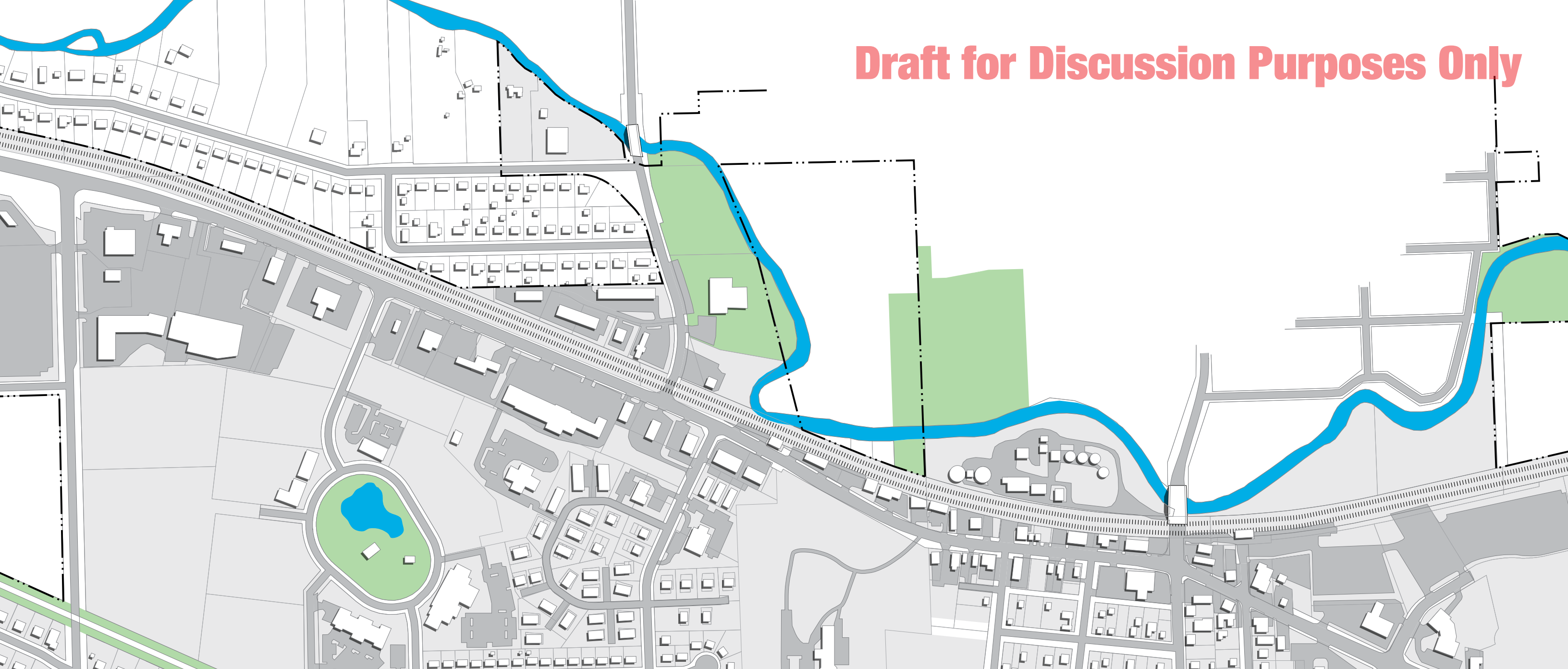


Draft for Discussion Purposes Only



Existing Conditions Synthesis Report
Route 30 Corridor Implementation Plan

Village of New Lenox | January 11, 2013





**New Lenox Route 30 Corridor
Implementation Plan**
Existing Conditions Synthesis Report

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Introduction

This Synthesis Report presents the existing physical conditions, identifies the issues and opportunities, and summarizes the first steps of the planning process for the New Lenox U.S. 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 provides 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 summarizes results collected from the planning mapper tool made available on the project website.

Portions of the information and findings from this report will be carried forward into the final Implementation Plan while some of the information will remain only in this document.

This report is organized into the following sections:

- » **Section 1** – Past Plans and Studies
- » **Section 2** – Community Outreach
- » **Section 3** – Existing Land Use and Development
- » **Section 4** – Current Zoning and Regulatory Controls
- » **Section 5** – Transportation and Mobility
- » **Section 6** – Character and Streetscape
- » **Section 7** – Issues and Opportunities

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 Rock Island Metra line.

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. The Village is near the city of Joliet and is located in Will County.

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 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.

