retail and service geared towards serving customers travelling from across the Village is the intent of this land use. This land use primarily corresponds with the Central Character Zone and the East End Character Zone. Services such as sit-down restaurants and everyday convenience uses will continue to be allowed.

### Use Characteristics

- Commercial strip shopping with multiple retail/service tenants
- Restaurants ranging from sit-down to drive-through establishments
- Office and small businesses

### Development Characteristics

- Multi-tenant buildings greater than 25,000 sq ft (but less than 100,000 sq ft)
- Stand-alone commercial (service, restaurant, or drive-through) buildings greater than 3,500 sq ft
- Building design to feature 360-degree architecture with a special emphasis on articulating building façades that face a street
- Cross-access between parking lots to reduce curb-cuts
- Continuous pedestrian sidewalks along public rights-of-way with connecting sidewalks to front entrances of commercial buildings
- Landscaped islands and medians in the parking lots that meet current zoning requirements
- Mandatory screening of back-of-house functions such as loading, utilities, and waste service
- Existing bulk and setback regulations for the base zoning district apply once all other development standards are met

### Zoning Characteristics

- Where feasible, parcels undergoing redevelopment should be re-zoned to C-2 Community Shopping District or a new mixed-use district depending on redevelopment plans
- Modifications to improve the development characteristics will involve creating additional development standards that apply to the base district

## Neighborhood Commercial

This land use provides for a mix of local commercial and office uses suitable to small parcels that also serve as a transition to adjacent residential neighborhoods. Neighborhood Commercial uses are within the Downtown Character Zone.

### Use Characteristics

- Small parcel retail, office, and service businesses that serve daily needs of residents living in the adjacent residential neighborhood

### Development Characteristics

- Buildings less than 25,000 sq ft for commercial/office uses
- New buildings should front the street with minimal setback to establish an urban/downtown character
- Building design to feature 360-degree architecture with a special emphasis on articulating building façades that face a street
- New or redesigned parking lots to be located behind buildings where feasible
- Cross-access between parking lots to reduce curb-cuts
- Continuous pedestrian sidewalks along public rights-of-way with connecting sidewalks to buildings
- Landscaped islands and medians in the parking lots that meet current zoning requirements
- Mandatory screening of back-of-house functions such as loading, utilities, and waste service
- Existing bulk and setback regulations for the base zoning district apply once all other development standards are met

### Zoning Characteristics

- Where feasible, parcels undergoing redevelopment should be re-zoned to C-2 Community Shopping District or a new mixed-use district depending on redevelopment plans
- Modifications to improve the development characteristics will involve creating additional development standards that apply to the base district

## Mixed-Use

This land use contains a range of retail, office, and multi-family residential uses. The intersection of Route 30/Cedar and Route 30/Church (adjacent to the Metra station) as well as the greenfield properties west of the New Lenox Commons are ideal for a mixed-use development.

### Use Characteristics

- Multi-tenant buildings with a mix of uses ranging from retail/ commercial, office, and multi-family residential

### Development Characteristics

- Buildings may vary in size and height ranging from 3-5 stories
- New buildings should front the street with minimal setback to invoke an urban/downtown feel
- Building design to feature 360-degree architecture, but emphasis should be made to articulate building façades that face a public street
- Cross-access between parking lots to reduce curb-cuts
- Continuous pedestrian sidewalks along public rights-of-way with connecting sidewalks to the building’s primary entrance
- Landscaped islands and medians in the parking lots that meet current zoning requirements
- Mandatory screening of back-of-house functions such as loading, utilities, and waste service
- Existing bulk and setback regulations for the base zoning district apply once all other development standards are met

### Zoning Characteristics

- Where feasible, parcels undergoing redevelopment should be re-zoned to a new mixed-use district depending on redevelopment plans
- Modifications to improve the development characteristics will involve creating additional development standards that apply to the base district
- Utilize the Planned Unit Development (P.U.D.) process

## Multi-Family Residential

There is a limited amount of multi-family dwellings along Route 30. The Corridor is an ideal location for multi-family uses and it is recommended that the existing multi-family land uses remain.

### Use Characteristics

- Two or more attached dwelling units in a single building either on one parcel or with each dwelling unit on its own parcel
- As part of a mixed-use development, multi-family should be encouraged in the upper floors
- Single family is permitted, but should be discouraged, due the close proximity to Route 30 and the incompatible conflicts that arise as a commercial corridor develops

### Development Characteristics

- Where feasible, multi-family developments should consider 360-degree architecture with a special emphasis on articulating building façades that face a street
- New or redesigned parking lots to be located behind buildings when the building faces Route 30
- Continuous pedestrian sidewalks along public rights-of-way with connecting sidewalks to the building’s primary entrance
- Landscaped islands and medians in the parking lots that meet current zoning requirements
- Mandatory screening of back-of-house functions such as loading, utilities, and waste service
- Existing bulk and setback regulations for the base zoning district apply once all other development standards are met

### Zoning Characteristics

- Existing land uses to remain as currently zoned if no redevelopment occurs
- Modifications to improve the development characteristics will involve creating development standards that apply to the base district

## Uses Adjacent to the Route 30 Corridor

### Single Family Residential

There are numerous single family residential neighborhoods adjacent to the corridor that help to support the businesses along Route 30. Still, single family residential is discouraged along the corridor due to the many use conflicts that can occur.

### Public / Semi-Public

There are two nodes of public land use adjacent to the Corridor: One node is the New Lenox Commons, which consists of Village Hall, the public library, park district, police department, and future public uses; the second node is the Metra station and fire station on the east end of the Corridor. Future public land is recommended adjacent to the New Lenox Commons.

### Open Space

There is the potential for a gateway green space along Route 30 at the triangle-shaped piece of land where Route 30, Prairie Road, and Haven Avenue intersect. This site is currently green open space, but it could be enhanced to serve as a key location for a Village gateway. All other existing open spaces will remain in the future.

### Utility / Railroad

The existing railroad and public utility rights-of-way will remain in the future. Redevelopment of sites adjacent to the railroad rights-of-way will need to consider the impacts of existing infrastructure challenges.

### Institutional

While there are not any institutional land uses currently in the Study Area (the United Methodist Church is along Route 30, adjacent to the Study Area), future institutions located along Route 30 should conform to the zoning regulations and applicable character zone that relate to the property.

# SECTION 3

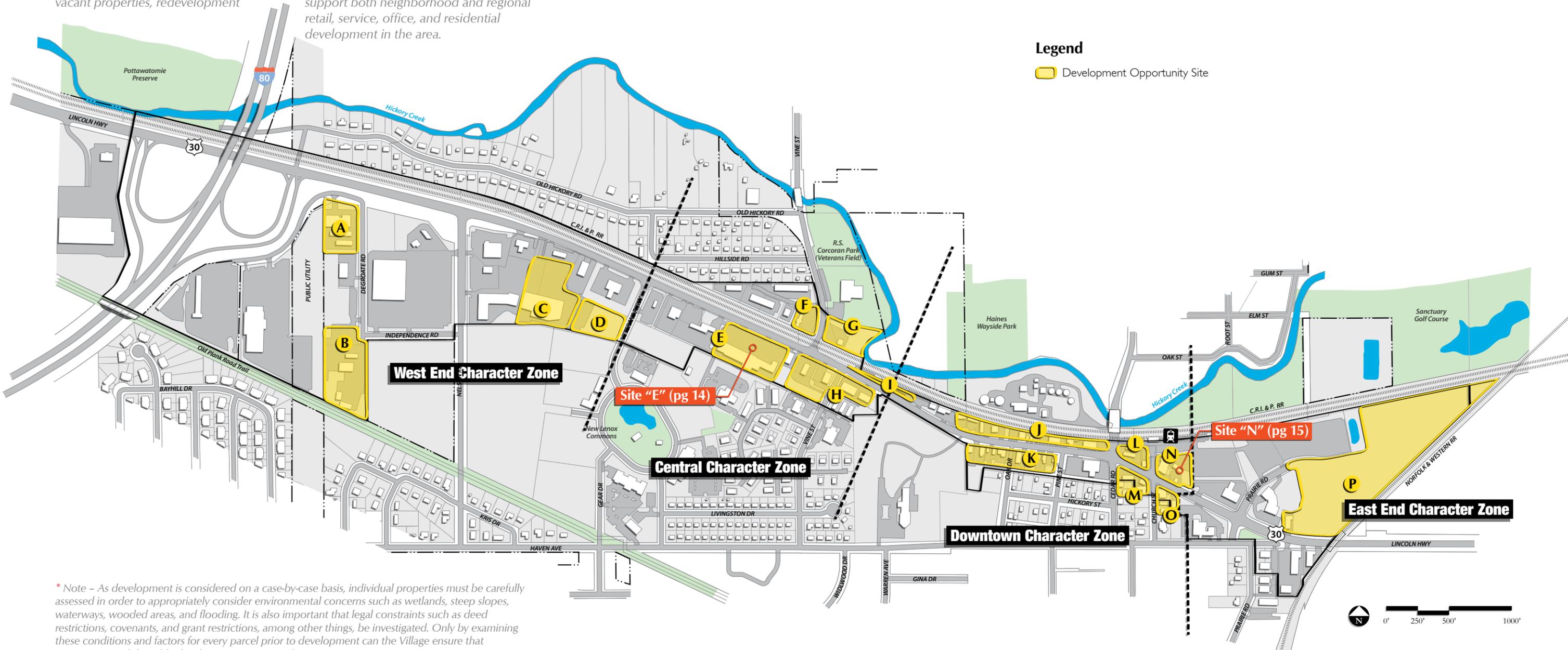
# Development Opportunity Sites

The development framework plan identifies opportunity areas along the Route 30 Corridor that represent a potential for development and redevelopment.

There are a wide range of development opportunities including development of vacant properties, redevelopment

of properties already developed, and the conversion of some properties to accommodate development within the Village.

All of the opportunity sites feature direct or convenient access to Route 30, which provides excellent access/circulation to support both neighborhood and regional retail, service, office, and residential development in the area.



### Legend

Development Opportunity Site

\* Note – As development is considered on a case-by-case basis, individual properties must be carefully assessed in order to appropriately consider environmental concerns such as wetlands, steep slopes, waterways, wooded areas, and flooding. It is also important that legal constraints such as deed restrictions, covenants, and grant restrictions, among other things, be investigated. Only by examining these conditions and factors for every parcel prior to development can the Village ensure that appropriate and desirable development is approved.

## Redevelopment Opportunity Sites

### Site A

This property is adjacent to the I-80 interchange and has the potential to be a significant redevelopment as a commercial/office use; commercial uses could be regional scale with buildings as large as 100,000 sq ft. The relocation of the existing Illinois Brick Company to a different parcel off of Route 30 would be required. Design considerations for this site include installing pedestrian infrastructure enhancements.

### Site B

With proximity to the I-80 interchange and a large parcel size, the location could be used as a future commercial retail use that compliments existing commercial uses in the area; commercial uses could be regional scale with buildings as large as 100,000 sq ft. Design considerations for this site include making pedestrian infrastructure enhancements and providing the extension of Independence Road to the AMC theater.

### Site C

This parcel is currently occupied by a vacant storefront, the former F.I.M. store. The parking lot and structure are outdated and in need of a significant upgrade. With proximity to the I-80 interchange and the New Lenox Commons, and advantageous parcel size and orientation, this location has the potential to be an ideal location for a big box use. Design considerations for this site include adding a new road connection on the south edge of the site linking Veterans Parkway and Nelson Road; and installing pedestrian infrastructure enhancements

### Site D

The property's proximity to the New Lenox Commons (but lack of visibility from Route 30) makes this property an ideal location for a multi-story, mixed-use building with commercial/retail or office uses on the ground floor and residential uses in the upper floors oriented towards Veterans Parkway. New development on this site should complement the New Lenox Commons by providing pedestrian amenities and aesthetically pleasing landscaping. Design considerations for this site include adding a new roadway connection on the southern edge of site linking Veterans Parkway and Nelson Road, and installing pedestrian infrastructure enhancements.

### Site E

This property was one of the most discussed properties along the Corridor during the community outreach activities. Currently the site is made up of an Ace Hardware store and other small office and retail businesses. One option would be to enhance the property by upgrading the building façade and improving the parking configuration and landscaping. Another option would be to completely redevelop the property and attract new businesses and uses. Design considerations for this site include roadway intersection enhancements, elimination of curb cuts, installing parking lot landscaping, and installing wayfinding. A conceptual development plan for this property can be found on page 14.

### Site F

Currently this parcel is a Super Wash car wash, which is not the ideal use for a key intersection along the Route 30 Corridor. The site should be prioritized for new retail development with coordinated cross access connecting to adjacent office uses. Enhancing the Vine Street/Route 30 intersection would enable redevelopment of this site. Design considerations for this site include intersection enhancements and installing new wayfinding (could be component of new development).

### Site G

Similar to Site F, this property is located at a key intersection along the Route 30 Corridor. The existing used car lot is not an ideal use for a key intersection along the corridor. This parcel would be significantly altered if the proposed Vine Street realignment were to occur. If the realignment were to happen, Opportunity Sites E and F could be redeveloped at the same time to create a single redevelopment opportunity. Design considerations for this site include intersection enhancements and installing new wayfinding (could be component of new development).

### Site H

Whether or not the realignment of Vine Street occurs, these properties make up the intersection of Vine Street and Route 30. The site consists of many strip shopping uses and fast food restaurants. As redevelopment occurs, standards such as parking lot screening, buffering, and parkway improvements should be required to enhance the overall character and quality of the Corridor. Access management and the elimination of unnecessary curb cuts should be a priority. Retail uses should be a priority together with a mix of service and office uses. Design considerations for this site include intersection enhancements and installing new wayfinding (could be component of new development).

### Site I

These parcels are some of the shallowest properties along the Corridor. Currently the parcels include a veterinarian clinic, auto-repair services and parking lots. Potential redevelopment options will need to consider parking management and site circulation as the parcels are located between the railroad line and Route 30. Potential commercial redevelopment could have new buildings fronting the street, parking accommodated off-site or at the east end of site, and the far west end of site could be a landscaped green space. Design considerations for this site include installing a potential right-in/right-out and pedestrian infrastructure enhancements.

### Site J

Parcels within this area are shallow and constrained by Route 30 and the railroad line. Currently, the area is made up of marginal uses and mostly rundown structures. However, there is the potential for these sites to redevelop as a unique downtown district with a mix of uses and pedestrian-friendly environment. The main advantage of this site is the high amount of frontage along Route 30 and the close proximity to the Metra station. Improvements at the intersection of Cedar and Route 30 will be important to enabling redevelopment. Design considerations for this site include installing pedestrian infrastructure enhancements.

### Site K

There is an opportunity to encourage commercial uses along the Corridor that are appropriate adjacent to residential uses, which extend to the south of the site. The result would be a unique pedestrian-friendly residential/commercial district. Potential commercial redevelopment with new buildings fronting the street could be small scale with buildings less than 25,000 sq ft and parking located behind. Design considerations for this site include installing pedestrian infrastructure enhancements.

### Site L

The prominent corner of Route 30/Cedar Road serves as a key north/south connector and provides direct access to the Metra station. This parcel should be redeveloped to announce an entrance into "downtown" New Lenox by encouraging three to five story buildings placed at the property line with commercial/retail uses on the ground floor and residential uses in the upper floors. The Village should consider making right-of-way enhancements and improving the Route 30/Cedar intersection to foster development interest. Meeting the current parking requirements will be challenging for redevelopment. Design considerations for this site include assembling five parcels, examining parking alternatives, installing wayfinding to direct traffic to the Metra station, and pedestrian infrastructure enhancements.

### Site M

Similar to Site L, this corner site has the potential to be a downtown gateway property with a multi-story, mixed-use building. The building should be placed at or near the property line to promote a downtown feel for the district. Currently, the site has a 7-11 convenience store, which could be reincorporated into the new development. Design considerations for this site include assembling five parcels, intersection enhancements, and improving right-of-way conditions.

### Site N

With direct access to the Metra Station and multiple access points to Route 30, this site is one of the biggest redevelopment opportunities along the Corridor. This site can be redeveloped as a transit-oriented, mixed-use, development including commercial/retail uses on the ground floor and residential uses on the upper-floors. Design considerations for this site include assembling three parcels, intersection enhancements, and installing new wayfinding (could be component of new development). A conceptual development plan for this property is provided on page 15.

An alternative redevelopment approach for this area would be to combine Site L and Site N to create a significant opportunity for mixed-use redevelopment. This alternative would require closing off Metra access from Church Street and establishing Prairie Road as the primary access point for Metra drop-off and parking. Potential design alternatives for a combination of Site L and Site N are provided on page 15.

### Site O

This corner site has the potential to be a multi-story, mixed-use building with commercial/retail uses on the ground floor and residential uses in the upper floors. The building should be placed at or near the property line to promote a downtown feel for the district. Design considerations for this site include assembling two parcels and intersection enhancements.