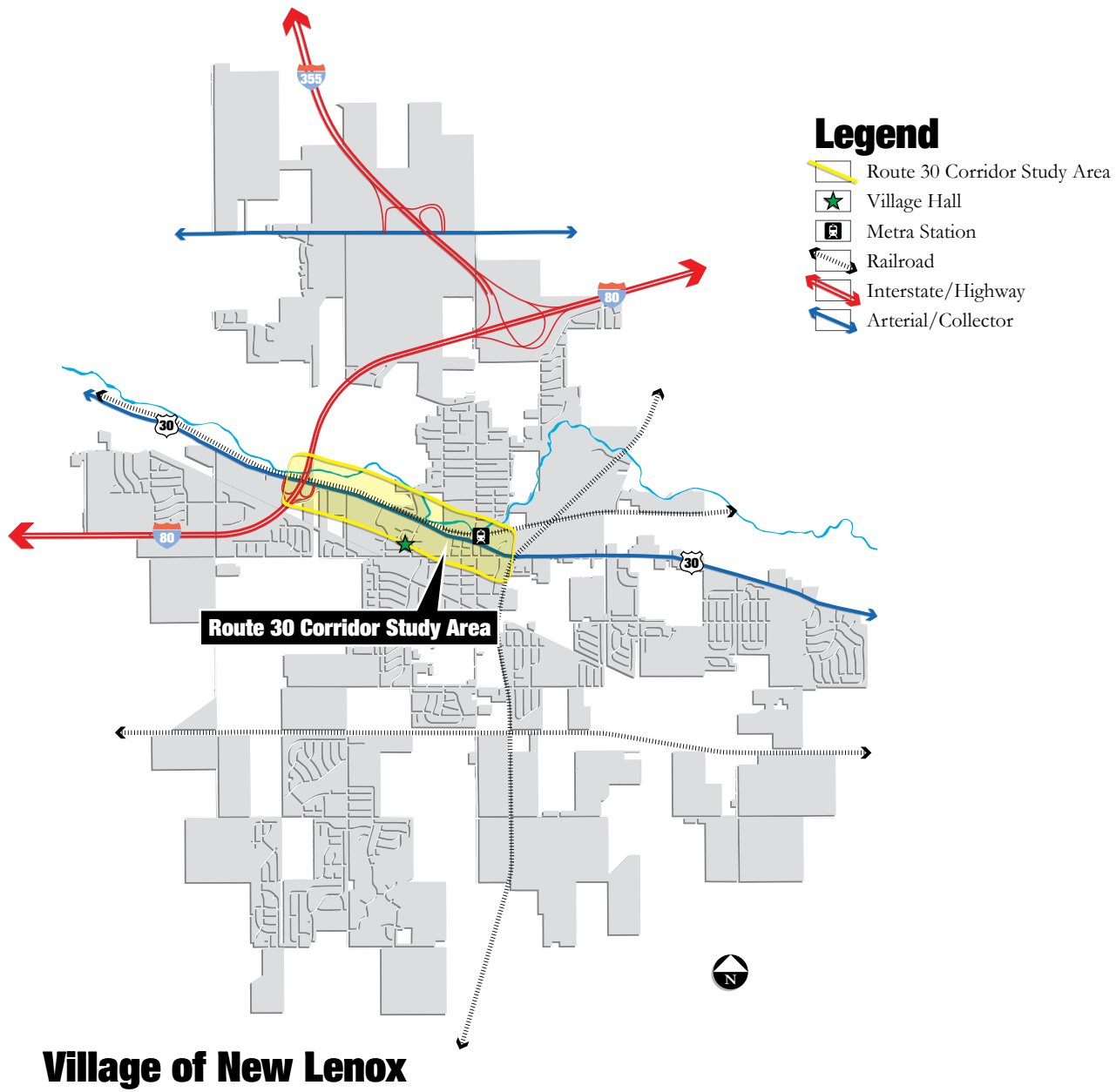
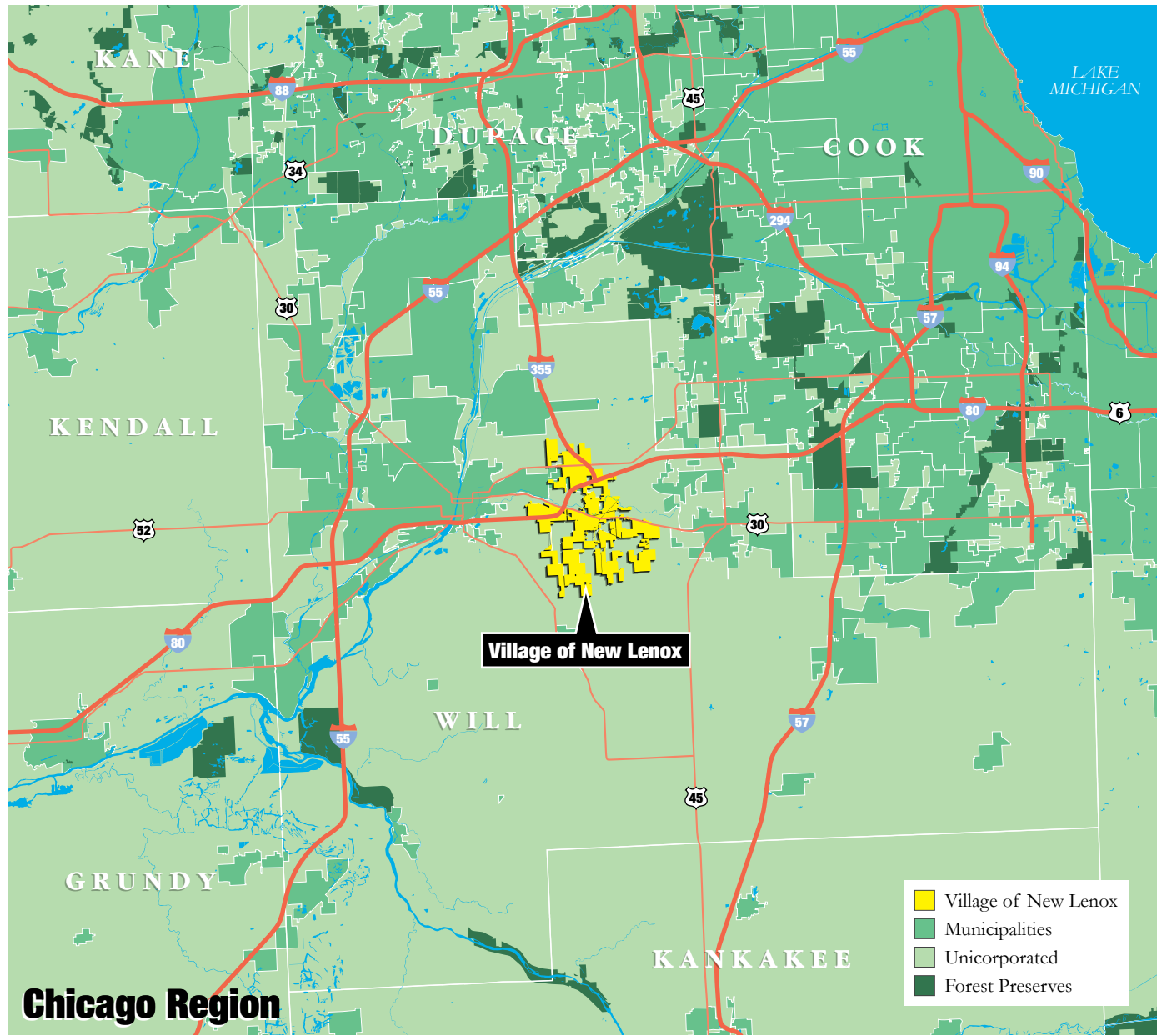
Purpose of the Implementation Plan

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.

Corridor Planning Process

The planning process for this study entails six different steps. This report contains documentation for steps one through three.

- » **Step 1:** Project Initiation – the “kick-off” for the project involves 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 includes a project mapping tool
- » **Step 3:** Existing Conditions Inventory and Analysis—includes field reconnaissance, mapping, past plans and studies review
- » **Step 4:** “Core” Plans and Recommendations—provides recommendations on land use and development, urban design, multi-modal transportation, and implementation and funding strategies
- » **Step 5:** Illustrative Development Concepts and Site Plan—preparing site concepts for priority sites along corridor
- » **Step 6:** Document Preparation—present draft and final documents to steering committee



SECTION 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 Rock Island Metra line. The Village boasts a high quality public school system, outdoor recreational areas, and a new 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.



Route 30 & I-80



Route 30 & Vine



Route 30 & Cedar

Section 1 Past Plans & Studies

There are many Village plans and studies that have direct impacts on the future development of the Route 30 Corridor. The following section contains a brief summary of the past plans and studies completed prior to the development of this Synthesis Report. A more comprehensive analysis of the current Municipal Code of Ordinance can be found in Section 04 – Current Zoning.

Current Regulations, Plans and Studies

- » Municipal Code of Ordinances
- » Comprehensive Plan Update (2004)
- » Route 30 Corridor Revitalization Plan (2006)
- » Open Space and Greenway Plan (1998)
- » Bicycle/Pedestrian Facility Master Plan (2002)

Comprehensive Plan Update (2004)

The Village of New Lenox's Comprehensive Plan Update is the guiding policy document that holistically addresses future growth for the Village. The plan covers a wide range of planning issues including future land use, transportation, community facilities, parks and recreation, and utilities infrastructure. Existing conditions analysis and a demographic community profile capture the community's assets and opportunities. Population and other demographic projections inform that plan's recommendations for accommodating a growing population.

The plan is guided by a set of goals and objectives. Future land use and growth management that focuses on fostering community interaction and developing in areas where development has already occurred are two major goals of the plan. The main challenge New Lenox faced when this plan was created was the increased development pressure and the resultant conversion of open areas and farmland. Planning for growth and increasing diversity is a goal for every land use type (residential, commercial, institutional, office, etc.). Protecting/enhancing open space and natural resources is a goal as is cost-effectively enhancing parks and recreation facilities. The plan has transportation goals ranging from expanded I-355 to adding a second Metra station. Establishing an identity for the community is also an important goal.

The plan features a future land use map that identifies areas for residential, commercial, and light industrial growth as well as areas to be protected and preserved. The future land use map corresponds to the Village's goals and objectives. A set of land use and development policies were developed to help inform how different types of development (i.e. residential conservation subdivision) should be organized, oriented, and, to a certain extent, designed.

One strength of the plan is its focus on implementation strategies. Creating new development regulations, changing the zoning ordinance, creating a capital improvement plan, instituting impact fees, and pursuing grant funds are all ideas that mobilize the plan's recommendations.

Route 30 Corridor Revitalization Plan (2006)

The Route 30 Corridor Implementation Plan project picks up where the Route 30 Corridor Revitalization Plan left off. In this light, the Revitalization Plan informs the Implementation Plan. Recognizing the importance of U.S. Route 30 as a historic byway, commercial corridor, and transportation thoroughfare, the Revitalization Plan addresses present and future issues and opportunities pertaining to land use, transportation infrastructure, pedestrian and vehicular circulation, and urban design/community character. Completed in 2006, the first part of the plan evaluates existing land uses, zoning, traffic, parking, public transportation, and other physical conditions of the corridor. It also identifies opportunity sites for future development and reuse. The first part concludes by identifying a set of issues and opportunities that became the guiding principles for the second part of the plan.

The second part of the plan provides guidelines and actions to improve the corridor. The plan was organized around four main topics: (1) Land Development and Urban Design; (2) Public Right-of-Way; (3) Access, Circulation, Parking; and (4) Funding.

Land development and urban design recommendations for enhancing the corridor included introducing a mix of land uses along the corridor, improving site and building design standards, encouraging landscaping and signage integration, and designating the New Lenox Commons as the central open space for the community. Design and amenity enhancement standards for parking lots and loading and service areas were also recommended.

Recommendations for improving the public rights-of-way include enhancing entryways and key intersections in the corridor establishing more landscaped areas, adding capital improvement projects to the Village's Capital Improvement Plan (CIP) list, and improving streetscape signage while mitigating other public signage and sign poles.

The access, circulation, and parking section recommends short-term and long-term improvements ranging from curb-cut consolidation and installing landscaped medians (traffic safety measures) to enforcing parking lot design standards.

Finally, funding sources are identified and an action plan matrix is developed. Listed funding sources are primarily federal and state grant programs with local matching requirements such as the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The matrix is a prioritized list of proposed improvements to the corridor including construction cost estimates. Accompanying the matrix is a series of aerial photographs with proposed transportation infrastructure changes illustrated.

Open Space and Greenway Plan (1998)

The intent of the Open Space and Greenway Plan is two-fold: (1) inventory and analyze existing open space features; (2) create a set of goals and objectives to preserve, protect, and enhance distinct open spaces in the Village.

The plan analyzes all steep slopes, creeks, watersheds, flood-plains, and wooded areas in the Village. Parks and forest preserves are also identified. A map showing the existing open space and greenway features was completed.

Plan goals address greenways, road corridors, flooding and stormwater management, cultural and historic resources, natural features, and subdivision and design features. Objectives for each goal are best management practices for protecting environmental assets.

Stemming from the goals and objectives section, the plan establishes an open space protection strategy for watersheds and creeks and creates a greenway plan that provides linkages between trails, utility right of ways, and drainage corridors. Governmental entities responsible for implementing components of the plan are identified.

Bicycle/Pedestrian Facility Master Plan (2002)

The purpose of the New Lenox Bicycle/Pedestrian Facility Master Plan is to guide the planning and implementation of biking and pedestrian facilities in the community. The plan further develops components of the Open Space and Greenway Plan by proposing a new network of off-road trails and bike lanes that link to existing trails and destination sites such as places of employment and transit centers. The plan created trail planning policies for new subdivisions and developments and capital improvement plan recommendations in order to help fund a community-wide bikeway system. The plan lists several targeted trail development projects.

Several of the recommended off-road trails and on-road bike lanes are within the Route 30 Corridor Study Area including a trail spur linking the New Lenox Commons to the Old Plank Road Trail. The spur was completed with the construction of the Commons. A network of on-road shared bike routes were proposed for the residential neighborhoods to the north of the corridor on Old Hickory Road and through Haines Wayside Park. The shared lanes, however, are not yet created. The plan also identifies physical constraints along Route 30 that prohibit the development of bicycle and pedestrian facilities.

The plan also recommends organizational and process-oriented advancements. Establishing an advisory committee, including bicycle and pedestrian facilities as part of the subdivision development process, creating maintenance and public involvement programs, and pursuing government funding are all recommendations meant to strengthen decision making and implementation of the plan.

Section 2 Community Outreach

The community was engaged through several outreach methods to maximize the input received from all invested parties in the Village. The input received through these outreach efforts offer important insight on local issues, concerns, and opinions and will be used to inform the Corridor Study as the planning process moves forward. Outreach activities conducted by the Consultant included participation from Village officials, residents, business and property owners, and service providers. This section of the report provides an overview of the various community outreach activities that have been conducted so far in the planning process, including:

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

As part of the Community Outreach phase of the planning, 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, investor, 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 District, City engineering department, City staff, and many others.

A **Community Workshop** was conducted on Friday, August 17, 2012 at the New Lenox Village Hall to discuss the Route 30 Corridor.

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.

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

Project Initiation Workshop

A project initiation workshop was conducted with the Route 30 Corridor Steering Committee on Friday, August 17, 2012 at the New Lenox Village Hall. The meeting included a review of the corridor implementation plan process and preliminary project schedule and discussion of the overall direction and policy issues facing the Route 30 corridor. The workshop included a questionnaire designed to gather initial input from the group that will help frame some of the important issues to be addressed in the Route 30 Corridor Implementation Plan. The results of the questionnaire and related discussion are summarized below.

Overview

Steering Committee members were asked to identify and prioritize the most important issues facing the Route 30 corridor, suggest desired actions to be undertaken, and list the strengths and assets of the Village of New Lenox. The top issues identified centered on the topics of Infrastructure and Access; Image and Appearance; Gateway, Signage and Wayfinding; and Land Use and Development. Responses include a broad range of ideas, including consolidating excessive curb cut access, implementing a façade improvements program, focus redevelopment around Metra station to be more transit-oriented, and develop a streetscape plan. The strong business base that exists, high traffic counts for the corridor, easy access to I-80, New Lenox Commons, and significant opportunities for coordinated redevelopment were among the top cited assets. The following text includes a summary of workshop discussion as well as an inventory of Steering Committee responses to a workshop questionnaire.