### Site P

This large, undeveloped parcel has the potential to capitalize on its proximity to the Metra Station. The parcel has adequate frontage along Route 30, and is ideal for a multi-story mixed-use development with commercial on the ground-floor and multi-family above. New roadway and pedestrian access points would be required to make the site functional. Design considerations for this site include assembling two parcels and extending Prairie Road to serve the site.

## Additional Development Opportunities

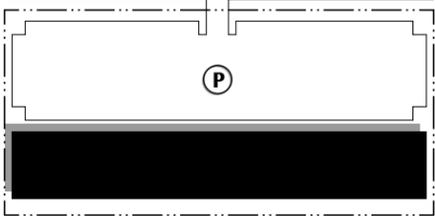
It is important to note that there are portions of the Corridor that have not been identified as future Redevelopment Opportunities. The entire Corridor has potential for redevelopment and over time, if there is interest in a property not identified on the **Development Opportunities Sites** illustration (pg 12), the recommendations provided in this Plan are intended to provide guidance for the intended character, types of uses, parkway treatment, etc.

# Development Opportunity – Site E

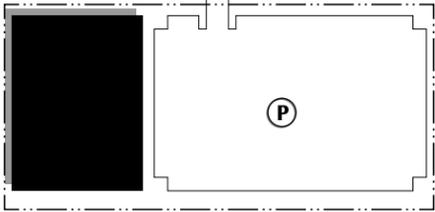
The development concept for this site provides general commercial uses compatible with the businesses along the Corridor and the surrounding neighborhood. This site was one of the most discussed properties along the Corridor during many of the workshops/outreach efforts.

The configuration of this site went through many alternatives (see right) each with its own strengths/weaknesses. Ultimately, Alternative 4 best accomplishes the objectives recommended in the Route 30 Corridor Implementation Plan.

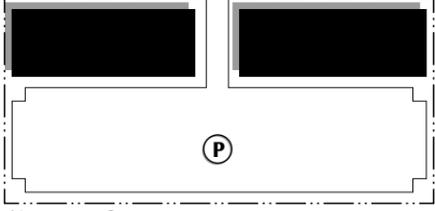
- **Alternative 1** shows parking dominating the view of the site with a building located at the rear of the site.
- **Alternative 2** shows the building located closer to the property line, but the parking still dominating the site.
- **Alternative 3** shows two commercial buildings located at the property line with a single point of access to the parking at the rear of the site. Considering Route 30 is so auto-dependent, the lack of parking visibility is an issue.
- **Alternative 4** is the preferred site configuration and was further developed as Site E's development concept. The concept shows two commercial buildings located at the property line creating a streetwall and providing direct access for pedestrians. Vehicular access is better managed with curb cut reductions and the use of cross access.



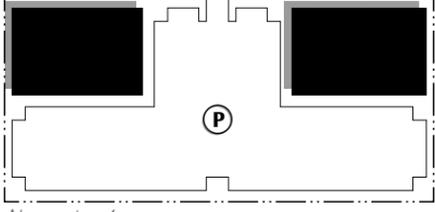
Alternative 1



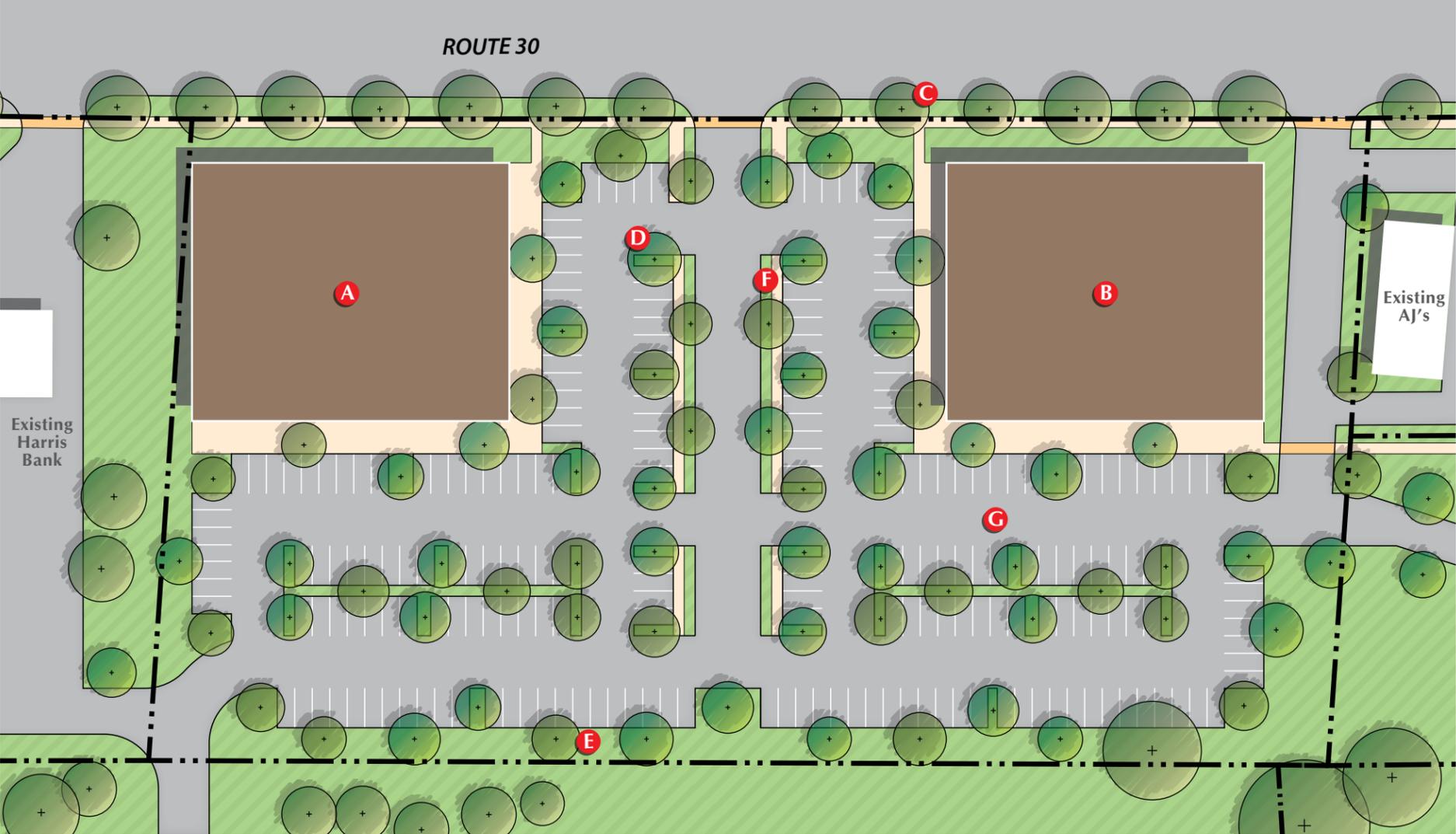
Alternative 2



Alternative 3

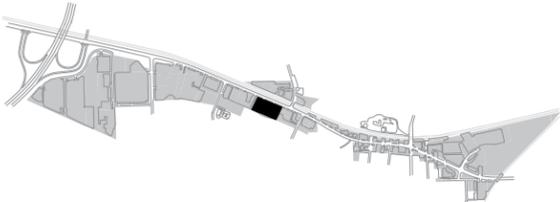


Alternative 4



### Development Opportunity

- A** General commercial development (17,125 s.f. footprint)
  - Required: 96 parking spaces
  - Provided: 112 parking spaces
- B** General commercial development (17,125 s.f. footprint)
  - Required: 96 parking spaces
  - Provided: 115 parking spaces
- C** Parkway Treatment A (pg 23)
- D** On-site interior landscaping (pg 30)
- E** On-site perimeter landscaping (pg 30)
- F** Sidewalk connections to parking lot and primary buildings (pg 20)
- G** Clear and safe on-site vehicular circulation (pg 20)



### Site Attributes

Site Area	3.64 acres (1 parcel)
Street Frontage	540 linear ft.
Sidewalk Condition	No sidewalk exists; need to create sidewalk easement

### Land Use and Character

Character Zone	Central
Existing	Mixed Commercial (Lincoln Way Center)
Future	General Commercial

### Zoning

Existing Base District	C-1 Neighborhood Shopping
Future Modifications	Rezone to C-2 Community Shopping

# Development Opportunity – Site N

With direct access to the Metra Station and multiple access points to Route 30, this location is one of the biggest redevelopment opportunities along the Corridor.

This redevelopment site consists of three parcels that would need to be assembled to provide the space needed for a transit-oriented development (TOD). The illustration shows a 3-story mixed-use building with 11,750 square feet of retail and commercial uses on the ground floor and 16 residential units on the upper two floors.

The current commercial and multi-family parking space requirements in the Village's code are excessive and need to be updated to be more TOD friendly. The commercial requirements are roughly 5.5 spaces per 1,000 square feet and multi-family requirements are three parking spaces per unit and for every ten spaces provided, an additional guest space is required. It is recommended that the commercial requirements be reduced to 4 spaces per 1,000 square feet and the multi-family requirements be lowered to 2 spaces per unit. Using the existing code requirements, 118 spaces are required. Using the recommended code requirements, 85 spaces would be required. The illustration to the right shows 105 spaces provided.

**Site Attributes**

Site Area	1.50 acres (3 parcels)
Street Frontage	432 linear ft.
Sidewalk Condition	No sidewalk exists; need to create sidewalk easement

**Land Use and Character**

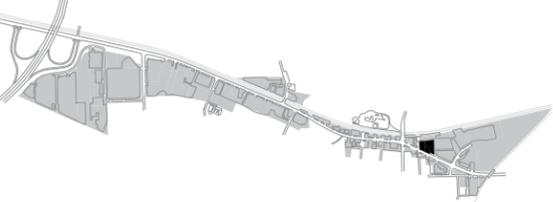
Character Zone	East End
Existing	Mixed Commercial
Future	Mixed Use

**Zoning**

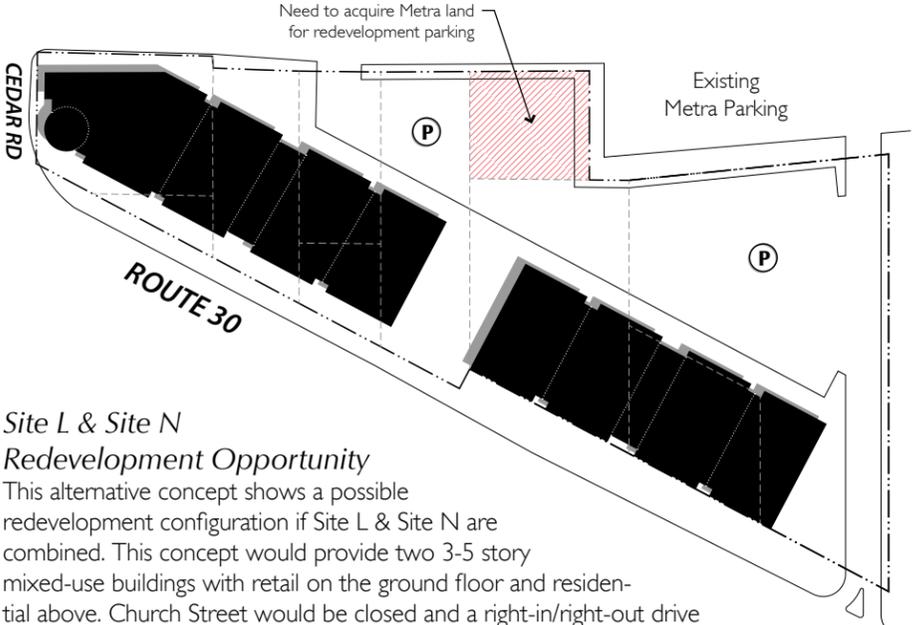
Existing Base District	C-2 Community Shopping
Future Modifications	C-2 Neighborhood with a planned unit development (P.U.D.) to permit mixed-use development

**Development Opportunity**

- A** Mixed-use building with commercial on the ground floor and residential above
  - 3 stories
  - 11,750 s.f. footprint
  - Required: 118 parking spaces
  - Provided: 105 parking spaces
- B** Parkway Treatment A (pg 23)
- C** On-site interior landscaping (pg 30)
- D** On-site perimeter landscaping (pg 30)
- E** Sidewalk connections to parking lot and primary buildings (pg 20)
- F** Clear and safe on-site vehicular circulation (pg 20)



Examples of Transit-Oriented Development (TOD)



**Site L & Site N Redevelopment Opportunity**

This alternative concept shows a possible redevelopment configuration if Site L & Site N are combined. This concept would provide two 3-5 story mixed-use buildings with retail on the ground floor and residential above. Church Street would be closed and a right-in/right-out drive would be located at the eastern edge of the site to provide access to the Metra station and parking. Additional land would also need to be acquired from Metra, as identified on the illustration, to meet the required parking spaces.

# SECTION 4

# Multi-Modal Transportation Framework

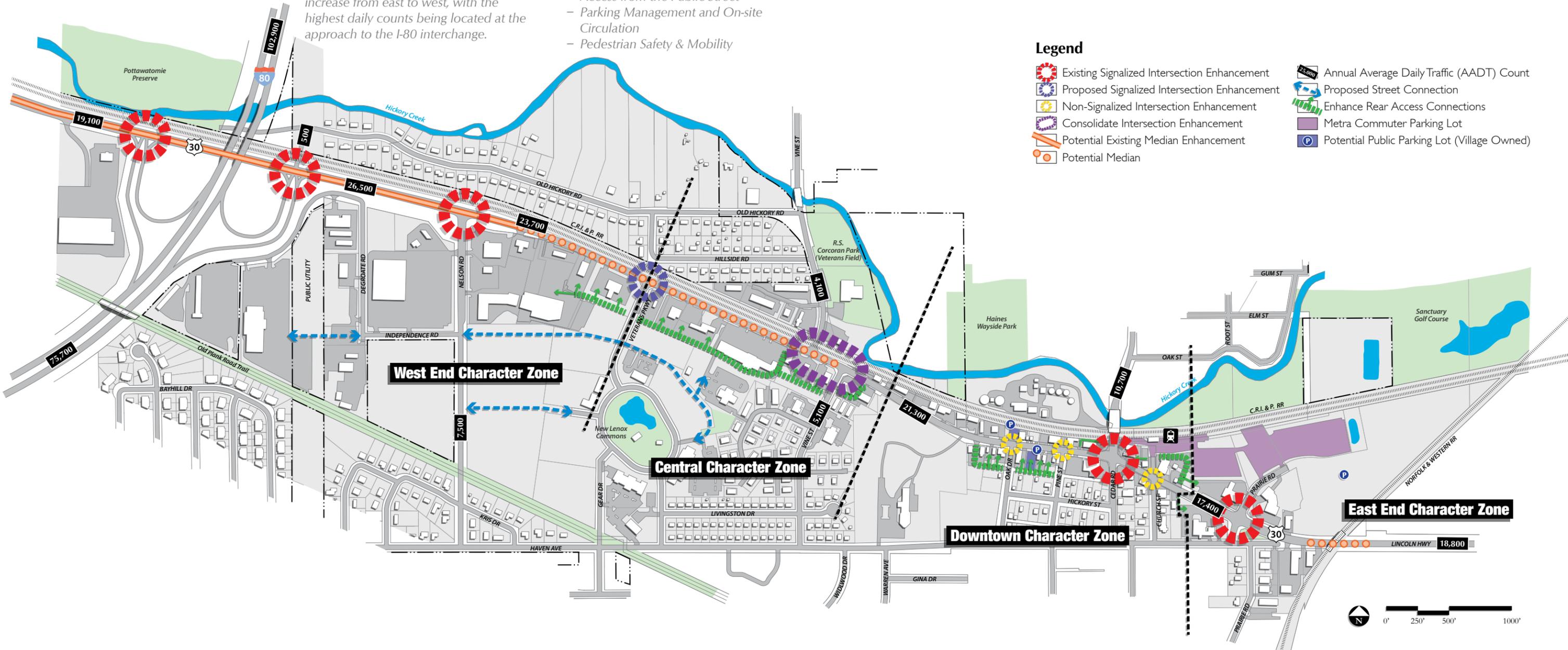
The Multi-Modal Transportation Framework provides recommendations for improvements to the flow of vehicle traffic, access control and pedestrian and bicycle facilities for the US Route 30 Corridor. Route 30 is a major regional arterial serving as a major east-west passenger and commercial vehicle way

through New Lenox and other southwest suburban communities.

According to the Illinois Department of Transportation (IDOT), the Corridor averages between 17,400 and 26,500 vehicle trips per day (2011 data). Average daily traffic counts in the corridor increase from east to west, with the highest daily counts being located at the approach to the I-80 interchange.

The illustration below highlights overall, corridor-wide, recommendations for Route 30. In an effort to provide site specific recommendations, the following pages are broken into five sub-categories:

- Principles of "Complete Streets"
- Roadways and Intersections
- Access from the Public Street
- Parking Management and On-site Circulation
- Pedestrian Safety & Mobility



**Legend**

- Existing Signalized Intersection Enhancement
- Proposed Signalized Intersection Enhancement
- Non-Signalized Intersection Enhancement
- Consolidate Intersection Enhancement
- Potential Existing Median Enhancement
- Potential Median
- Annual Average Daily Traffic (AADT) Count
- Proposed Street Connection
- Enhance Rear Access Connections
- Metra Commuter Parking Lot
- Potential Public Parking Lot (Village Owned)

# Principles of “Complete Streets”

It is recommended that the Village of New Lenox adopt the principles of “Complete Streets” as new investment and development occurs along the Route 30 Corridor. Complete Streets principles are integrated throughout the Plan in an effort to ensure pedestrian, bicycle, and transit mobility and access are provided along the Route 30 Corridor.

As a designated SRA (Strategic Regional Arterial), the state has specific roadway characteristics that are deemed desirable for the Route 30 Corridor. However, the roadway characteristics that are deemed desirable by the state may not necessarily be desirable for the Village. Complete Streets principles within the Plan are intended to ensure a safe and attractive corridor for all modes of transportation, while providing a supportive and viable environment for local business, development, and sense of place.

Complete Streets are living streets which are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities. Complete Streets prioritize safe and easy access for all modes of transportation, including vehicles, bicycles, pedestrians, and public transportation. Although the application of Complete Streets principles can vary based on the specific needs and existing conditions of any individual place, prominent streets throughout the Village should strive to implement improvements that offer benefits within the constraints of the existing context.

Complete Streets policies increase safety for all travelers, ease traffic congestion by providing reasonable alternatives to cars, improve access for users of all ages and physical abilities, maximize the efficiency and minimize the cost of public transportation infrastructure, and reduce harmful environmental impacts.



## Pedestrians

*Complete Streets provide safe, convenient and comfortable access for bicyclists and pedestrians to cross streets and walk or bike to destinations. Cross walks are proposed to demarcate the interaction points between pedestrians and vehicles to provide safe passage. Sidewalk connections are proposed to complete a continuous pathway for pedestrian access to all sites within the corridor.*



## Vehicular Traffic

*The reduction in the site entrances along the Corridor will reduce confusion, crossing traffic patterns, and create a safer corridor. Separating the pedestrian traffic from vehicular traffic and providing continuous sidewalks and demarcated crossings and holding areas will create fewer conflicts between pedestrians and vehicles. Cross access and pedestrian access connections between sites can reduce local site to site traffic and entrance/exit traffic on Route 30 by providing people with additional options to walk between close destinations.*



## Bikes

*While no dedicated bike paths are proposed along Route 30, multi-use sidewalks of eight (8) feet or wider can accommodate pedestrians and cyclists. The Old Plank Road Trail runs parallel with the Corridor and connections along north-south linking streets will provide the corridor with regional cycling access.*

*There are very few pedestrian and bicycle facilities located throughout the Corridor. The areas where sidewalks exist along the public way are generally not connected to adjoining commercial properties, or residential neighborhoods. There are also significant gaps, or missing connections between the sidewalk areas that do exist in the Corridor. There are no plans for bike paths to be added along Route 30. Bike path and sidewalk connections should be made between the Corridor and the Old Plank Road Trail wherever possible. Dedicated bike paths, or shared access paths, such as eight (8) foot wide sidewalks, can be used to provide connections between the commercial sites and residential neighborhoods to the Old Plank Road Trail.*



## Transit

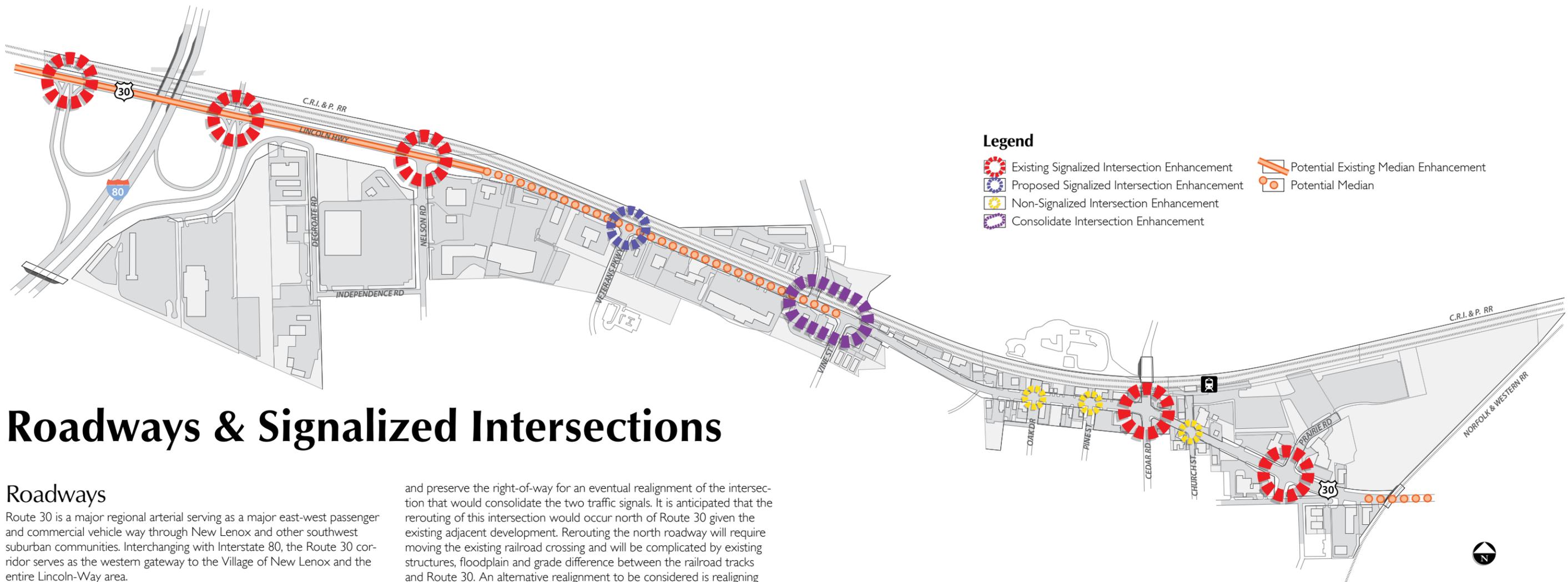
*Route 30 provides the principal regional access for Metra riders on the Rock Island line. The location of the New Lenox Metra station near the Cedar Road and Route 30 intersection is a significant transportation asset to the community and the Corridor. This asset was identified as one of the strengths of the Corridor during each of the community outreach sessions. Daily fee parking areas are provided at the Metra commuter lot, adjacent to the station. Access to the Metra parking lots is provided from Church Street and Prairie Road. Metra ridership at the New Lenox station has shown significant increases during the past decade.*

*No other existing public transit services were identified that currently serve the study corridor. The Metra station is a focal point of access to regional mass transit. The Village should work with local and regional mass transit authorities, such as PACE, to provide local mass transit access to the retail centers along Route 30 and the Metra station. If bus service is added along the Route 30 corridor, bus turn-out areas should be added at stops. Walkways and crosswalks should be coordinated with bus stops to provide pedestrian and bicycle access.*



*Access to the Metra stations should be enhanced with additional signage to direct traffic to the appropriate entrance. Monument signs and regulatory signs should be added to direct traffic to the access on Church Street for drop-offs and pick-ups, and daily parking access through the Prairie Road entrance.*

*Pace currently does not operate arterial service on Route 30. However, the corridor has been identified for long term strategic corridor development so it is encouraged that transportation recommendations should incorporate transit-friendly, pedestrian infrastructure.*



# Roadways & Signalized Intersections

## Roadways

Route 30 is a major regional arterial serving as a major east-west passenger and commercial vehicle way through New Lenox and other southwest suburban communities. Interchanging with Interstate 80, the Route 30 corridor serves as the western gateway to the Village of New Lenox and the entire Lincoln-Way area.

Route 30 is classified as a Suburban Strategic Regional Arterial (SRA) by IDOT. As such, Route 30 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. The IDOT 2010 Desirable Route Characteristics for Suburban Strategic Regional Arterials and the Route 30 Corridor Study Area Recommended Route Characteristics are listed in the **Roadway Characteristics Table**. The **Route 30 Corridor Study Area Recommended Route Characteristics** is a combination of SRA route recommendations and New Lenox Plan recommendations.

The existing right-of-way is constrained on both sides by the Metra Rock Island Railroad and existing developments, which limit opportunities for future widening. The route is two lanes in each direction with a center turn lane. The greatest opportunity to improve the traffic flow is to reduce the number of conflicting turning movements. In accordance with the desirable route characteristics, access to Route 30 should be limited to every 500 feet. Center medians should be extended, or added where possible, to restrict traffic movement and to provide an opportunity for beautification.

## Signalized Intersections

Signalized intersections should be spaced no less than every ¼ mile, and although Route 30 is in general conformance with that standard, two traffic signals exist within 300 feet of each other at the offset intersection of Vine Street. Although the intersections seem to function adequately under current conditions, the level of service will continue to decline as traffic volumes increase in the future. Every effort should be made to plan

and preserve the right-of-way for an eventual realignment of the intersection that would consolidate the two traffic signals. It is anticipated that the rerouting of this intersection would occur north of Route 30 given the existing adjacent development. Rerouting the north roadway will require moving the existing railroad crossing and will be complicated by existing structures, floodplain and grade difference between the railroad tracks and Route 30. An alternative realignment to be considered is realigning the south portion of Vine Street. The south realignment will require more extensive alterations and removal of existing developments and would maintain the existing railroad crossing. The final rerouting location will need to be studied further to determine the best path of connection to consolidate or coordinate the signalized intersections.

IDOT has prepared preliminary plans for the reconstruction of the Route 30 Interchange with I-80 (contract 60N87). The plans show the addition of turn lanes on the ramps and Route 30 as well as improvements to Old Hickory Road. The east intersection will include a left turn lane, straight lane and two right turn lanes from I-80 east to the Route 30, the west intersection will include two left and two right turn lanes from I-80 west to Route 30. Route 30 will be improved with double left turn lanes at each intersection for west bound traffic and right turn lanes at each intersection for eastbound traffic. An additional left turn lane from eastbound Route 30 to Old Hickory Road is proposed as well as a right turn lane from west-bound Route 30. Old Hickory Road will be improved with a median and a combined left and straight lane and dedicated right turn lane.

Veterans Parkway is the access to the New Lenox Commons area and a traffic signal should be located at the intersection with Route 30. Left-hand turns are difficult and dangerous from this intersection, and a traffic signal would give the Village an opportunity to accentuate the entrance of the New Lenox Commons.

Opportunities to preserve right-of-way should be made, especially at intersections. Such acquisitions will provide opportunities to add additional turn lanes, pedestrian and bicycle facilities, and to provide safe-haven areas for pedestrians in crosswalks.

Roadway Characteristics Table	*IDOT 2010 Desirable Route Characteristics Suburban Strategic Regional Arterials	Route 30 Corridor Study Area Recommended Route Characteristics
<b>Right-of-way Width</b>	120' – 150'	66'-120' (acquire 120' where possible)
<b>Level of Service (Peak Hour)/Design Speed</b>	C or D/ 45 mph	C or D/ 45 mph
<b>Number of Through lanes</b>	3 in each direction; 12' width	2 in each direction; 12' width
<b>Median Width</b>	18' – 48', raised	12' painted, 18' raised
<b>Bicycle Accommodation</b>	13' outside lane desirable	No dedicated bike lane or bike path in the right-of-way
<b>Right Turns</b>	Turn lanes at all major intersections	Turn lanes at I-80 intersections
<b>Left Turns</b>	Dual left turn lanes at all major intersections	Dual left turn lanes at all major intersections
<b>Shoulders</b>	Where appropriate, 10' width paved	No shoulder
<b>Curbs</b>	Yes, with 2' gutters	Yes, with 2' gutters
<b>Sidewalks</b>	Where appropriate, 5' width	Where appropriate, 5-8' width
<b>Parking</b>	Not recommended	Not recommended
<b>Cross Street Intersections</b>	Signals with collectors and arterials, new local roads right-in/right-out only	Signals with collectors and arterials, new local roads right-in/right-out only
<b>Curb Cut Access</b>	Consolidate access at 500' spacing w/cross easements	Consolidate per plan recommendations
<b>Transit</b>	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential	Bus turnouts, signs and shelters if bus route added to corridor
<b>Traffic Signals per Mile</b>	4 maximum	7-8 within corridor
<b>Signalization</b>	Synchronize with pedestrian actuation where needed	Synchronize with pedestrian actuation where needed
<b>Freight</b>	WB-55 typical/WB-60 Type II Truck Route	WB-55 typical/WB-60 Type II Truck Route
<b>Vertical Clearances</b>	16'-3" New, 14'-6" Existing	16'-3" New, 14'-6" Existing
<b>Railroads</b>	Evaluate the need for grade separation at all crossings	No grade separation
<b>Loading</b>	Off-street loading	Off-street loading

\*Source: Strategic Regional Arterial U.S. Route 30 from Interstate 80 to the Illinois Indiana State Line IDOT May, 1993



# Access from the Public Street

There are a significant number of access points to properties along Route 30. The number of curb cuts, combined with the limited numbers of protected turn lanes, creates a significant number of traffic conflicts through the Corridor. During each community outreach component of this study, the traffic conflicts, and lack of traffic gaps to egress from corridor properties, were identified as the major challenges facing the Corridor.

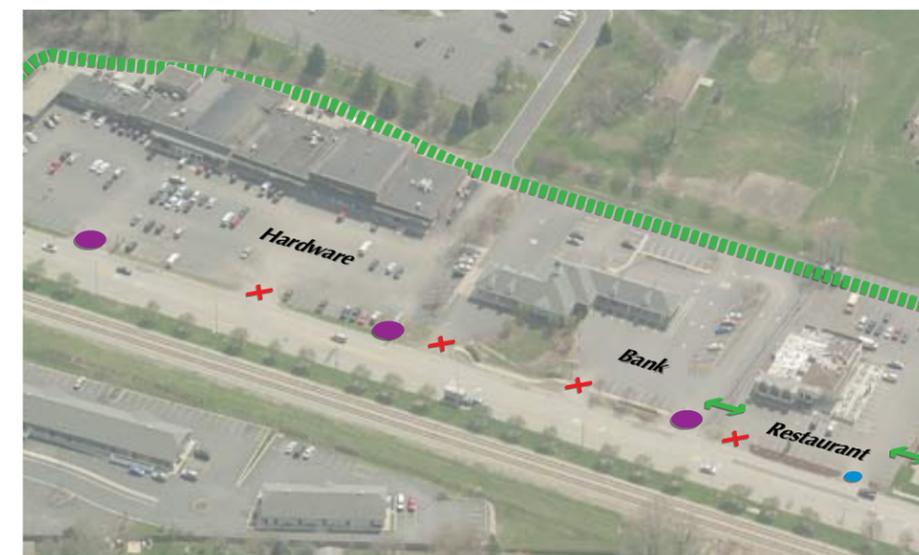
Each existing commercial user, or retail center, generally has one or more access points directly onto Route 30. Despite the number and proximity of curb cuts through the corridor, there is limited cross access between adjoining properties. The addition of cross access drives between adjacent properties will allow for the consolidation of access points, and limit conflict points along Route 30. Emphasis should be placed on providing full access from side streets and consolidated entrances, spaced far enough apart, to allow for dedicated turn lanes. Limited right-in/right-out access locations are shown to provide direct access between full access points.

The West End and Central Character Zones have limited areas of development or access along the north side of the street, due to the Metra Rock Island rail line, which travels parallel and adjacent to Route 30. The railroad limits the development along the north side of the street and provides an opportunity to reduce conflict points. This area has a high concentration of curb cuts along the south side of Route 30, as almost all individual sites have at least one full access to Route 30. There are five (5) intersections and twenty-three (23) access points to commercial sites within these two character zones. The reduction in access locations will require the redevelopment, or re-classification, of these commercial areas into cohesive shopping centers, with individual sites incorporated as outlot style developments. The individual sites should have internal cross access drives to provide connections to full access points. Parking lots should be reconfigured to allow for cohesive cross access drives to connect the properties.