Workshop Questionnaire

The project initiation workshop included a four-part questionnaire that focused on issues and concerns facing Route 30 as well as desired projects and community strengths and assets. The following is a summary of the workshop dialogue and questionnaire results.

Issues and Concerns Confronting the Village of New Lenox

The Steering Committee identified a wide range of issues and concerns, covering an array of subject matter, during the initiation workshop. The list of identified issues can be consolidated into the following broad categories:

- » Infrastructure and Access
- » Image and Appearance
- » Gateway, Signage and Wayfinding
- » Land Use and Development

A summary of issues and concerns identified and discussed is provided for each specific category below.

Infrastructure and Access

Steering Committee members identified many infrastructure and access related issues along the corridor. Specific infrastructure components were specifically 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. The Steering Committee 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.

Infrastructure and Access related comments submitted on the workshop questionnaire included:

- » Excessive curb cuts/unsafe turning movements
- » Lack of sidewalk continuity
- » Rock island railroad tracks to the north
- » Troubling parking lot exiting and safety
- » Pedestrian safety and walkability
- » Speed of traffic
- » Vine Street zig/zag intersection
- » No easy place to turn around
- » Lack of cross access between sites
- » Hard to get out of sites, no traffic breaks

Image and Appearance

Steering Committee 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 ad that the general appearance lacks a consistent character. Steering Committee 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 onsite landscaping be enhanced to provide environmental benefits as well as create an attractive corridor. The Steering Committee also stated that streetscaping can play a key role in establishing an identity for the Route 30 Corridor.

Image and Appearance related comments submitted on the workshop questionnaire included:

- » Lack of historic downtown appearance
- » Dated structures
- » Redevelop old commercial fronts to maximize economics and improve aesthetics.
- » General appearance is too bland
- » Appearance of several businesses
- » Unified building designs
- » Lack of landscaping and other streetscape amenities
- » Unattractive corridor and parking lots
- » Poor character, older commercial centers are tired looking and lack landscaping

Gateway, Signage and Wayfinding

Steering Committee members stated the importance of better identifying the entrance into the Village. They recommended gateway improvements that would include wayfinding opportunities to direct people to assets within the Village. It was stated that currently signage is confusing or lacking making it difficult to navigate the corridor. It was stated that wayfinding should be provided for sites that are not directly served by Route 30. A few specific locations mentioned for gateway and signage improvements were at Village entrances, at Veterans Parkway to identify the entrance to the Village Commons, and at the Rock Island Metra station.

Gateway, Signage and Wayfinding related comments submitted on the workshop questionnaire included:

- » Need gateway improvements as you enter village
- » Need gateway feature at Veterans Parkway to better define the connection to the Village Commons entrance
- » A need for wayfinding signs
- » Signage is inconsistent and ineffective

Land Use and Development

Steering Committee 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 ad that the general appearance lacks a consistent character. Steering Committee 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 onsite landscaping be enhanced to provide environmental benefits as well as create an attractive corridor. The Steering Committee also stated that streetscaping can play a key role in establishing an identity for the Route 30 Corridor.

Land Use and Development related comments submitted on the workshop questionnaire included:

- » Redevelopment should be transit-oriented around the Metra station.
- » No connection with New Lenox Commons
- » Ace Hardware parking lot
- » Not enough gas stations/car washes
- » Vacant buildings and sites constraints for redevelopment

The Three (3) Most Important Issues Discussed

After sharing their individual issues and concerns with the group, Steering Committee members were asked to prioritize the combined list of issues and provide a collective understanding the issues most critical to the Village of New Lenox. The list below reflects the priorities as identified by the Steering Committee.

The Steering Committee focused heavily on issues related to access, landscaping, gateways and signage, and the character of the corridor.

1. Excessive curb cuts and lack of cross-access
2. Streetscape improvements and landscaping
3. Gateway + wayfinding signage
4. Lack of definition and character
5. Development gaps
6. Rear access to local business
7. Bringing business owners into the conversation
8. Speed of traffic
9. Building parking lot improvements
10. Turn around locations
11. Redevelopment opportunities/enhancements
12. Beautification
13. Pedestrian walkability to uses in corridor
14. Connection to New Lenox Commons

Specific Projects or Actions

The Steering Committee was asked to identify specific projects or actions that they would like to see undertaken. Responses include a broad range of ideas, including eliminate/consolidate excessive curb cut access, implement a façade improvements program, focus redevelopment around Metra station to be more transit-oriented, and develop a streetscape plan. The responses are categorized and listed below.

Infrastructure and Access

- » Build sidewalks to fill in current gaps along Route 30
- » Explore options for bike path along the Rock Island rail line.
- » Eliminate/consolidate excessive curb cut access where feasible
- » Signalize and aesthetically enhance the intersection at New Lenox Commons

Image and Appearance

- » Implement a façade improvements program
- » Create streetscape plan
- » Install landscape, planters, tree grates (bmp’s near the Hickory Creek), signage, decorative lighting
- » Add landscape medians along Route 30

Gateway, Signage and Wayfinding

- » Welcome to New Lenox artwork on bridges
- » Build gateway feature off of I-80 and include wayfinding
- » Coordinate Village entrances with new gateways and way-finding

Land Use and Development

- » Building facades
- » Focus redevelopment around Metra station to be more transit-oriented
- » Redevelop Ace Hardware Shopping Center to improve building appearance, improve parking lot flow and add landscaping

New Lenox’s Primary Strengths & Assets

Steering Committee members were asked to identify the Village of New Lenox’s primary strengths and assets. These items add to the quality of life within the community and the Corridor Plan build upon these strengths to ensure that Route 30 remains a vital and successful corridor. Steering Committee responses are categorized and listed below.

The Businesses

- » Most businesses are still open and viable
- » Opportunities for making many small improvements and having a big impacts
- » Opportunities for coordinated redevelopment

Infrastructure

- » Strong traffic counts, including Metra ridership
- » Rock Island Metra station
- » Easy access to I-80 Interchange

Facilities

- » New Lenox Commons
- » Access to activities
- » Methodist Church grounds
- » Public destinations (New Lenox Commons, library, park district facilities, fire, post office)

Business Workshop

As part of the Community Outreach phase of the planning process, a Business Workshop was conducted on Thursday, October 25, 2012 at the New Lenox Village Hall to discuss the Route 30 Corridor. The workshop included a review of the corridor implementation plan process and a questionnaire designed to gather initial input from business/property owners and key investors in order to help frame some of the important issues to be addressed in the Route 30 Corridor Implementation Plan. The results of the questionnaire and related discussion are summarized below.

Workshop Questionnaire

Business and property owners who attended the meeting were asked to identify and prioritize the most important issues facing the Route 30 corridor, suggest desired actions to be undertaken, and list the strengths and assets of the Village of New Lenox. The business workshop included a six-part questionnaire that focused on issues and concerns facing the Route 30 corridor as well as desired projects and community strengths and assets.