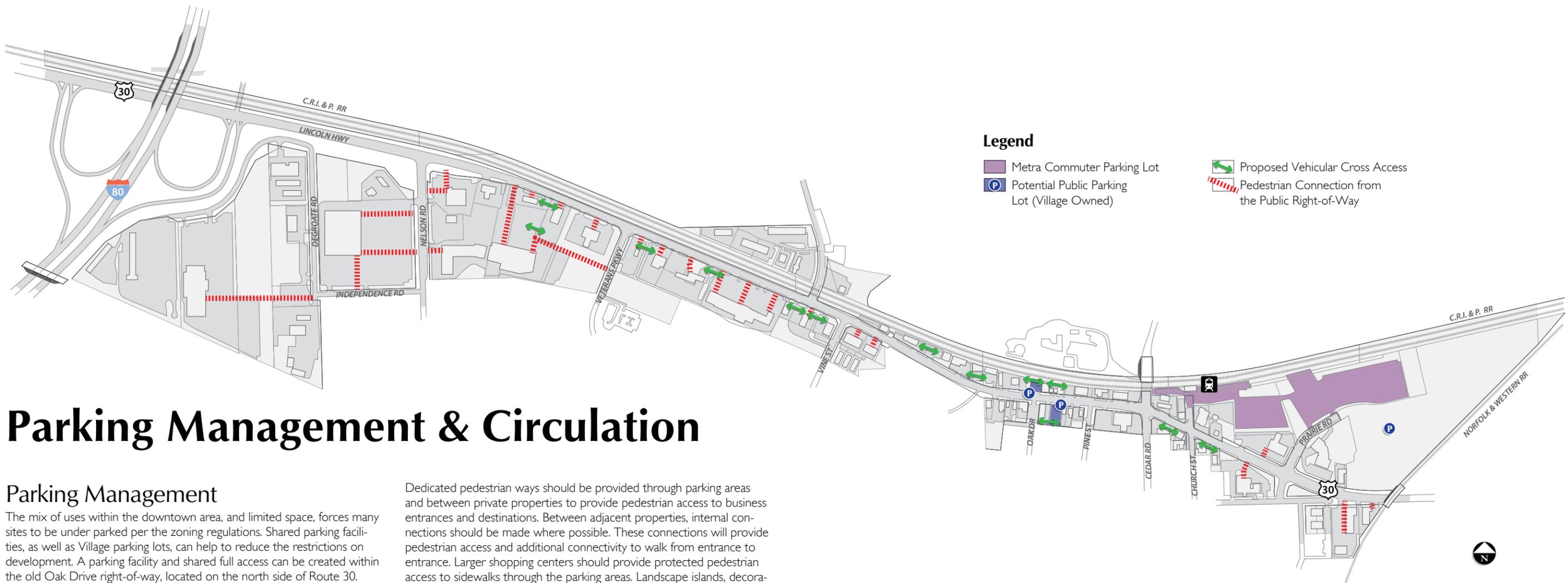
The Downtown and East End Character Zones are occupied with relatively shallow single-user depth commercial parcels. Each parcel generally has one or more major access points directly onto Route 30. There are five (5) intersections and forty-one (41) access points to commercial sites within these two character zones. The proximity of the intersections of Oak, Pine, Cedar, and Church Streets, and development on the north side of the street, increase the number of conflict points in this area. The sites along the south side of the road should create connections between parking lots to gain access to side streets. Most sites can create alley style connections behind the buildings to full access locations. Full access points in this area should be aligned on the north and south side of the street. The north side lots are limited in depth due to the proximity of the railroad. The limited lot depth restricts cross access opportunities. Wherever possible, sites should gain full access at locations aligned with the existing street intersections. The Metra Station on the north side of the street is provided with two full access points from Prairie and Church Street, and a limited exit to Cedar Road. The development and redevelopment of the access points to the northeast portion of the Study Area. Full access to these sites should only be provided from the side streets of Church and Prairie Road.

### Curb Cut Reduction

Existing number of curb cuts	77
Recommended number of curb cuts to be removed	28
Recommended total of curb cuts	49



Example of Curb Cut Consolidation



# Parking Management & Circulation

## Parking Management

The mix of uses within the downtown area, and limited space, forces many sites to be under parked per the zoning regulations. Shared parking facilities, as well as Village parking lots, can help to reduce the restrictions on development. A parking facility and shared full access can be created within the old Oak Drive right-of-way, located on the north side of Route 30. Shared parking facilities and Village parking areas will be more feasible with the connection of the sidewalks and cross walks in the Corridor, which will provide pedestrian access between uses. New parking requirements for the downtown area, and shared parking facilities, can help to accommodate a mix of uses and differing peak business times. To offset parking challenges during peak commercial and entertainment hours, the Village should explore options for utilizing Metra parking lots during nights and weekends.

The existing on-street parallel parking spaces along the north side of Route 30, west of Cedar Road, should be removed to provide for less conflict points. The additional space can be used to create pedestrian access to existing and future parking areas.

## Circulation

Parking lots within the Route 30 Study Area have typically been designed in isolation of surrounding properties and uses. Some older uses within the Study Area utilize informal parking lots, with little or no striping for parking stalls or aisles. Many of these lots are not in conformance with the parking requirements of the Village. New developments should include parking lots that accommodate cross access with surrounding properties. Shared parking facilities should also be utilized between adjacent properties wherever possible. Landscape islands and striping, to distinguish the aisles and parking stalls, should be added to all parking lots.

Dedicated pedestrian ways should be provided through parking areas and between private properties to provide pedestrian access to business entrances and destinations. Between adjacent properties, internal connections should be made where possible. These connections will provide pedestrian access and additional connectivity to walk from entrance to entrance. Larger shopping centers should provide protected pedestrian access to sidewalks through the parking areas. Landscape islands, decorative pavers, and textured and painted pavement, can be utilized to mark pedestrian connections and crossings within parking areas.

## Design Criteria

- All parking lots should be paved with painted lines delineating parking stalls.
- Parking lots, landscape islands, and pedestrian sidewalk networks should have curbed edges.
- Parking lots should avoid large expanses of asphalt to enhance pedestrian safety, reduce stormwater runoff, and enhance the overall appearance of the site.
- All parking lots used during evening hours should be adequately illuminated.
- Wherever possible, uses with different hours of operation should be eligible to share parking spaces at off-peak business hours, lessening the overall parking requirements needed to meet zoning compliance.
- Landscaped islands should delineate parking rows and drive aisles, as well as reduce the impervious surface area of the site.

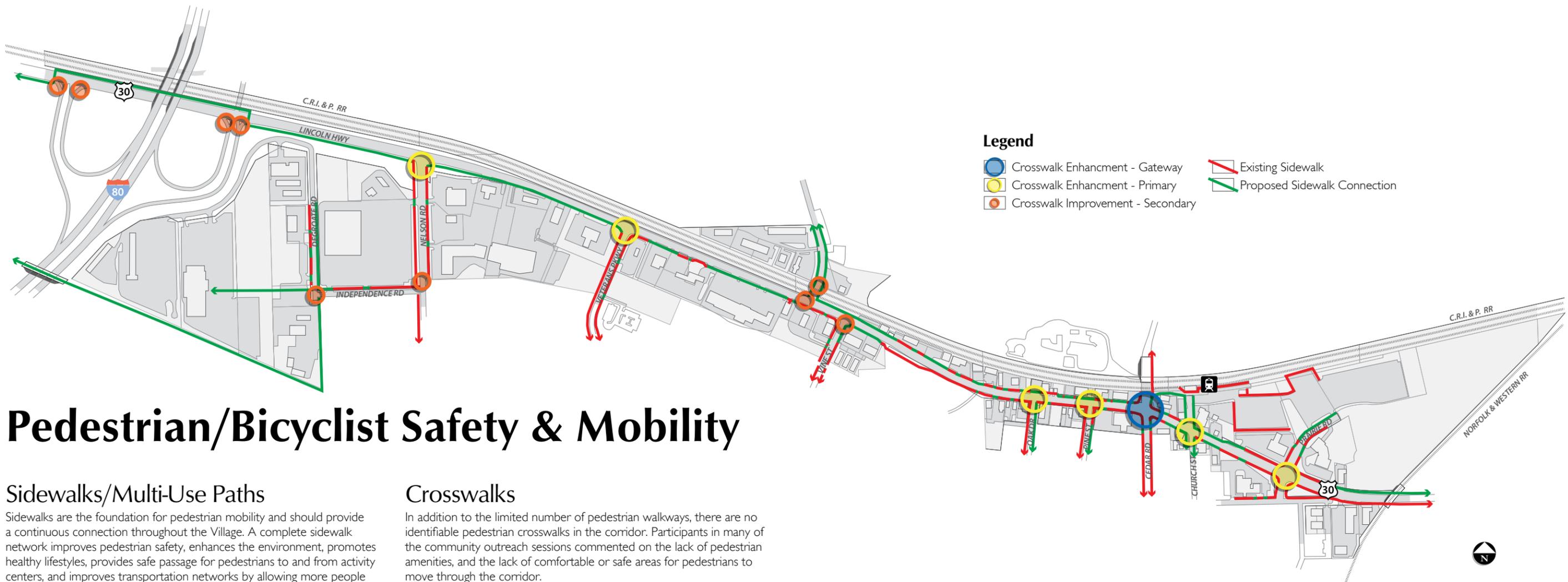


### Benefits of Cross Access

By utilizing the cross access point (1) between the two sites, curb cuts have been reduced along the major street. This development has only one primary access point (2) along the major street and two secondary access points (3) along the local street. This development also includes a pedestrian connection from the public right-of-way (4).



Sidewalk network integrated into the parking lot design (top left), parking wayfinding sign to identify public parking areas (top right), and well delineated parking stalls and planted landscape islands to define the drive aisles and parking areas (bottom).



# Pedestrian/Bicyclist Safety & Mobility

## Sidewalks/Multi-Use Paths

Sidewalks are the foundation for pedestrian mobility and should provide a continuous connection throughout the Village. A complete sidewalk network improves pedestrian safety, enhances the environment, promotes healthy lifestyles, provides safe passage for pedestrians to and from activity centers, and improves transportation networks by allowing more people to access more places in more ways. Generally, a comprehensive improvement program should be implemented to address three key components; 1) filling in gaps where there are no sidewalks, 2) replacing surfaces that are damaged or unsafe, and 3) ensuring that all segments meet accessibility requirements related to width, obstructions, etc.

Where right-of-way widths are limited, connections to sidewalks outside of the right-of-way will need to be provided to create continuity of the pedestrian way to traverse all properties. The goal is to create not only functional pedestrian access to properties, but safe, and demarcated passage across parking lots, driveways, and intersections.

A review of the Interstate 80/US Route 30 interchange improvement plans prepared by IDOT, shows that a sidewalk connection along the south side of US Route 30 under I-80 is feasible. A sidewalk connection along the north side is limited by the existing right of way and railroad location. A sidewalk may be able to be added to the plans if there is enough room between the roadway and the existing I-80 bridge supports. An alternative connection to the west side of Interstate 80 is to utilize the sidewalk along Nelson Road to connect to the Old Plank Road Trail.

## Bikes

While no dedicated bike paths are proposed along Route 30, multi-use sidewalks of eight (8) feet or wider can accommodate pedestrians and cyclists. The Old Plank Road Trail runs parallel to the Corridor and connections along north-south linking streets can provide the Corridor with regional cycling access.

## Crosswalks

In addition to the limited number of pedestrian walkways, there are no identifiable pedestrian crosswalks in the corridor. Participants in many of the community outreach sessions commented on the lack of pedestrian amenities, and the lack of comfortable or safe areas for pedestrians to move through the corridor.

Pedestrian crossing signals, with "don't walk" count-downs, should be added to all crosswalks at signalized intersections. Safe crosswalks are a key component of a successful pedestrian infrastructure. There are three distinct types of crosswalks needed along Route 30: 1) Gateway Crosswalk; 2) Primary Crosswalk; and 3) Secondary Crosswalk.

## Design Consideration

- Sidewalks should be designed to accommodate pedestrians and, where feasible, bicyclists.
- All public sidewalks should be a minimum of five (5) feet wide to meet ADA requirements, eight (8) feet where feasible.
- In some instances along the corridor, there is no room for a sidewalk in the public right-of-way. Where this is the case, the Village should work with property owners to obtain an easement for the needed space.
- Sidewalks at key intersections should be constructed with decorative pavers to enhance the pedestrian holding zone.
- All development, existing and proposed, should provide direct pedestrian access from the public sidewalk to building entrances.
- Improvements include decorative paving materials, painted lines, bollards, countdowns, and tactile/audible indicators to make crosswalks clear to pedestrians and vehicles alike.



### Sidewalk Priority

Sidewalks should be given priority over vehicular driveways by continuing sidewalk segments through curb cuts. Because prioritizing pedestrian mobility and safety is essential, the sidewalk should appear to be continuous or seamless.



### Crosswalk – Gateway

This crosswalk type should be installed at the intersection of Route 30/Cedar Road and serve as a prominent gateway for the downtown. As such, the crosswalk should use brick pavers or similar decorative paving materials to delineate the actual crosswalk as opposed to simply striping the pavement. In addition, bollard lighting, large pedestrian holding areas, and other design features should be incorporated to enhance the overall appearance, functionality, and identity of the Corridor.



### Crosswalk – Primary

This crosswalk type should be installed at the intersections of Route 30/Nelson Road, Route 30/Veterans Parkway, Route 30/Oak Drive, Route 30/Pine Street, Route 30/Church Street, and Route 30/Prairie Street. These crosswalks are important both functionally and aesthetically as they provide safe pedestrian mobility while reinforcing the character and identity the Village is trying to create. These crosswalks should draw upon the design criteria of the "Gateway Crosswalk" using decorative pavers to delineate the crosswalk.



### Crosswalk – Secondary

This crosswalk type is an example of the type of enhancements needed at the intersection of Route 30 and the I-80 interchange, Route 30/Vine, DeGroate/Independence, and Nelson/Independence. At these locations, the crosswalks should include painted crosswalks that clearly and attractively delineate pedestrian crossing areas. Wayfinding signage can also accompany any crosswalk improvements.



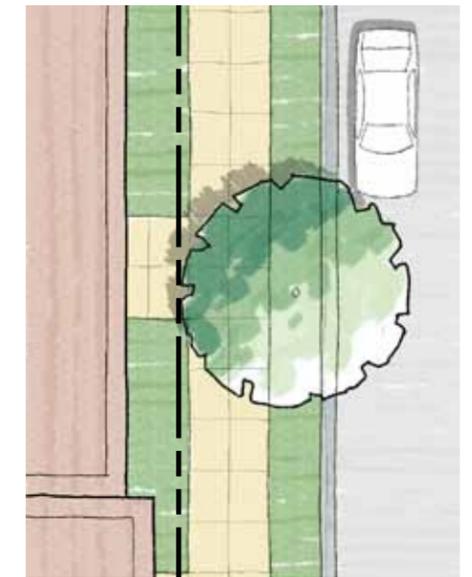
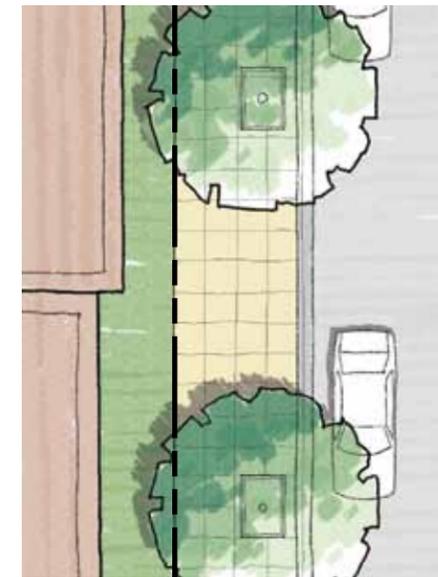
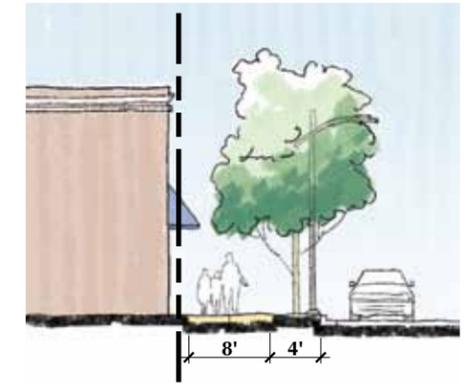
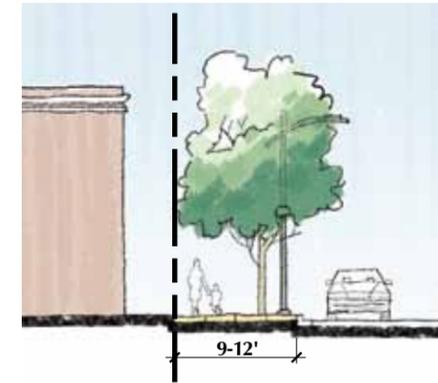
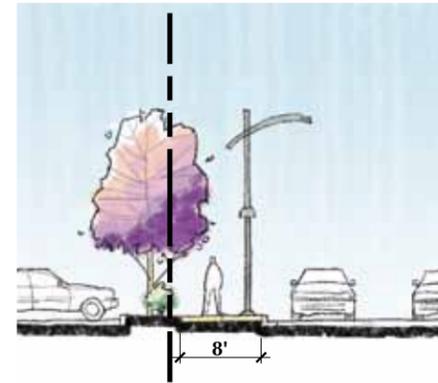
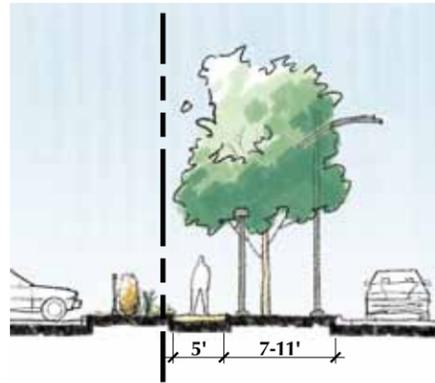
# Parkway Treatments

The parkway has a significant impact on the perception pedestrians and motorists can have about a Corridor. Improvements to the parkway include, but are not limited to; filling in the sidewalk gaps along Route 30, installing coordinated landscaping, and maintaining consistent and appropriate buffers from parking lots. These improvements will have an immediate and lasting effect on positively changing the look and feel of how Route 30 portrays the Village. This section is meant to identify the necessary elements needed to improve the existing parkway. The following sections will provide more detailed recommendations as it relates to preferred materials, installation methods, placement, and additional design criteria. To see where these treatments have been specifically located/recommended, refer to the **Urban Design Framework – Right-of-Way Improvements** on page 22.