Issues and Concerns Confronting the Village of New Lenox

Business and property owners identified a wide range of issues and concerns, covering an array of subject matter, during the workshop. The list of identified issues can be consolidated into the following broad categories:

- » Infrastructure and Access
- » Image and Appearance
- » Gateway, Signage and Wayfinding
- » Land Use and Development

A summary of issues and concerns identified and discussed is provided for each specific category below.

Infrastructure and Access

Infrastructure and access related comments submitted on the workshop questionnaire included:

- » Traffic flow along the corridor, volume
- » Train schedule can create vehicular backup, pedestrian conflicts
- » Increase traffic flow between adjacent communities (Nelson road extension)
- » Pedestrian crosswalk enhancements, access to businesses
- » Parking access conflicts
- » Train horns, “quite agreements”
- » Fast traffic, no parkways, lack of pedestrian environment
- » Stormwater runoff concerns, water supply
- » Trains block intersection

Image and Appearance

Image and appearance related comments submitted on the workshop questionnaire included:

- » Safety concerns, lighting visibility
- » Create a pedestrian friendly environment, vibrant downtown New Lenox, businesses are not recognized
- » Tired, rundown buildings, encourage a façade improvement program
- » Screen sewer treatment plant
- » Overhead power lines and utility issues
- » Rundown structures, need to encourage new development

Gateway, Signage and Wayfinding

Gateway, Signage and Wayfinding related comments submitted on the workshop questionnaire included:

- » Signage and circulation pattern conflicts
- » Businesses need a Route 30 address, need a consistent nomenclature!

Land Use and Development

Land Use and Development related comments submitted on the workshop questionnaire included:

- » Increase business around transit stop, mixed use
- » Access to the community
- » Multi-use development at Route 30 and Cedar, railroad is a unique challenge
- » Assistance in navigating the procedures
- » Preserve wooded lot along the corridor, unique to traditionally commercial corridors
- » Lack of tenants
- » Development process is time consuming, streamline

The Three (3) Most Important Issues Discussed

After sharing their individual issues and concerns with the group, attendees were asked to prioritize the combined list of issues and provide a collective list of the issues most critical to the Village of New Lenox. The list below reflects the priorities as identified by the group.

- » Pedestrian crosswalk enhancements, access to businesses (12)
- » Screen sewer treatment plant (10)
- » Traffic flow along the corridor, volume (8)
- » Businesses need a Route 30 address, need a consistent nomenclature! (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)
- » Development process is time consuming, streamline (2)

What the Village Can Do To Improve the Business Climate

Business and property owners were asked to identify what the Village can do to improve the business climate in New Lenox. The responses are categorized and listed below.

Infrastructure and Access

- » Put a pedestrian over/under pass near the Metra Station

Image and Appearance

- » Provide businesses incentives to improve facades, parking lots, etc.
- » Advertise or promote the Village to potential residents and customers
- » Address the odor issue related to the water treatment plant

Land Use and Development

- » 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
- » Make it easier to start or open a new business, streamline the permit process

Specific Uses/Development Recommended for the Corridor

Business and property owners were asked to identify what uses/development they would like to see along the Route 30 Corridor. These recommendations provide context for the types of uses/development the Village should encourage along the Route 30 Corridor.

- » Out of the box, unique, creative businesses
- » Boutique, small scale
- » Village could acquire properties along the corridor for municipal parking
- » Railroad is also a positive, ideal access to transit + mixed use development
- » Metra parking for long weekends (varies by community)
- » Mixed-use with reasonable rent options
- » Open space or public parks along the corridor
- » Parking lots or parking garage

Specific Uses/Development NOT Recommended for the Corridor

Business and property owners were asked to identify what uses/development they would NOT like to see along the Route 30 Corridor. These recommendations provide context for the types of uses/development the Village should discourage along the Route 30 Corridor.

- » Big Box
- » Chains and fast food restaurants
- » Cash for Gold

New Lenox's Primary Strengths & Assets

Business and property owners were asked to identify the Village of New Lenox's primary strengths and assets. These items add to the quality of life within the community and the Corridor Plan build upon these strengths to ensure that Route 30 remains a vital and successful corridor. Responses are categorized and listed below.

The Businesses

- » As development returns, New Lenox is well positioned for investment
- » 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
- » Well positioned for future growth
- » The combined efforts of the owners and Village to better the overall image and identity of the New Lenox
- » Maintaining the Village's small town character while strategically aligning the itself to take full advantage of future growth opportunities

Infrastructure

- » I-80, 355, Metra, Route 30 – Access is great

Facilities

- » Great trails incorporating new and established developments, north and south of the corridor
- » Proximity to the New Lenox Commons and civic services
- » Great school district

Key Person Interviews

On October 25, 2012, interviews were conducted at the New Lenox Village Hall. The interviews consisted of a mix of business and property owners, developers, investor, real estate managers, and historic preservation representatives. Their comments are summarized below.

Interviewees were asked how they would define/describe the character of the Route 30 Corridor. Responses are listed below:

- » Many people describe the corridor in three different sub-areas. The area to the east of I-80 to Veterans Parkway was described as being a mix of big box users, large scale strip malls, outlots fronting the corridor. The area between Veterans Parkway and Vine Street is made of strip malls, banks, and fast food establishments. The area between Vine Street and the Railway viaduct represents the New Lenox Downtown with a mix of uses, significant lot constraints, parking issues and the Metra Station.
- » Route 30 has good traffic counts and should better capitalize on them by attracting customers and enhancing the exposure of businesses along the corridor.
- » Many businesses feel that the Village has done an excellent job in terms of the design and construction of the New Lenox Commons.
- » Interviewees were asked what they considered to be the single most important issue that needs to be addressed in the study area.
- » There are no incentives to improve your property, building or way you do business.
- » Many people interviewed expressed concerns about the process to build being too time consuming. It takes multiple months to get something through the development process. This also creates problems for property owners who want to sell but are unable to do to investors looking at properties in adjacent communities due to more efficient development procedures.

- » Need to eliminate excessive curbcuts and access points to properties to decrease traffic conflicts and reduce the visual clutter along the corridor.
- » Many interviewees felt that the corridor lacks an identity or sense of place. Also, Route 30 is perceived as being virtually disconnected from Veterans Parkway. There needs to be a strong presence at the entrances of the Village/Route 30 corridor.
- » Interviewees indicated that there are stormwater related flood concerns at the intersection of Cedar and Route 30.
- » The speed limit along Route 30 is not observed by many drivers, there needs to be more police enforcement to create a safer environment for pedestrians and vehicles trying to exist properties along the corridor.

Interviewees were asked if they had the power to undertake one project or improvement, what would it be. Responses are listed below:

- » Many of the businesses on the east end of the corridor suffer from a lack of parking. It eliminates the ability to substantially capitalize on the proximity of the Metra Station and leaves the corridor vacant and in disrepair. Many felt that the Village should construct municipal parking lots or encourage/allow businesses to invest in shared parking lots that can serve the area as a collective whole.
- » The Village needs to make beautifying of the Corridor one of its primary objectives. Efforts should include burying powerlines, installing coordinated signage and wayfinding, implementing a corridor-wide streetscape plan, and providing incentives for façade and parking lot improvements. A few acknowledged that the prohibitive costs related to some of these efforts but stressed the positive results of signaling to investors and new businesses that the Village is committed to enhancing the overall appearance of the corridor.
- » A few interviewees wanted to see the turn-lane along the corridor converted to a planted median where it would least impact access to businesses.

- » Interviewees where asked what were their primary concerns regarding future development of the area? Responses are listed below:
- » Almost all the interviewees stated that the corridor was severely lacking a sidewalk network, well identified and safe crosswalks, pedestrian connections to businesses from the public realm, or buffers from the traffic along the corridor.
- » Some business owners feel the Plan needs to preserve the residential character that exists along some portions while allowing encouraging new development to elevate the overall image and quality of the corridor.
- » Property owners should be encouraged to register their buildings if they qualify as a historic structure.
- » Encourage/allow conversions so new businesses can move in without compromising the quaint, residential character of the downtown. Also encourage adjacent residential neighborhoods, adjacent to Route 30, to convert to retail districts over time.
- » A few people indicated that there are many vacancies along the corridor. Some solutions were to have the Village actively pursuing targeted specific companies to ensure that the right mix of uses and developments are moving in. Examples included Office Max,/Depot, Petco, Menards, Bass Pro, and quality grocers.
- » Many interviewees indicated that there might be a strong market for sit-down restaurants that can serve as activity generators along the corridor. Many expressed their willingness to eat/shop locally if better options existed. To that point, they also stressed that the Village should discourage additional fast food businesses, gas stations and banks develop along Route 30.
- » Another interviewee mentioned that one of the most prohibitive factors contributing to the lack of commercial investment and development along the corridor is the lack of residential stock in the Village. With lower than expected residential support, owners struggle to support their businesses.
- » The railroad to the north of Route 30 creates a real chal-

lenge in establishing a vibrant corridor with only half of the corridor to work with.

Last, interviewees were asked if they had any other comments or suggestions regarding our work on the Route 30 Corridor. Responses are listed below:

- Some interviewees that have properties near the I-80 exit felt that they were too far removed from East New Lenox. There needs to be a unifying element that connects the east to the west. Also, the Plan should be mindful to ensure that incoming uses and developments aren't competing with similar uses within the Village along Route 30.
- » 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. There are positive examples of this in communities like Lombard, Tinley Park, Morris, etc.
 - » Many of the businesses cited the confusion that results from inconsistent property addresses along the Corridor. For example, Route 30 is sometimes called Maple St or Lincoln Highway. Also, some businesses that front Route 30 have street addresses with the name of a road that intersects the corridor. This increases the confusion for customers, makes directions challenging, and creates a conflicting identity for businesses along the corridor.
 - » Work with Metra and Freight Operators to establish a quiet zone to eliminate loud horns along the corridor.
 - » Is there something that can be done to better manage the smell from the sewer treatment plant?

Service Provider Workshop

On October 25, 2012, a service provider workshop was conducted 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 District, City engineering department, City staff, and many others. Their comments are summarized below.

Service providers were asked what they considered to be the single most important issue that needs to be addressed in the study area. Responses are listed below:

- » Sidewalks are rarely connected, too close to Route 30, lack adequate buffers or parkway, and in some instances lead to nowhere.
- » Traffic patterns along Route 30 need to be analyzed to identify major traffic conflicts and what can be done to reduce these issues. For example, it was stated that there have been numerous incidents with flipped cars heavy damage due to confusing circulation patterns and a lack of breaks in the traffic to navigate turns onto the Route 30 corridor.
- » Access to businesses can be challenging and unsafe in many cases along the corridor. There is a lack of cross access between adjacent properties, signage is confusing, and right-in/right-outs are difficult to anticipate. Enforce design guidelines/regulations that ensure easy to use, safe, right-in/right-out access points to Route 30.
- » Need to install entry features and wayfinding signage. Street names need to follow a consistent, predictable pattern to reduce confusion for customers and residents. Provide clear signage and wayfinding to direct users to key destinations.
- » Emergency vehicles are unable to access Park District's property due to poor connections and cumbersome circulation patterns.

Service Providers were asked if they had the power to undertake one project or improvement, what would it be. Responses are listed below:

- » Investigate approaches to eliminating overhead powerlines. The Village needs to takes steps to decrease the inherent cost of burying powerlines through incentivizing the process for private property owners or by seeking assistance from the service providers utilizing the existing infrastructure.
- » Install street trees as part of a coordinated streetscape effort.
- » Install planted medians by eliminating center turn-lanes that run the entire length of the Route 30 corridor.
- » The Village should work with service providers to gain access to the open space/vegetation at the I-80 exit and Route 30. The properties are unattractive and overgrown but serve as the first impressions for many people entering the Village and it doesn't present it in a positive way.
- » The intersection at Cedar needs to be evaluated and alternatives should be recommended 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.
- » It was stated that many structures along the corridor are in disrepair or are beyond retrofitting. These "eye soars" are pushing away investment opportunities and need to be addressed.

Last, service providers were asked what they felt were the primary concerns regarding future development of the area. Responses are listed below:

- » Due to aging infrastructure, during heavy rains, there are stormwater related issues near Cedar and Oak along the corridor. What solutions are available to alleviate the runoff and reduce the impact of having standing water on such a highly traveled corridor?
- » It was indicated that Route 30 will be resurfaced in the near future. The Village should take steps in assuring that recommendations from this Plan be considered when the resurfacing process begins.
- » It was suggested that certain residential neighborhoods adjacent to the corridor, specifically the Oak Street area would be well suited for boutique shops that can serve as incubators for local, homegrown businesses.

Community Workshop

A community workshop was conducted on Friday, August 17, 2012 at the New Lenox Village Hall to discuss the Route 30 Corridor. The meeting included a review of the corridor implementation plan process and a questionnaire designed to gather initial input from the community that will help frame some of the important issues to be addressed in the Route 30 Corridor Implementation Plan. The results of the questionnaire and related discussion are summarized below.

Overview

Community members who attended the meeting were asked to identify and prioritize the most important issues facing the Route 30 corridor, suggest desired actions to be undertaken, and list the strengths and assets of the Village of New Lenox.

The top issues identified centered on the topics of Infrastructure and Access; Image and Appearance; Gateway, Signage and Wayfinding; and Land Use and Development. The following text includes a summary of the community workshop discussion as well as an inventory of resident responses to the questionnaire.

Workshop Questionnaire

The community workshop included a six-part questionnaire that focused on issues and concerns facing the Route 30 corridor as well as desired projects and community strengths and assets. The following is a summary of the workshop dialogue and questionnaire results. An important note, the structure is meant to directly correspond with the Steering Committee Workshop Summary for comparison sake and to highlight the significant amount of overlapping themes that occurred between the separate workshops.

Issues and Concerns Confronting the Village of New Lenox

Residents identified a wide range of issues and concerns, covering an array of subject matter, during the community workshop. The list of identified issues can be consolidated into the following broad categories:

- » Infrastructure and Access
- » Image and Appearance
- » Gateway, Signage and Wayfinding
- » Land Use and Development

A summary of issues and concerns identified and discussed is provided for each specific category below.