There are four types of parkway treatments recommended for Route 30:

- Parkway Treatment A\*
- Parkway Treatment B\*
- Parkway Treatment C1
- Parkway Treatment C2

*\* Note – In several cases along Route 30 there seems to be a lack of public right-of-way. There is little to no space for these parkway treatments. Overtime, as on-site improvements are made or as redevelopment occurs, the Village should develop private/public partnerships with property owners to ensure that an easement is acquired to allow for the installation of the recommended parkway treatments.*



Example of Treatment A



Example of Treatment B



Example of Treatment C1



Example of Treatment C2

## Treatment A

This treatment is applied in portions of Route 30 where the parkway is a minimum of 11-feet. This treatment is less difficult to implement than others due to the fact that there is not a significant issue with fitting the recommended improvements within the existing space. In this treatment, the sidewalk is separated from the Route 30 roadway by a turf lawn, parkway trees are placed between the sidewalk and back-of-curb, and pedestrian lighting is spaced between streetlights for added pedestrian safety.

## Treatment B

This treatment is applied in portions of Route 30 where the parkway is a minimum of 8-feet. Due to the lack of space, the sidewalk is forced to be directly adjacent to the Route 30 roadway. Because of the proximity to the roadway, it is recommended that the sidewalk be no less than eight feet where feasible. This creates enough of a separation to encourage pedestrian mobility along Route 30.

## Treatment C1

This treatment is applied in portions of Route 30 where the parkway is a minimum of 9-feet. It is meant to establish a more urban feel as it is concentrated around a more traditional development pattern in the Downtown Character Zone. A carriage walk will serve as the buffer/separation from the Route 30 roadway as well as provide space for street lights, street trees in tree grates (where possible), and pedestrian amenities/site furnishings. Hanging baskets, flower pots, and free-standing planters are encouraged. The Village should encourage parking lot screening enhancements to help create a street tree wall that will be difficult to install in such a narrow right-of-way.

## Treatment C2

This treatment is applied in portions of Route 30 where the parkway is a minimum of 12-feet. This treatment should closely resemble the intent of Treatment C1 since they both occur within the Downtown Character Zone. The key difference between Treatment C1 and Treatment C2 is the width of the parkway. In this Treatment, the 8-foot sidewalk is separated from the Route 30 roadway by a turf lawn, parkway trees are placed between the sidewalk and back-of-curb, and pedestrian lighting is spaced between streetlights for added pedestrian safety.

# Median Enhancements

Installing median enhancements along Route 30 is an effective way to improve its appearance, provide pedestrian refuge areas, reduce crashes, manage traffic speeds, channel left-turns to safe locations, provide locations for gateways and wayfinding, and establish prominent entries. Depending on median type selected, it is likely that the current center turn lane will need to be modified or eliminated. This will require adjustments to the current site access points for private properties/businesses along Route 30. Median enhancements need to focus on solving the specific, varying, conflicts present along the Corridor. The Urban Design Framework Plan identifies the types of medians recommended for Route 30 to ensure they are installed in the appropriate locations.

There are three types of median enhancement options recommended for Route 30; a decorative paver/colored stamped concrete type, a shade tree with turf type, and a dense shrub/native planting type. These recommended median options can be used in combination with one another. To see where median enhancements have been recommended, refer to the **Urban Design Framework – Right-of Way Improvements** on page 22.



**Option #1**  
Install decorative pavers or stamped concrete on a raised median. This option allows for mountable curbs to be installed so traffic can make left-turns into private property wherever an access point exists. This option will not encourage the reduction of access points along the Corridor but it will improve the overall look and appearance of the Corridor.



**Option #2**  
Install shade trees with turf. Trees can be placed at equally spaced intervals or in cluster patterns. Trees placed in equal intervals, such as 40-foot on center, allow for visibility of businesses and traffic along the Corridor. Trees planted in a cluster pattern evoke a natural look and have increased visual interest but can screen businesses from optimal vantage points for motorists traveling the Corridor.



**Option #3**  
Install shade trees with dense native plants. The spacing of plant materials should be natural by design and allow for adequate spacing to provide views into businesses and commercial developments. This combination of plant material is ideal for prominent locations such as potential gateway locations and key intersections along the Route 30 Corridor.

# Gateways & Wayfinding

Gateways should be installed to announce the entry into the Village of New Lenox. Due to the massive overhead utility lines just to the east of Interstate 80, it is recommended that the Village's gateway be placed at the intersection of Route 30/Nelson Road. This allows the Village the opportunity to control the first impression people have of New Lenox by establishing the entry point at a more ideal intersection. Other locations for gateway installations include the intersection of Route 30/Veterans Parkway (New Lenox Commons), Route 30/Vine Street, and where Route 30 and the Norfolk & Western Railroad intersect.

A coordinated wayfinding system should be installed throughout the Corridor to convey a local design theme or character and to direct vehicles and pedestrians to community assets such as: the New Lenox Commons, Metra, public library/schools, commercial nodes, parks, forest preserves, and the Old Plank Road Trail. To see where these treatments have been specifically located/recommended, refer to the **Urban Design Framework – Right-of Way Improvements** on page 22.

## Design Criteria

- Special landscaping, lighting, decorative paving, and pedestrian amenities should be incorporated into gateway and wayfinding installations to enhance their visibility and contribute to their prominence along Route 30.
- It is important that wayfinding be provided for both access and identification of the Metra station. Although it is just north of Route 30, visibility is low and the current circulation pattern is difficult to navigate.



# Lighting

As an Illinois State Route, Route 30 is within the jurisdiction of the Illinois Department of Transportation (IDOT). As an IDOT roadway, the State is responsible for its maintenance, construction, and operation, including street lighting. The current light standards located along the Corridor are the typical tall standard “cobra-head” poles found throughout the region. These lighting installations are known for their effectiveness not their visual aesthetics. While these street lights are effective at meeting the needs of motorists, they do very little for a pedestrian, which further reinforces the fact that Route 30 is an auto-oriented corridor. Installation of more decorative street lights is permitted along IDOT roads, provided they meet IDOT specifications for illumination and photometrics, and are installed at no additional cost to the State.

Appropriate lighting can serve the interests of both the Village and local businesses, enhance the appearance of the area, and improve nighttime security. The Village should establish a comprehensive lighting plan along the Route 30 corridor, including lighting levels, roadway versus pedestrian lighting strategies, and the character of lighting fixtures to establish a community-wide or localized theme.

## Design Criteria

- Lighting along Route 30 should enhance both the vehicular and the pedestrian experience. Where possible, lighting should be required in private developments to create a cohesive, safe, and welcoming environment.
- Ornamental street lighting should be considered to enhance the image and identity of Route 30.
- Street lighting must conform to IDOT standards related to height, spacing, and illumination levels. The Village should work with IDOT to select a preferred ornamental street light standard for Route 30.
  - \* Note – The Village may be responsible for installation and maintenance costs of non-IDOT standard ornamental street lights.
- Pedestrian lighting should be consistent with the ornamental lighting standard selected for street lighting. Pedestrian lighting can be incorporated into an arm-style installation or stand-alone poles can be staggered between the street lights. Pedestrian lights can vary between 12 to 16 feet in height.
  - \* Note – Photometric studies can be performed to determine the appropriate height, wattage, and spacing of each pedestrian light along the corridor and in private developments. On average, the illumination levels should be 2.5 foot candles on streets, 5 foot candles at intersections, and 1.5 foot candles on sidewalks
- All lights should incorporate dark sky principles to reduce glare, light clutter, trespass, energy waste, and light pollution.



Ornamental pedestrian-scaled light fixtures



Cobra light fixture with ornamental arm for pedestrians

# Pedestrian Amenities & Site Furnishings

Currently Route 30 has few pedestrian amenities that encourage or facilitate a walkable community. The Corridor lacks site furnishings such as benches, trash receptacles, pedestrian lighting, bike racks, and bus shelters; a comprehensive sidewalk network; access to public transit (other than the Metra station); a safe buffer from Route 30, parkway trees, and parking lot screening. These amenities, and other factors, contribute to the fact that Route 30 needs to make significant improvements to create an inviting environment that encourages pedestrian mobility and to establish an overall sense of place.



Benches, hanging flowers, and decorative lighting



Bike rack



Benches, planter box, and bollards

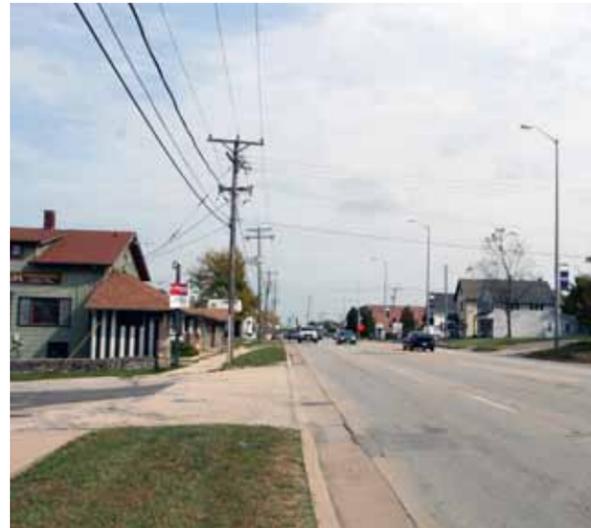


Trash receptacle

# Overhead Utilities

Along the Route 30 Corridor there are many utility poles and overhead lines that contribute to the “visual clutter” within the public right-of-way. Throughout the outreach efforts of this project, business owners and residents expressed their concern that the utility poles and overhead lines detract from the appearance of Route 30. The scattered nature of the utility poles and overhead lines is highlighted in the illustration to the right. The utility poles and overhead lines are placed within the parkway, and cross the Corridor in many locations, eliminating the opportunity to plant street trees. The most significant installation is located at the entrance to the Village from the West, near Interstate 80. This major power line installation provides a significant challenge in creating an aesthetically pleasing gateway for those entering the Corridor from the highway or areas west.

As future investment/development occurs along Route 30, unsightly overhead utilities should be either located underground or placed at the rear of properties. This will provide much needed space for parkway trees to be placed in the right-of-way. Alleys provide an excellent location for utility placement if burying utilities is cost prohibitive.



**Step #1**  
This image shows the existing condition along Route 30 in the downtown area. Utilities dominate the views and limit the amount of right-of-way improvements that can be made.



**Step #2**  
This image illustrates the impact removing the utilities can make on the overall appearance of the Corridor.



**Step #3**  
This image illustrates a combination of improvements including connecting sidewalks, installing street trees, and consolidating curb cuts.

# Public Art Installations

Opportunities for public art installations are limitless throughout the Route 30 Corridor. Encouraging public art installations can lead to the creation of a unique identity that leaves a lasting impression to visitors and commuters passing through New Lenox. The act of encouraging public art installations can facilitate opportunities never considered in the development of the program. Potential art installation locations include, but are not limited to; the access point from Cedar Street to the Metra station; creative utility boxes, roadway infrastructure, street and pedestrian lights; stormwater management solutions, building façades including wall murals, lighting patterns, rain-water harvesting; and sidewalk and trail access points. These are just a handful of the many possible public art installations the Village should explore.

## Design Criteria

- Design review and selection should be the responsibility of the Village, if on public land, and by property owners, if on private land.
- Consider holding design challenges and charrettes to engage local artists, designers, and students in solving unique challenges impacting Route 30.
- Encourage developers to consider incorporating artists/designers on their teams to find creative ways to solve problems/issues on their developments.



SECTION 5-2

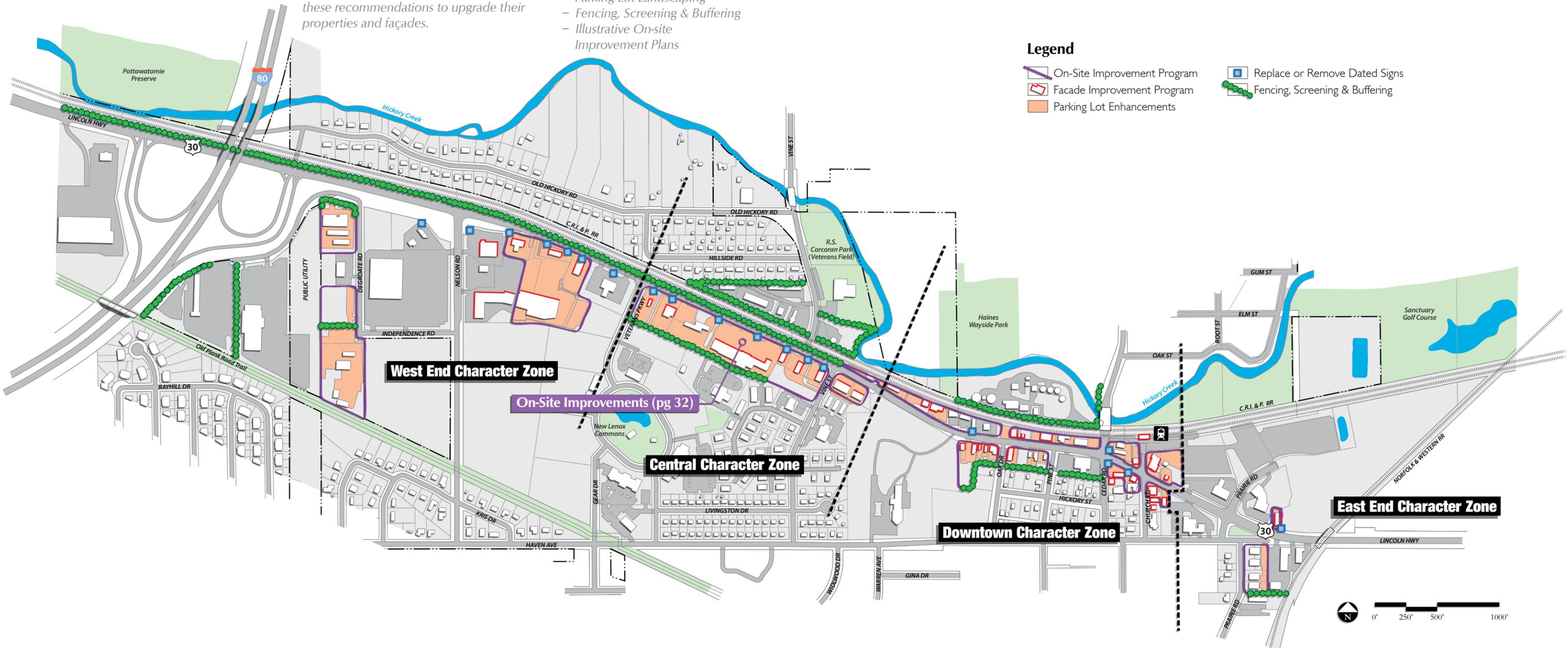
# Urban Design Framework On-Site Improvements

The following recommendations identify key opportunities such as installing parking lot landscaping, removing dated commercial signage, and outlining programs to enhance building façades and unsightly parking lots.

Some of the improvements are simple, less costly, and can be implemented more quickly, while others are more costly improvements and will require more detailed study, planning, and funding. See the Implementation Section for more detail. It is important to note that any site along Route 30 can apply these recommendations to upgrade their properties and façades.

Section 5-2 **On-Site Improvements** addresses:

- On-Site Improvement Program
- Façade Improvement Program
- Architectural Character
- Signs
- Perimeter & Interior Parking Lot Landscaping
- Fencing, Screening & Buffering
- Illustrative On-site Improvement Plans



# On-Site Improvement Program

The purpose of an On-Site Improvement Program would be targeted at assisting current property owners in upgrading their existing parking lots and installing on-site landscaping. The program would apply to such things as improvements to surface parking areas, privately owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a façade improvement program. To see where on-site improvements have been specifically recommended, refer to the **Urban Design Framework – On-Site Improvements** on page 27. The program criteria provided below is informational in nature and would need to be further explored as the program is developed.

## Program Criteria

- Need to evaluate visual preference to establish desirable features, styles, and elements (use a visual preference survey to gauge)
- Potential public funding sources: TIF district, SSA funds, General Fund (refer to **Section 6 Implementation** of this Plan for more information)
- Funding methods: direct grants, reimbursement loans at zero percent or low interest, matching grants, permit rebates
- Main components
  - Identify desired outcomes
  - Structure of program
  - Program guidelines
  - Outline of eligible improvements
  - Funding for the program
  - Disbursement (loans or grants)
  - Application process
  - Implementation (identification of roles, responsibilities)

- Eligible Projects/Activities/Costs
  - Design professional fees
  - Actual construction costs
  - Architectural or structural engineering services for site improvements (reimbursed after construction of the project is complete)
  - Removal of features not suitable to visual preference goals of program
  - Replacement of private sidewalks in conjunction with entrance improvements
  - Parking lot improvements
  - Landscape improvements/restoration
  - Construction of accessibility improvements in the parking lot and/or for pedestrian facilities
  - Screening of service areas, building utilities, and trash containers
  - Replacement of non-conforming signs
  - Only costs incurred after the execution of the on-site improvement funding agreement are eligible for reimbursement. Any costs incurred and/or work performed prior to an approved agreement are ineligible

- Ineligible Projects/Activities/Costs
  - Building permit fees and related costs
  - Extermination of insects, rodents, vermin and other pests
  - Title reports and legal fees
  - Repair or installation of elevators
  - Interior floor or ceiling replacement and repair
  - Plumbing and electrical equipment
  - Sprinkler systems
  - Working capital for business
  - Mechanical equipment
  - Façade improvements, flat roofs, or other work not visible from public spaces
  - Refinancing existing debt
  - Sweat equity
  - Acquisition of land and/or buildings

# Façade Improvement Program

The purpose of a Façade Improvement Program is to encourage projects which contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. Redevelopment is not the only opportunity to establish an architectural tone for Route 30. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate. Existing façades should be improved to create interest and pedestrian scale by using material and planar variations, decorative cornices, columns and pilasters, or kneewalls. Façades should also be highly transparent to enhance the character of the street and vitality of ground-floor uses. To see where façade improvements have been specifically recommended, refer to the **Urban Design Framework – On-Site Improvements** on page 27. The program criteria provided below is informational in nature and would need to be further explored as the program is developed.

## Program Criteria

- Need to evaluate visual preference to establish desirable features, styles, and elements (use a visual preference survey to gauge)
- Potential public funding sources: TIF district, SSA funds, General Fund (refer to **Section 6 Implementation** of this Plan for more information)
- Funding methods: direct grants, reimbursement loans at zero percent or low interest, matching grants, permit rebates

- Main components
  - Identify desired outcomes
  - Structure of program
  - Program guidelines
  - Outline of eligible improvements
  - Funding for the program
  - Disbursement (loans or grants)
  - Application process
  - Implementation (identification of roles, responsibilities)
- Eligible Projects/Activities/Costs
  - Design professional fees
  - Actual construction costs
  - Architectural or structural engineering services for façade improvements (reimbursed after construction of the project is complete)
  - Removal of inappropriate features (such as removal of vertical siding, synthetic siding, modern awnings)
  - Restoration of missing or altered features (such as restoring original bricked over openings, storefront details)
  - Installation/restoration of upper story historically appropriate architectural features (such as cornices and windows)
  - Installation of traditional awnings
  - Masonry restoration or repair
  - Painting, in conjunction with restoration/other rehabilitation
  - Maintenance and preservation of historic signs
  - Construction of accessibility improvements to the exterior of the building
  - Only costs incurred after the execution of the façade improvement funding agreement are eligible for reimbursement. Any costs incurred and/or work performed prior to an approved agreement are ineligible

- Ineligible Projects/Activities/Costs
  - Building permit fees and related costs
  - Extermination of insects, rodents, vermin and other pests
  - Replacement of private sidewalks
  - Title reports and legal fees
  - Repair or installation of elevators
  - Interior floor or ceiling replacement and repair
  - Plumbing and electrical equipment
  - Sprinkler systems
  - Working capital for business
  - Landscaping
  - Mechanical equipment
  - Painting masonry that was not previously painted
  - Façade improvements, flat roofs, or other work not visible from public spaces
  - Parking lot improvements
  - Refinancing existing debt
  - Sweat equity
  - Acquisition of land and/or buildings

# Architectural Character

Architectural character is a critical component in creating a unique and exciting place. Over time, buildings should be placed near the front of the site to create a sense of scale and enclosure for the street. The exact setback should be responsive to existing development, assuming it represents a desirable development type, or follow the recommendations provided in the Land Use and Development section of this Plan. Parking should be placed towards the rear of the site and should be hidden from public view by buildings or screening. Direct pedestrian access should be provided from the public sidewalk to the front entrance of the primary building. Landscaping should be used to create an attractive site and stress the importance of the relationship between the building and public street.

## Design Criteria

- Both new development and renovations to existing structures should integrate appropriate materials, architectural details, and building forms to establish a deliberate theme throughout the community.
- Major massing elements, such as corner turrets, articulated entrances, and varying rooflines, should be used to create visual interest and avoid blank façades.
- All buildings should provide clearly defined entrances on the façades facing streets, and lighting, signage, and fenestration should create a welcoming and pedestrian-oriented atmosphere.



# Signs

Through much of the outreach process, business signage was a common topic of discussion. In most cases the business signage along the Corridor was seen as “visual clutter” contributing to the confusing nature of site access and the overall unattractive “look and feel” of the Corridor.

Signs should not be the primary element that defines corridor character. Commercial sign regulations should require that signs be appropriately designed for their context. To improve the character of highly visible areas of New Lenox, the Village should ensure that any undesirable sign types be removed. Regulations related to allowable dimensions and design characteristics need to be updated to incorporate these principles. Finally, the sign code should be amended to include the amortization of non-conforming signs in order to ensure timely improvement of local character. To see specific recommendations for sign removal, refer to the **Urban Design Framework – On-Site Improvements** on page 27.

## Design Criteria

- Multi-tenant commercial properties should use low-profile monument signs. Monument signs should be constructed with materials similar to the primary building on the site and be integrated into the landscape.
- Street numbers should be prominently displayed at the main entrance to every business and be clearly visible from the street.
- Building signs should be appropriately integrated into building and façade design and should not cover important architectural features.
- Free-standing pole signs, pylon signs, and billboards should not be permitted along Route 30.



# Perimeter & Interior Parking Lot Landscaping

Currently the Village's ordinance provides three types/alternatives of screening dependant on the uses being screened and the amount of space available. These regulations should be redrafted to respond to the lack of space available along portions of Route 30 where parking is near or on the property line.

Currently, a large portion of the parking lots along the Corridor have little, if any, on-site landscaping. This creates a vast amount of unobstructed pavement fields that contribute to the unattractive nature of the Corridor. To improve the image of Route 30, property owners and future investors need to install conforming landscaping which would include perimeter screening, planting islands, and building foundation landscaping. Plant material adds personality and character by softening the built environment and will help to break up the vast expanses of pavement and reduce the rundown look of existing properties along Route 30.

Many of the parking lots along Route 30 either pre-date the current Zoning Code or exist as non-conforming developments. The Village should encourage property owners to enhance their existing parking lots by providing access to an on-site improvement program to offset design/construction. The Village's Zoning Ordinance will require future development to enhance their parking lots by installing landscaping that will beautify the properties, and the Corridor, along Route 30.

## Design Considerations

- Lots should be landscaped with shade trees, evergreens, shrubs, grasses, and flowers to beautify sites and connect them to larger green networks.
- Local or native species should be used to strengthen the local ecology and the sense of heritage.
- Efforts should be made to reduce stormwater runoff and flooding by increasing the amount of pervious area on a site (landscaping), reducing oversized parking lots, and incorporating sustainable best management practices (bmps) into the zoning regulations.
  - Bioswales/Bioretenion
  - Filter strips
  - Rain water harvesting
  - Level spreaders
  - Native planting
  - Naturalized buffers, parking lot islands, and retention/detention basins
  - Porous surfaces/permeable pavers



*Perimeter Parking Lot Landscaping*

*Interior Parking Lot Landscaping*

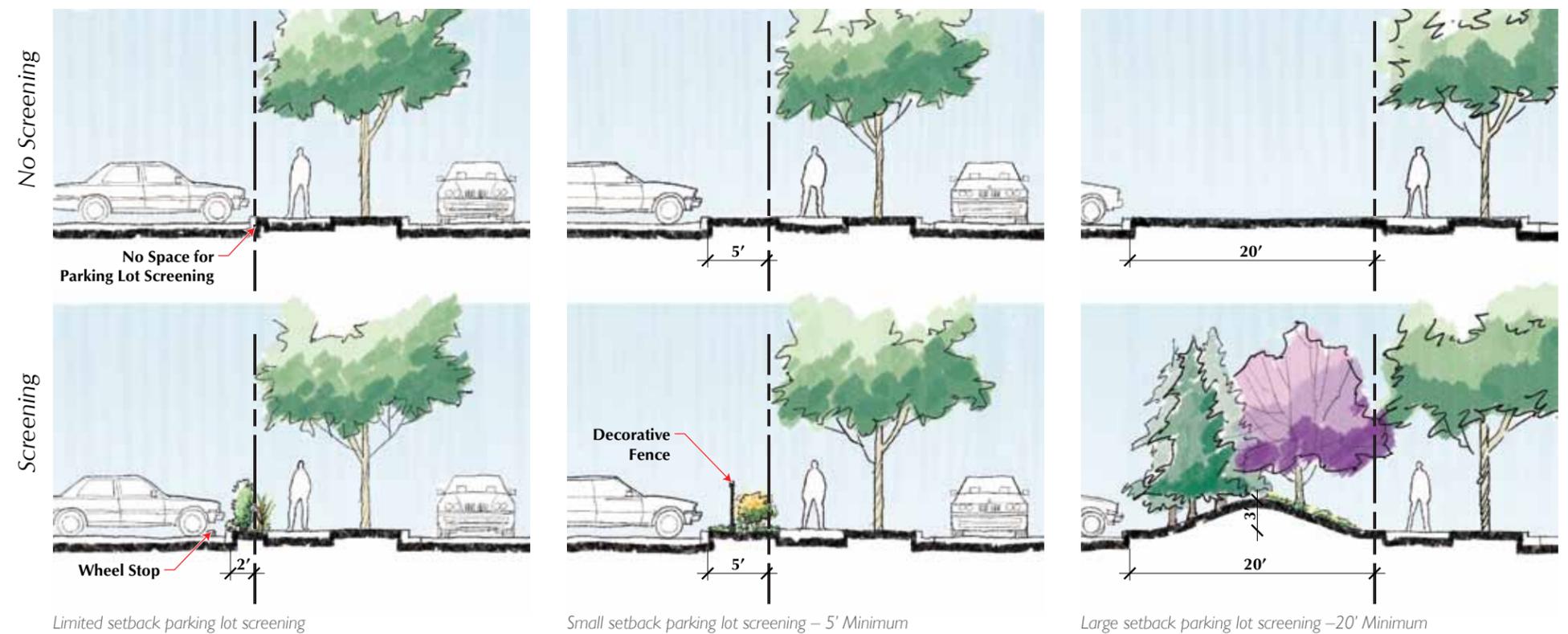
# Fencing, Screening & Buffering

The Corridor lacks adequate screening/fencing. Where non-residential uses (commercial, office, etc.) abut residential homes, fencing or screening should be provided to reduce the impacts these corridor uses can have on the surrounding neighborhoods. Where applicable, there should be breaks provided in the fencing or screening to allow pedestrian access and visibility into the property.

Currently the Village's ordinance provides three types/alternatives of screening dependant on the uses being screened and the amount of space available. These regulations should be redrafted to respond to the lack of space available along portions of Route 30 where parking is near or on the property line.

Route 30 includes some unsightly uses and activities such as existing railroads, the waste water treatment plant, and industrial properties. These uses and activities present a significant challenge in beautifying Route 30 and require substantial buffering methods to mitigate negative impacts such as noise, light, or building scale.

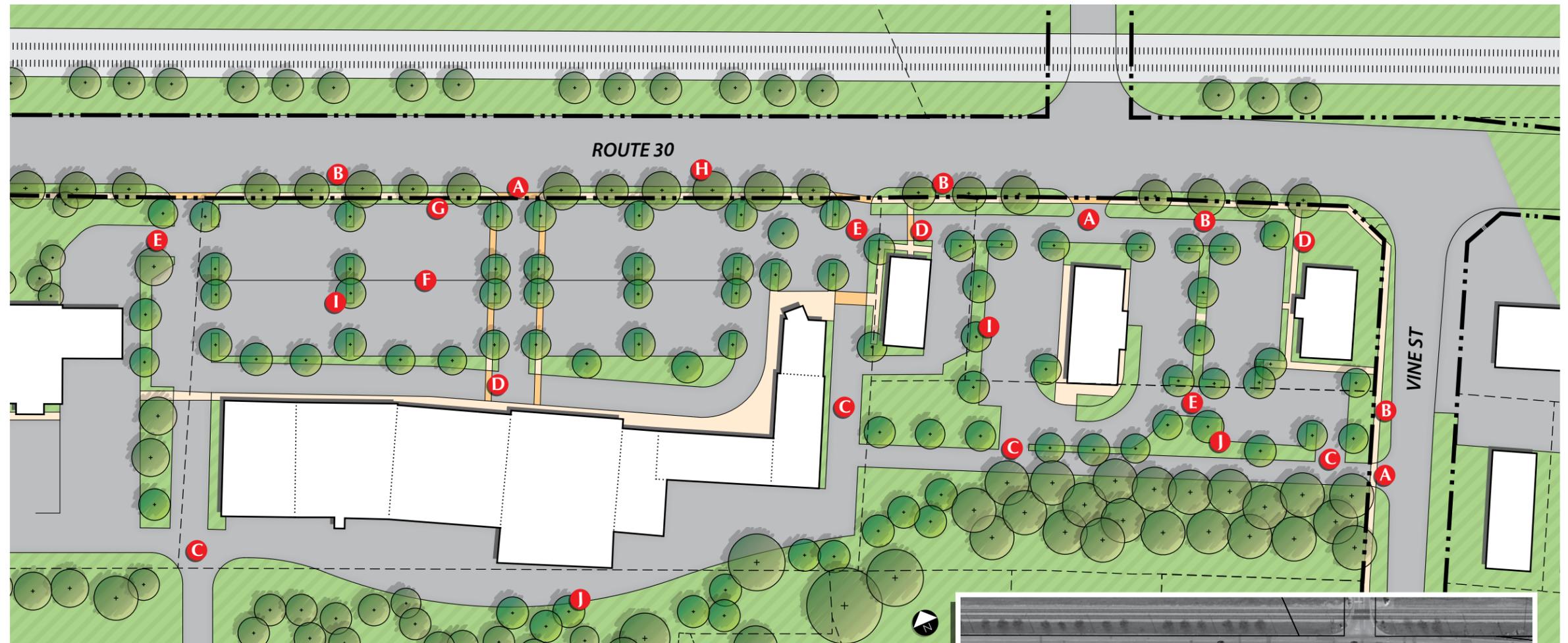
Buffering techniques can include setbacks, landscaping, fencing, and berms. Screening should be used to enclose or hide secondary site activities from public view. Service areas, utilities and mechanical systems, dumpster areas, and other necessary but unsightly elements deter from the overall character of the corridor or community. To the extent possible, building mechanical and communications systems should be located on rooftops and screened with extended parapets that are integrated into the design of the overall building. At the ground level, infrastructure and secondary activities should be screened by decorative landscaping or walls that use materials and design elements similar to the primary structure. To see where these treatments have been specifically located/recommended, refer to the **Urban Design Framework – On-Site Improvements** on page 27.