Infrastructure and Access

Infrastructure and access related comments submitted on the workshop questionnaire included:

- » Poor connections between businesses and parking lots
- » Conflicts from roadway widths at Cedar and Route 30
- » Turning movement conflicts at numerous curb cuts and intersections
- » Through traffic makes for difficult left turn movements
- » Too many curb cuts for business between Oak & Nelson, need less access points along Route 30
- » Lack of barrier along Route 30
- » Auto + pedestrian safety
- » Heavy traffic flow creates opportunities + challenges
- » Too many access points for businesses
- » Access points are too close together and unsafe for turning traffic
- » Roadway width

Image and Appearance

Image and appearance related comments submitted on the workshop questionnaire included:

- » Lack of sense of place or community identity along the Corridor
- » Buildings appear “dated” and worn done compared to other parts of the community
- » Overhead power lines create unsightly views
- » Historic buildings should be preserved where possible, especially between Pine/Vine
- » Beautification of corridor
- » The west end of the Corridor is unattractive/uninviting
- » The railroad needs screening and buffering
- » The general appearance and landscaping of Route 30 needs to be improved

Gateway, Signage and Wayfinding

Gateway, Signage and Wayfinding related comments submitted on the workshop questionnaire included:

- » The Corridor is not very pedestrian friendly
- » Gateways to identify entrances into the Village, “Home of Proud Americans”
- » Signage is needed to identify the entrance to the New Lenox Commons
- » Signage throughout the Corridor is inconsistent and ineffective

Land Use and Development

Land Use and Development related comments submitted on the workshop questionnaire included:

- » 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 consistent with the look and feel of the community

The Three (3) Most Important Issues Discussed

After sharing their individual issues and concerns with the group, residents were asked to prioritize the combined list of issues and provide a collective list of the issues most critical to the Village of New Lenox. The list below reflects the priorities as identified by the residents.

- » Route 30 lacks a sense of place [9]
- » Pedestrian Friendly and bike friendly infrastructure [9]
- » Streetscape improvements, onsite parking lot landscaping, and general improvements along the Corridor [8]
- » Buildings appear “dated” and worn done compared to other parts of the community
- » Signage is needed to identify the entrance to the New Lenox Commons
- » Traffic speeds and enforcement
- » Gateways to identify entrances into the Village + wayfinding throughout the Corridor
- » Poor connections and cross access between businesses and parking lots
- » The Corridor needs general beautification; Hickory Creek, railroad, historic buildings, and excessive asphalt
- » Building vacancies and vacant lots create unsightly gaps along the Corridor
- » Excessive asphalt and curb cuts along the entire Corridor

Specific Projects or Actions

Residents were asked to identify specific projects or actions that they would like to see undertaken. Responses include a broad range of ideas, including beautifying existing strip malls and developments, relocating underperforming businesses, and installing a continuous sidewalk along the entire Corridor. The responses are categorized and listed below.

Infrastructure and Access

- » Install an access road behind businesses on south side of 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

Image and Appearance

- » Beatify the Ace Hardware development
- » Install a coordinated streetscape
- » Implement a façade improvements program
- » Require onsite parking lot landscaping
- » Gateway, Signage and Wayfinding
- » 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

- » Redevelop the corner of Cedar and Route 30 to maximize it's proximity to the Metra station and the Route 30 Corridor.
- » Relocate underperforming businesses to other locations within the Village
- » Enhance aging building facades
- » Encourage transit oriented development to maximize direct access to the Metra station

Specific Uses/Development Recommended for the Corridor

Residents were asked to identify what uses/development they would like to see along the Route 30 Corridor. These recommendations provide context for the types of uses/development the Village should encourage along the Route 30 Corridor.

- » Fine dining and quality sit-down restaurants
- » Pedestrian friendly retail + shops
- » Community Center
- » Hotel
- » Park
- » Senior citizen housing
- » Pool/water park
- » Government building
- » Professional offices
- » YMCA
- » Multi-use buildings parking behind the building
- » Office supply store
- » Antique shops, other small clothing shops, art gallery
- » Landscape/green business
- » Professional services in older historic buildings
- » Office/medical
- » Restaurant
- » Gateway, “Home of Proud Americans”
- » Entry to Village Hall facilities

Specific Uses/Development NOT Recommended for the Corridor

Residents were asked to identify what uses/development they would NOT like to see along the Route 30 Corridor. These recommendations provide context for the types of uses/development the Village should discourage along the Route 30 Corridor.

- » Car dealer
- » More gas stations
- » More fast food restaurants
- » Strip malls
- » Parking garage
- » Industrial
- » Warehouse
- » Car lots
- » Casino/gambling
- » Gun store
- » No more bars, but fine dining with a bar would be acceptable
- » Grocery store or bank
- » No more used car lots or auto repair
- » Liquor stores
- » O.T.B.
- » Used car lots
- » Condos near train station

New Lenox's Primary Strengths & Assets

Steering Committee members were asked to identify the Village of New Lenox’s primary strengths and assets. These items add to the quality of life within the community and the Corridor Plan build upon these strengths to ensure that Route 30 remains a vital and successful corridor. Steering Committee responses are categorized and listed below.

The Businesses

- » Most businesses are still open and viable
- » Silver Cross Hospital
- » Means to relocate/attract larger businesses to New Lenox
- » Opportunities for making many small improvements and having a big impacts

Infrastructure

- » Some areas provide an opportunity for a “clean slate” development
- » The area itself is key and viable and can be improved
- » Route 30, 355, I-80, and Metra
- » The few historic buildings and the Methodist Church campground provide unique opportunities
- » Strong traffic counts, including Metra ridership
- » Rock Island Metra station
- » Easy access to I-80 Interchange

Facilities

- » Home town pride
- » New Lenox Commons
- » A great public school system
- » Access to community programs, parks and trails
- » We use our plans as a guide, but not a hard set rule. We can tweak as needed
- » Public destinations (New Lenox Commons, library, park district facilities, fire, post office)

On-line Questionnaires

In September 2012, on-line questionnaires were made available to the Village residents and local businesses. Their responses are summarized in the table below. Results were collected on January 04, 2013 for use in the U.S. Route 30 Corridor Implementation Plan Existing Conditions Synthesis Report. To date, there have been 41 responses recorded over a 14 week period, primarily from residents.

What are the most important issues facing the Corridor?

First, respondents were asked to identify what the most important issues are facing the Route 30 corridor. The table below summarizes the results.

Answer Options	Response Count
Traffic	24
Pedestrian orientation	18
Bicycle orientation	16
Parking	7
Mix of uses	8
Need for new development	8
Overall appearance	31
Undesirable uses	7
Other (please specify)	8

Additional issues were identified such as the lack of sidewalks, few pedestrian connections, overall appearance of the corridor appears unattractive, the road infrastructure is in poor condition and there is not an established image or identity as you enter the Village from the I-80 exit.

What types of uses/development would you like to see for the Corridor?