# Illustrative On-site Improvement Plan

The recommendations in this plan represent incremental improvements that collectively create a more functional and attractive corridor. This concept has been illustrated on a portion of the Corridor in order to demonstrate the desired end product of the Urban Design Framework recommendations to both the public and private realms. The illustration presents one of many possible alternatives and would require additional design and engineering to address issues such as access and circulation, parking requirements, grade conflicts, etc. It is critical that those responsible for various portions of the built environment coordinate improvements to create a more unified environment. Improvements captured in this illustration include:

- Managed curb cut access to the Route 30 corridor, reducing the number of conflict points and enhancing traffic flow.
- Cross-access between adjacent parking areas that enhance off-street circulation and access to local uses.
- Comprehensive pedestrian network that includes the infill of public sidewalks and on-site paths that mitigate conflicts between motorists and pedestrians.
- Property edge landscaping that clearly delineates parking areas from pedestrian zones, and enhances the overall character of private development along the corridor.
- Public streetscaping that buffers pedestrians from high-speed traffic flow, creates a more attractive Route 30 corridor, and provides the opportunity for managed stormwater runoff.
- Landscaped islands that delineate parking rows and drive aisles, as well as reduce the impervious surface area of the site.



## On-Site Improvements

- |  |   |   |
|--|---|---|
| <b>A</b> Full access curb cut (pg 19)                                      | <b>E</b> Vehicular cross access (pg 20)         | <b>I</b> Perimeter & interior landscaping (pg 30) |
| <b>B</b> Remove excess curb cuts (pg 19)                                   | <b>F</b> Enhanced vehicular circulation (pg 20) | <b>J</b> Screening/Buffering (pg 31)              |
| <b>C</b> Rear access to property (pg 19)                                   | <b>G</b> Fill in the sidewalk gaps (pg 21)      |   |
| <b>D</b> Public pedestrian connection from the public right-of-way (pg 20) | <b>H</b> Right-of-way Treatment A (pg 23)       |   |



# Implementation

*This chapter presents an implementation framework that the Village can use to initiate and undertake key recommendations provided in the Corridor Implementation Plan. The actions and strategies identified in this section set forth the “next steps” to be taken in continuing the process of community planning and enhancement.*

*For the Corridor Implementation Plan to be successful, it must be based on support and participation between the Village, other public agencies, various neighborhood groups and organizations, the local business community, property owners, developers, and residents. The Village should be the leader in promoting cooperation and collaboration with these and other community stakeholders to implement the Plan.*

This chapter briefly highlights several steps that should be undertaken to initiate and sustain the plan implementation process. These include:

- Adopt and use the Route 30 Corridor Implementation Plan on a day-to-day basis;
- Review and update the Zoning Ordinance and other development controls;
- Review and update the Capital Improvement Program (CIP);
- Annually, prepare a 5-year action plan to prioritize objectives for the future and list accomplishments of preceding years;
- Promote cooperation among various agencies, organizations, community groups, and individuals;
- Enhance public communication;
- Update the Implementation Action Matrix on a regular basis;
- Explore possible funding sources and implementation techniques.

## Adopt and Use the Route 30 Implementation Plan on a Day-to-Day Basis

The Implementation Plan should become the Village’s official policy guide for land use, development, and community improvement along Route 30. It is essential that the Plan be adopted by the Village Board and then be used on a regular basis by Village staff, boards, and commissions to review and evaluate all proposals for improvement and development within the Corridor in the years ahead.

Village Planning staff should meet with other Village department heads to explain the purpose and benefits of the Implementation Plan. To further educate the community about the Plan, the Village should:

- Make copies of the Plan available online for free, provide hard copies at Village Hall for purchase, and have a copy on file at the public library for reference;
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- Assist the Village Board in the day-to-day administration, interpretation, and application of the Plan;
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Implementation Plan.

## Review of Zoning & Development Controls

Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties and prescribes the overall character and intensity of development to be permitted.

Adoption of the new Implementation Plan should be followed by a review and update of the Village’s various development controls that apply to the Corridor including portions of the zoning ordinance, the subdivision ordinance, and other related codes and ordinances. It is essential that all development controls be consistent with and complement the new Implementation Plan.

## CIP – Capital Improvement Program

Another tool for taking action on the Implementation Plan is a Capital Improvement Plan (CIP). The CIP addresses the procurement, construction, and maintenance of capital assets, including buildings, infrastructure, technology, and major equipment. The CIP is critical to water, sewer, transportation, and other essential public services. The CIP establishes schedules, priorities, cost projections and funding options for public improvement projects within a five-year period.

The CIP typically schedules the implementation of a range of specific projects, particularly the restoration and upgrading of existing utilities and infrastructure facilities, expansion of infrastructure into developing areas, construction and development of new facilities (i.e. fire stations, public works facilities, etc.), and can include such items as

the water system, sanitary sewers, storm-water facilities, the street system, sidewalks, and streetscape enhancements.

As financial resources in New Lenox will always be limited and public dollars must be spent wisely, the Village should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints.

## Implementation Action Matrix

In conjunction with annual updates to the Capital Improvement Plan, the Village should utilize and regularly update the Implementation Action Matrix presented at the end of this section. The Implementation Action Matrix identifies projects and activities to be undertaken; the priority of each project or activity; general cost estimate, the role of the Village and other participants, potential funding sources, and the ease of implementation.

## Cooperation

The Village of New Lenox should assume the leadership role in taking action on the new Plan. In addition to carrying out the administrative actions and many of the public improvement projects called for in the Plan, the Village may choose to administer a variety of programs available to local residents, businesses, and property owners.

For the Implementation Plan to be successful, however, it must be based on a strong partnership between the Village, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The Village should be the leader in promoting the cooperation and collaboration needed to implement the new Implementation Plan. The Village’s partners should include:

- Other governmental and service districts such as the school districts, park district, Will County, utility companies, the Illinois Department of Transportation (IDOT), the Forest Preserve District of Will County, etc;
- Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and,
- The New Lenox community, since all residents, business owners, and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvements and development decisions within the community.



## Public Communication

Taking action on the recommendations of the Implementation Plan will require the support and extensive participation of the community. Successfully communicating with local residents, businesses, and property owners should be a priority of the Village.

The Village should prepare a brief summary version of the new Implementation Plan and distribute it widely throughout the community. It is important that all local residents, businesses, and property owners be familiar with the Plan's major recommendations and its "vision" for the future.

The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might consider a special newsletter or website feature that focuses on frequently-raised questions and concerns regarding planning and development or new Village projects.

## Regular Updates

It is important to emphasize that the Implementation Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

Although a proposal to amend the Plan can be brought forth at any time, the Village should regularly undertake a systematic review of the Plan. The Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the Village's budget and Capital Improvement Plan and the preparation of an annual action agenda.

In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

## Potential Funding Sources

A description of potential funding sources currently available is summarized below. It is important to note that because the following sources are subject to change, the Village should continue to research and monitor grants, funding agencies, and programs to identify new opportunities as they become available.

### Façade & On-Site Improvement Programs

The purpose of a Façade Improvement Program is to encourage projects which contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. Redevelopment is not the only opportunity to establish an architectural tone for Route 30. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate.

The purpose of an On-Site Improvement Program would be targeted at assisting current property owners in upgrading their existing parking lots and installing on-site landscaping. The program would allow eligible businesses to apply for grants to improve surface parking areas, landscaping, building façades, signage, and pedestrian facilities.

### Special Service Area (SSA)

SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within the designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup, or the subsidizing of staff to market a commercial area.

## Sign & Awning Program

The Village could create and administer a grant program for Corridor businesses wishing to improve signs, awnings, lighting, and other external appearance features. Funding for the program would come from a Village-authorized Special Service Area (SSA) that applies to Corridor properties. The Village should consider adopting a similar program in other districts with heavy pedestrian-oriented commercial uses.

## Tax Increment Financing (TIF)

The Village should explore establishing a TIF District and using TIF funding to incentivize and attract desired development within key commercial areas. TIF funds can typically be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development including, but not limited to, engineering, stormwater, and other site related issues.

TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district. The maximum life of a TIF district in the State of Illinois is 23 years although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.



## Business District Designation

Business district development and redevelopment is authorized by Division 74.3 of the Municipal Code of the State of Illinois. A municipality may designate, after public hearings, an area of the municipality as a Business District.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Approve all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the United States and the State of Illinois, or any instrumentality of the United States or the State, for business district development and redevelopment.
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any pub-

lic or private agency or person.

- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans. (These funds can be utilized for private property improvements if outlined in the program guidelines)
- Establish by ordinance or resolution procedures for the planning, execution, and implementation of business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.
- Additional sales tax can be charged within the Business District
- Additional sales tax must return to the Business District

## Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of a desired business for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are typically made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing taxing bodies to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

## Incubator Programs

Business incubators provide low-cost space and specialized support services to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the municipality.

## Community Development Block Grant Program (CDBG)

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. New Lenox is not an entitlement community and must apply to receive funds via the Will County CDBG Program. The CDBG Program provides annual grants on a formula basis to general units of local governments and states. A grantee must develop and follow a detailed plan that provides for and encourages citizen participation. This integral process emphasizes participation by persons of low or moderate income, particularly residents of predominantly low- and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds. Over a one-, two- or three-year period, as selected by the grantee, not less than 70 % of the funds must be used for activities that benefit low-and moderate-income persons.

## Community Development Corporations

Many communities use Special Service Areas or Tax Increment Financing (as appropriate) to fund the start up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independently chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source (TIF, SSA, etc.) to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire and redevelop property in the community.



Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements, building additions, site improvements, etc. Some state and federal small business assistance programs are structured to work in combination with CDC administered loan programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity (particularly if the CDC intends to manage property after redevelopment).

## Foundation & Specialized Grants

The successful implementation of the Plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is the foundation grant. The Village should dedicate resources to monitoring and exploring foundation grants as a funding tool.

## Transportation Funding Sources

### MAP-21

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21), a two-year transportation reauthorization bill. MAP-21 replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which expired in September 2009 and was extended nine times. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build the foundation for long-term prosperity. MAP-21 continues funding for numerous programs previously funded through SAFETEA-LU.

Given the recent passage of MAP-21, it is still uncertain how changes in Federal policy will ultimately impact existing funding programs. The Village should continue to keep informed as to the status of these programs and any new funding sources that may be introduced in the near future as a result of MAP-21.

### Illinois Transportation Enhancement Program (ITEP)

With the passage of the new transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), several changes were required to be made to the Illinois Transportation Enhancement Program (ITEP). The Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives. ITEP now falls under the TAP category. IDOT has incorporated the updated requirements of MAP-21 into our ITEP program. Additional information on MAP-21 and the Transportation Alternatives Program (TAP) can be obtained from the Federal Highway Administration.

The goal of ITEP is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner.

Under ITEP, the Illinois Department of Transportation (IDOT) works jointly with other state agencies, local governments, interest groups and citizens in enhancing the transportation system and building more livable communities. The enhance-

ment program allows the opportunity for the public to become directly involved in transportation projects. Public participation is encouraged throughout the entire program planning, development and implementation process. The public may provide comments on the program guidelines, as well as individual projects.

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funds to states for transportation projects designed to reduce traffic congestion and improve air quality.

MAP-21 improves the existing CMAQ program by including particulate matter as one of the pollutants addressed, and by requiring a performance plan in large metropolitan areas to ensure that CMAQ funds are being used to improve air quality and congestion in those regions.

The Chicago Metropolitan Agency for Planning (CMAP) has been the administrator of CMAQ funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, commuter parking, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make

transportation improvements to eliminate bottlenecks and limit diesel emissions, and to create promotional campaigns to enhance use of transit and bicycles.

### Transportation Mobility Program

This program replaces the current Surface Transportation Program (STP), but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also gives a broad eligibility of surface transportation projects that can be constructed. Activities that previously received dedicated funding in SAFETEA-LU, but are being consolidated under MAP-21, will be retained as eligible activities under the Transportation Mobility Program.

In the past, these funds have been allocated to coordinating regional councils, specifically the Will County Governmental League, to be used for all roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project.



## Parks and Open Space Funding

### Illinois Department of Natural Resources

The Village should work with the New Lenox Community Park District to identify projects where a cooperative pursuit of parks and open space grants may be beneficial. The Illinois Department of Natural Resources (IDNR) administers seven grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or not-for-profit organizations) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Lands Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and Illinois Trails Grant Programs.

### Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under funding provisions included in Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU). A funding requirement targets 30 percent of the funding for motorized trails, 30 percent for non-motorized trails and 40 percent for diversified trail use. RTP grants are to be used for motorized or non-motorized trail development or renovation and preservation. Projects require a minimum match of 20 percent. All projects must be maintained for a period of 25 years. Eligible applicants include cities and counties, schools, and private, non-profit and for-profit businesses.

## Implementation Action Matrix

The Implementation Action Matrix offers a comprehensive list of all implementation strategies, key policies and recommendations found in the previous sections of the Route 30 Corridor Implementation Plan. From this Action Matrix, Village staff will be able to prioritize implementation activities to be completed over a five-year time span. This approach will provide the Village with the ability to approve specific "actionable" items on an annual basis and evaluate progress on completed implementation strategies.

The Implementation Action Matrix is presented in a table format, which offers a brief description of each action/project and highlights the following:

- Level of priority
- Lead responsibility
- Public cost estimate (if applicable)
- Tools, techniques, and resources
- Funding source (if available)
- Planning category addressed by the strategy
- Ease of implementation

**Priority.** Priority is assigned taking into account the cost, ease of implementation and importance. Each strategy in the Action Matrix is indicated with one of the following:

- Priority 1: near-term, low-cost, ease of implementation, critical
- Priority 2: mid-term, essential
- Priority 3: long-term, desirable

**Lead Responsibility.** Lead responsibility refers to that stakeholder group/agency which will oversee and facilitate completion of each identified implementation strategy.

**Public Cost Estimate.** Public cost estimate is represented by a scale ranging from \$ to \$\$\$\$\$. The costs in this column refer only to public costs. Below is a description of the cost scale:

- \$ (Primarily internal staff time with limited outside funding required)
- \$\$ (Outside consulting services assistance is expected and/or capital expenses are to be more than \$25,000, but less than \$100,000)
- \$\$\$ (Capital improvements greater than \$100,000, but less than \$1,000,000)
- \$\$\$\$ (Multi-million dollar capital project investment)

**Ease of Implementation.** The ease of implementation is indicated by a traditional grade scale from A to F, with A being easiest to implement and F being most difficult to implement. This category is a collective indicator of the anticipated level of effort by staff and landowners, estimated cost, budget opportunities and general stakeholder interest.

# Implementation Action Matrix

#	Implementation Strategy	Priority	Lead Responsibility	Public Cost Estimate	Tools and Resources	Funding Source	Ease of Implementation
<b>Land Use &amp; Development Framework Strategies</b>							
1	Evaluate permitted uses in the districts along Route 30 and amend the current Zoning Ordinance to include the recommended land uses as identified in the Land Use & Development Framework of this Plan.	1	Planning Department	\$	Staff time	General fund	A
2	Review and update all transition requirements where non-residential property abuts residential. Ensure that together, ordinances regulating setbacks, screening, landscaping, height, light and noise preserve the character of adjacent neighborhoods.	1	Planning Department	\$	Staff time	General fund	A
3	Reexamine the Village's current development process to find ways to expedite the permitting and review process to encourage new investment/development.	1	Planning Department; Chamber of Commerce	\$	Staff time	General fund	A
4a	Encourage and assist parcel assembly by private developers to facilitate more comprehensive development.	1	Economic Development Department; Planning Department	\$	Staff time	Private investment;	B
4b	Establish a program designed to acquire vacant, under-performing, parcels along Route 30. As development returns the Village can assemble smaller parcels to create larger-scale development opportunities.	1	Economic Development Department; Planning Department	\$\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District)	B
5	Require compliance with development regulations and potentially Route 30 Architectural Design Guidelines (#47) upon change of land use, owner, tenant build out, or building permit, require update to current code	2	Planning Department	\$	Staff time	Local and/or regional grants and loans; private investment	A
6a	Study the stormwater run-off challenges effecting existing and future development in the Downtown area.	2	Engineering Department; Planning Department	\$	Staff Time with Consultant Assistance	General fund	B
6b	Explore options for amending the Village's Zoning Ordinance to include a maximum impervious surface requirement in an effort to alleviate flooding concerns.	1	Planning Department; Engineering Department	\$	Staff Time with Consultant Assistance	General fund	A
7	Offer assistance in coordinating neighboring property owners that may desire redevelopment and facilitate possibilities for parcel consolidation in order to foster coordinated plans for larger areas.	3	Economic Development Department; Planning Department; Chamber of Commerce	\$	Staff time	Private investment; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds (if in an established SSA)	B

# Implementation Action Matrix

#	Implementation Strategy	Priority	Lead Responsibility	Public Cost Estimate	Tools and Resources	Funding Source	Ease of Implementation
<b>Multi-Modal Transportation Framework – Roadway and Intersection Strategies</b>							
8	Add potential street connections between Nelson Road and Veterans Parkway as the greenfield properties develop.	1	Planning Department; Engineering Department	\$\$\$	Staff time	County, State and/or federal grants; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds (if in an established SSA)	A
9	Coordinate with IDOT and explore options to study the interchange at Interstate 80/Route 30 to determine what additional improvements can be made. Enhancements to consider should include installing pedestrian sidewalks to connect the east end of Route 30 to the west end and providing options for planting vegetation in the IDOT right-of-way to enhance the entrance into New Lenox.	1	Planning Department; Engineering Department-Coordinate with IDOT	\$\$-\$\$\$\$	Staff Time; Consultant studies; Construction Contract; Cost sharing of improvements	County, State and/or federal grants for transportation related improvements; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds for streetscape and pedestrian improvements (if in an established SSA)	C
10	Study the intersection of Route 30/Veterans Parkway. Pending the results of the study, implement intersection improvements	1	Engineering Department-Coordinate with IDOT; Planning Department	\$\$-\$\$\$\$	Staff Time; Consultant Services; IDOT	County, State and/or federal grants, General fund	B-D
11	Study the intersection of Route 30/Cedar Road. Pending the results of the study, implement intersection improvements.	1	Engineering Department-Coordinate with IDOT; Planning Department	\$\$-\$\$\$\$	Staff Time; Consultant Services; IDOT		B-D
12	Study the intersection of Route 30/Prairie Road. Pending the results of the study, implement intersection improvements.	1	Engineering Department-Coordinate with IDOT; Planning Department	\$\$-\$\$\$\$	Staff Time; Consultant Services; IDOT	County, State and/or federal grants, General fund	B-D
13	Improve the pedestrian friendliness of the intersections along Route 30 as specified in the Route 30 Corridor Implementation Plan.	1	Planning Department; Engineering Department	\$\$	Staff Time; Consultant Services; IDOT	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds (if in an established SSA)	C
14	Establish a "Complete Streets" policy to ensure streets within the Village accommodate all modes of travel, including vehicles, transit, cyclists, and pedestrians.	2	Planning Department; Engineering Department	\$	Staff Time with Consultant Assistance	County, State and/or federal grants	A
15	Conduct a traffic study to best determine solutions for unprotected left turn lanes and realignment of existing left turn lanes.	2	Engineering Department; IDOT; Planning Department; Consultant	\$\$\$	Staff time; Consultant studies; Construction Contract; Cost sharing of improvements	County, State and/or federal grants; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District)	C
16	Extend medians on Route 30 to align with the reduced access locations and curb-cut reductions.	2	Engineering Department; IDOT; Planning Department; Consultant	\$\$\$	Staff time; Consultant studies; Construction Contract; Cost sharing of improvements	County, State and/or federal grants; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District)	C
17a	Study the intersection of Route 30/Vine Street. Pending the results of the study, implement intersection improvements	2	Engineering Department-Coordinate with IDOT; Planning Department	\$\$-\$\$\$\$	Staff Time; Consultant Services; Property Acquisition	County, State and/or federal grants, General fund	B-D
17b	Conduct traffic study and engineering studies for the realignment of Vine Street to consolidate signalized intersections. Pending the results of the studies, implement realignments.	3	Engineering Department-Coordinate with IDOT; Planning Department	\$\$\$\$	Staff Time; Consultant Services; IDOT; Construction Contract	County, State and/or federal grants; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds (if in an established SSA)	D

## Implementation Action Matrix

#	Implementation Strategy	Priority	Lead Responsibility	Public Cost Estimate	Tools and Resources	Funding Source	Ease of Implementation
<b>Multi-Modal Transportation Framework – Access from the Public Street</b>							
18	Promote the use of alleys and rear access drives for local businesses access, service and delivery vehicles, and access to rear parking areas.	1	Planning Department	\$	Staff Time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; private investment	A
19a	Require all new (re)development proposals to eliminate duplicate access points, provide one (1) full access point, and allow right-in/right-outs to discourage excessive left turn movements per property along Route 30.	1	Planning Department; Engineering Department	\$	Staff time; Private Investment	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; private investment	B
19b	Coordinate with existing property owners, who may not otherwise be considering property improvements or changes, about opportunities to consolidate duplicate access points onto Route 30.	1	Planning Department; Engineering Department	\$\$	Staff time; Private Investment	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; private investment	D
<b>Multi-Modal Transportation Framework – Parking Management &amp; Circulation</b>							
20	Update site improvement regulations to require clear on-site pedestrian sidewalk connections from the public walk to the primary business entrances. Wherever possible/feasible, the connections should not cross drive aisles and parking lots.	1	Planning Department; Engineering Department	\$	Staff time	General fund	A
21	Coordinate with local property owners and developers to gain cross access easements between properties as redevelopment occurs to provide more efficient customer access between businesses.	1	Planning Department; Engineering Department	\$	Staff time, Private Investment	Private Investment	A
22a	Coordinate with local property owners and developers to make on-site parking lot improvements such as installing landscape islands, pedestrian walkways and striping.	1	Planning Department; Engineering Department	\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Private investment	B
22b	Require on-site parking lot improvements as redevelopment occurs.	1	Planning Department; Engineering Department	\$	Staff time; Private Investment	Private Investment	A
22c	Coordinate with existing property owners to make on-site parking lot improvements.	1	Planning Department; Engineering Department	\$\$	Staff time; Private Investment	Private Investment	A
23	Conduct a parking study to determine whether additional parking is needed in the downtown or if it is a perception issue, and to determine where public parking lots should be located.	1	Planning Department; Engineering Department	\$\$	Staff time; Consultant studies	General fund	B
24	Promote and educate property owners about opportunities and methods to implement shared parking arrangements to make more efficient use of land available for parking.	2	Planning Department, Chamber of Commerce	\$	Staff time	General fund	A
25	Review parking requirements and investigate opportunities to reduce parking ratios and to improve shared parking provisions (to address loss of parking caused by new cross access points).	2	Planning Department	\$	Staff time	General fund	B

# Implementation Action Matrix

#	Implementation Strategy	Priority	Lead Responsibility	Public Cost Estimate	Tools and Resources	Funding Source	Ease of Implementation
<b>Multi-Modal Transportation Framework – Pedestrian Safety &amp; Mobility (Walking, Bicycling, and Transit)</b>							
26	Require sidewalk installation across all newly installed, renovated or improved driveways to high-light pedestrian priority.	1	Planning Department; Engineering Department	\$	Staff time	Private investment	A
27	Create crosswalks enhancements at designated intersections to provide safe passage for pedestrians.	1	Engineering Department-Coordinate with IDOT; Planning Department	\$\$\$	Staff Time; Consultant for design; Construction Contract	County, State and/or federal grants for transportation related improvements; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds for streetscape and pedestrian improvements (if in an established SSA)	B
28	Install sidewalk where gaps exist along Route 30 and, where gaps exist, connect adjacent commercial and residential neighborhoods to the Corridor. In some cases, the Village will need to work with private property owners to obtain the land needed to fill in the sidewalk gaps.	1	Engineering Department	\$\$-\$\$\$	Staff time	County, State and/or federal grants for transportation related improvements; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds for streetscape and pedestrian improvements (if in an established SSA)	C
29	Work with local cyclists and organizations to identify improvements for bicycle infrastructure, including improved signage and/or multi-use trails.	1	Planning Department; Engineering Department	\$\$-\$\$\$	Staff Time; Consulting Services	General fund; County, State and/or federal grants	C
30	Coordinate bike route connections to Route 30 as well as connect the Corridor to residential neighborhoods and the Old Plank Road Trail.	2	Engineering Department; Planning Department	\$\$-\$\$	Staff time; Consulting Services	County, State and/or federal grants for transportation related improvements; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds for streetscape and pedestrian improvements (if in an established SSA)	B
31	Design, engineer and install pedestrian countdown crossing signals at intersections with high-speed traffic on Route 30, including Route 30/Nelson, Route 30/Vine, Route 30/Veterans Parkway, Route 30/Cedar Road, and Route 30/Prairie Road.	2	Engineering Department	\$\$	Consulting Services	County, State and/or federal grants for transportation related improvements; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds for streetscape and pedestrian improvements (if in an established SSA)	C
32	Explore the feasibility of installing a multi-use trail or bike path within the C.R.I. & P. railroad right-of-way.	2	Planning Department; Engineering Department	\$\$-\$\$\$\$	Staff Time; Consulting Services	County, State and/or federal grants for transportation related improvements; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds for streetscape and pedestrian improvements (if in an established SSA)	D
33	In conjunction with a larger streetscape plan, consider future bus stop facilities along Route 30 to accommodate future Pace service.	3	Planning Department; Engineering Department-Coordinate with Pace	\$\$	Staff time; Pace	County, State and/or federal grants for transportation related improvements; General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds for streetscape and pedestrian improvements (if in an established SSA)	C

# Implementation Action Matrix

#	Implementation Strategy	Priority	Lead Responsibility	Public Cost Estimate	Tools and Resources	Funding Source	Ease of Implementation
<b>Urban Design Framework – Right-of-Way Improvement Strategies</b>							
34a	Develop and implement a Streetscape Plan, based on recommendations made in this Plan, to foster a sense of place for the Village.	1	Planning Department; Engineering Department; Coordinate with IDOT	\$\$	Staff Time; Consultant for design; Construction	General fund	B
34b	Install gateways and wayfinding (using the Village's logo and motto) for areas within the public right-of-way to enhance the public realm, establish a Corridor/Village branding, simplify navigation, and to highlight access to the Metra station.	2	Planning Department; Engineering Department; Coordinate with IDOT and Metra	\$\$	Staff Time; Consultant for design; Construction	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds (if in an established SSA)	A
34c	Install strategic parkway treatments as "early indicators" of the Village's commitment to beautification of the Route 30 public right-of-way.	1	Planning Department; Engineering Department; Coordinate with IDOT	\$\$-\$\$\$	Staff Time; Consultant for design; Construction	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds (if in an established SSA)	B
35	Amend regulations to require appropriate landscape improvements on private property to coordinate with public streetscape improvements. Requirements may include a particular plant palette and for larger sites, planters, irrigation, and a maintenance plan.	2	Planning Department	\$	Staff time; Private Investment in Improvements	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans	A
36	Study the potential for landscape medians at certain points along Route 30.	2	Planning Department; Engineering Department; Coordinate with IDOT	\$\$\$	Staff Time; Consultant for design; Construction	General fund	D
37	Coordinate with IDOT about opportunities to replace existing lighting standards with fixtures that reflect the character the Village seeks along Route 30.	3	Engineering Department; Department of Public Works; IDOT	\$\$\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds; private investment (if in an established SSA)	D
38	Encourage relocating utility lines below ground as part of the Route 30 program and also as redevelopment occurs.	3	Engineering Department; Public Works; Coordinate with Utilities	\$\$-\$\$\$\$	Staff time; Private Investment in Improvements	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Special Service Area (SSA) funds; private investment (if in an established SSA)	D

# Implementation Action Matrix

#	Implementation Strategy	Priority	Lead Responsibility	Public Cost Estimate	Tools and Resources	Funding Source	Ease of Implementation
<b>Urban Design Framework – On-Site Improvement Strategies</b>							
39	Enforce existing sign regulations for both permanent and temporary signage to improve appearance and indicate commitment to enhancing the Village's corridors.	1	Planning Department	\$	Staff time	General fund; Private Investment	A
40a	Continue to review and approve signage as part of the site plan review process in order to ensure that building mounted and free-standing monument signs are incorporated with building design and that layout does not conflict with vehicle sight lines or detract from the appearance of Route 30.	1	Planning Department	\$	Staff time	General fund	A
40b	Adopt regulations for outgoing tenants and owners. Within 30 days of business closure, business names should be removed from the premises. In the case of interchangeable panels, a blank black or white panel must be inserted.	1	Planning Department	\$	Staff time	General fund; Private Investment	A
40c	Consider adopting amortization requirements as it relates to non-conforming signage to remove billboards and other undesired signage along Route 30 over an acceptable period of time.	2	Planning Department	\$\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Private Investment	C
41a	Enforce the Village's current parking lot landscaping requirements to ensure that future parking lots adhere to the recommendations in this Plan.	1	Planning Department	\$	Staff time	General fund	A
41b	Consider adopting amortization requirements as it relates to properties with non-conforming parking lots to encourage business owners to bring their properties up to code over an acceptable period of time.	2	Planning Department	\$\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Private Investment in Improvements	C
42	Assist local property owners interested in making on-site improvements to their properties through Village-sponsored financial incentives. (i.e. matching funds, grants, low interest loans, permit rebates, etc.)	1	Planning Department	\$-\$\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Special Service Area (SSA) funds (if in an established SSA)	B
43a	Research and consider establishing an On-Site Improvement Program to improve private properties as they are viewed from the right-of-way and to assist in enhancing parking lot landscaping and circulation; assist businesses and property owners in updating their signage; and screening rear yards, mechanical equipment and other unsightly uses.	1	Planning Department	\$-\$\$\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Special Service Area (SSA) funds (if in an established SSA)	B
43b	Research and consider establishing a Façade Improvement Program to improve outdated and failing private structures as they are viewed from the right-of-way. façade Façade	1	Planning Department	\$-\$\$\$	Staff Time; Consulting Services	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Special Service Area (SSA) funds (if in an established SSA)	B
44	Work with existing property owners to voluntarily screen utilities. Provide images and examples of simple improvements that can be installed to upgrade aesthetics.	1	Planning Department	\$	Staff time; Private Investment in Improvements	Private investment; local grants/loans	C
45	Amend regulations to require decorative building and site lighting as a requirement for new construction, redevelopment, and exterior renovations. A standard should be chosen to coordinate with the public streetscape improvements.	2	Planning Department	\$	Staff time	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Private Investment	A
46	Work with IDOT to screen their facility at the Interstate 80 interchange.	2	Planning Department	\$	Staff time; IDOT	General fund; State funds	A
47	Develop Architectural Design Guidelines as a tool for reviewing and approving architectural character and other site improvements along Route 30.	2	Planning Department	\$\$	Staff Time; Consulting Services	General fund; TIF funds (if in an established TIF District) Business District funds (if in an established Business District); Local grants and/or loans; Special Service Area (SSA) funds (if in an established SSA)	A
48	Coordinate with the Waste Water Treatment Plant to screen their facility and to explore alternative measures to managing the smell/odor that affects the Downtown.	2	Planning Department; Public Works; IDOT; Metra	\$-\$\$\$	Staff time; IDOT	General fund	A

## Implementation Action Matrix

#	Implementation Strategy	Priority	Lead Responsibility	Public Cost Estimate	Tools and Resources	Funding Source	Ease of Implementation
<b>Communication Strategies</b>							
49	Establish a consistent nomenclature for business addresses along Route 30. Consider using Lincoln Highway (for historic purposes) or Route 30 (for simplicity) as the primary street name.	1	Planning Department; Chamber of Commerce	\$	Staff Time	General fund	B
50	Undertake marketing activities and outreach to advertise available commercial/retail sites and opportunities, in accordance with the identified Development Opportunity Sites in the Route 30 Corridor Implementation Plan.	1	Economic Development Department; Chamber of Commerce; Corridor Associations	\$	Web; Direct Mailings; Staff time	General fund; Special Service Area (SSA) funds (if in an established SSA); Private investment	B
51	Encourage the creation of a business/property owners association to meet regularly and serve as a liaison to the Village to coordinate plans and improvements along Route 30.	1	Economic Development Department; Planning Department; Chamber of Commerce	\$	Staff Time	General fund	B
52	Seek/foster opportunities to host festivals, shows, and/or fairs in an effort to attract visitors, customers, and potential residents to the Village.	1	Economic Development Department; Chamber of Commerce	\$\$	Staff Time	Private investment; intergovernmental cooperation and funding; Special Service Area (SSA) funds (if in an established SSA); General fund.	B
53	Host an annual business improvement competition including categories such as Biggest "No Cost" Improvement; Biggest On-Site Improvement; Best Sign Improvement; etc.	3	Economic Development Department; Planning Department; Chamber of Commerce	\$	Staff Time; Volunteers; Corridor Associations	General fund	B
54	Seek input from the corporate offices, public institutions, and hospitality business about specific needs that could be met along Route 30.	3	Economic Development Department; Planning Department; Chamber of Commerce; Corridor Associations	\$	Staff Time; Corridor Associations	General fund	B
55	Coordinate efforts with Metra and the freight operators to establish a quiet zone to eliminate or reduce train horns along Route 30.	2	Engineering Department; Planning Department; Metra; Freight Operators; IDOT	\$-\$\$\$	Staff time; Metra; Freight Operators	General fund; Private investment	C

## Implementation Strategy Success Tracking

56	Conduct an on-site review of newly completed projects to find areas of improvement, not to criticize developers, owners, tenants, staff, Village officials, but to incrementally improve and evaluate the effectiveness of implementation of the Plan and its recommendations.	2	Planning Department	\$	Staff time	General fund	B
57	Consider implementing a visual database including photographs of each property along Route 30 in order to date mark existing signs and other improvements. This can be coordinated with the GIS of the Village and used in reviewing whether a change is recent or pre-existing.	3	Planning Department	\$\$	Staff time	General fund	C