Next, respondents were asked to rate the types of uses and development they would like to see. The table below summarizes the types of uses and development that should be encouraged along the corridor.

Answer Options	Response Count
Residential	2
Retail	30
Restaurants	35
Entertainment	23
Services	6
Offices	3
Mixed commercial-residential	8
Mixed retail-office	6
Industrial/manufacturing	1
Civic/public	6
Other (please specify)	4

Additional recommendations included increasing the amount of good, quality sit-down restaurants to offset the large amount of fast food only options along the corridor and to attract new, large retailers to the Corridor.

What types of uses/development do you NOT want to see?

Next, respondents were ask to rate the types of uses and development they do not want to see. The table below summarizes the types of uses and development that should be discouraged along the corridor.

Answer Options	Response Count
Residential	20
Retail	2
Restaurants	2
Entertainment	4
Services	3
Offices	12
Mixed commercial-residential	9
Mixed retail-office	5
Industrial/manufacturing	33
Civic/public	9
Other (please specify)	5

Additional recommendations included discouraging civic or public buildings along the corridor, siting adjacent communities as examples of misallocating potential commercial development opportunities. Banks, investment firms, fast food restaurants and industrial facilities were identified as the uses that should not permitted along the corridor.

How do you rate the following as it relates to the Corridor?

Next, respondents were asked to rate the existing infrastructure and uses along the corridor. Overall, the rating for elements such as streetscaping, sidewalks, uses and appearance rank lowed in the community’s eyes. Much needs to be down to bring the corridor up to the standards set by other assets and neighborhoods in the Village. The following table summarizes the ratings.

Answer Options	Rating
Streetscape	Poor
Lighting	Fair
Signage and wayfinding	Poor
Condition of streets	Poor
Sidewalks	Poor
Traffic circulation and access	Fair
Bicycle accessibility	Poor
Pedestrian friendly	Poor
Mix of uses	Fair
Overall appearance	Poor

What do you think the Village can do to improve the Corridor?

Last, respondents were asked what the Village can do to improve the Corridor there were many initiatives and opportunities identified. The recommendations have been organized into the following categories; infrastructure and access; image and appearance; gateway, signage and wayfinding; land use and development.

Infrastructure and Access

- » Enhance traffic flow by installing synchronized street lights
- » Install roundabouts at key intersections
- » Eliminate excessive curb cuts and parking lot entrances
- » Install pedestrian bridges or tunnels at the Metra Station
- » Mitigate conflicts from vehicles constantly entering and exiting properties from the corridor

Image and Appearance

- » Installing consistent streetscape and parking lot landscaping
- » Provide incentives to encourage existing buildings to upgrade their facades and lots
- » Provide sidewalks, bike lanes, safer crosswalks, parks and open space
- » Increase pedestrian and vehicular lighting
- » Enhance and preserve the appearance of the Hickory Creek Floodplain

Gateway, Signage and Wayfinding

- » Install desirable landscaping, decorative lighting, wayfinding and signage to help enhance the image of the community
- » Add trees in the median to serve as gateways to the Village
- » Install gateways to identify entrances into the Village, “Home of Proud Americans”
- » Consistent signage is needed to identify the entrance to the community assets like Village Hall, the New Lenox Public Library, the Metra Station, etc.

Land Use and Development

- » Complete construction on development in progress
- » Encourage new uses like Whole Foods, Starbucks and sit-down restaurants.
- » Discourage more fast food, banks and industrial uses from future developments
- » Encourage mixed use and residential around the Metra station
- » Provide development incentives to attract new commercial and residential investment
- » Manage vacant lots and buildings

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). 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 ‘right’.

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 in 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.

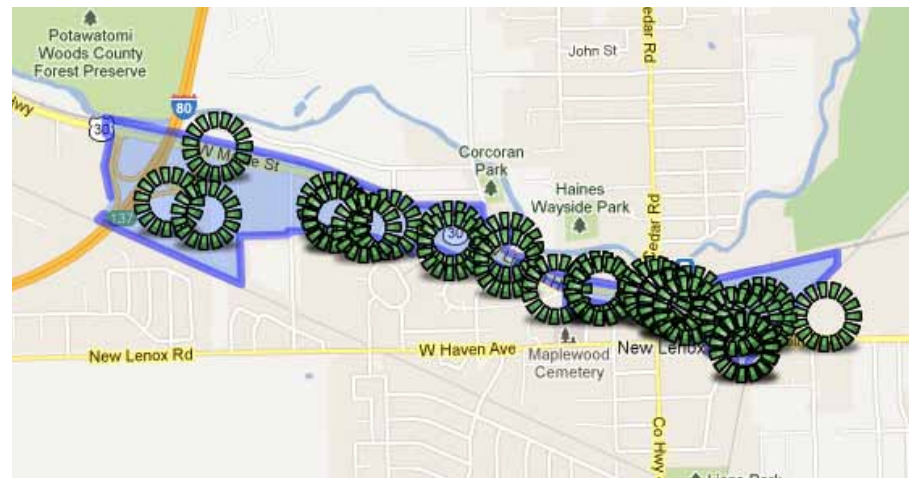
Poor Appearance. Areas that are unsightly or could benefit from additional landscaping or aesthetic improvements.

Other. All other points/issues not discussed.



Community Assets

- » Village Commons
- » New Development and facade improvements along the corridor; The Harris Bank, facade improvement on Nelson Plaza, Physical therapy business in the historic structure
- » United Methodist Church's wooded lot provides a unique setting along a 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



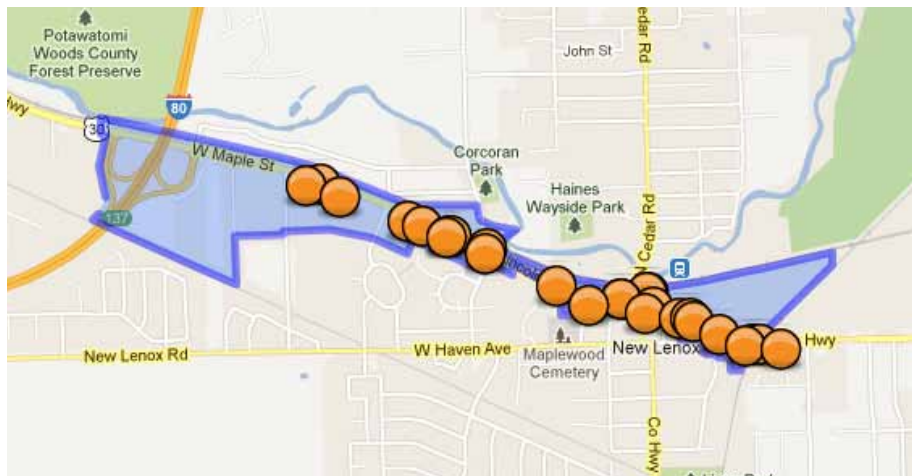
Development Priority Site

- » There are many sites along the corridor that are currently vacant or undeveloped and should be priority number one for investment
- » Some new restaurants near the theater
- » Many of the shopping centers (FIM center, Ace Hardware, and other marginal strip malls) 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



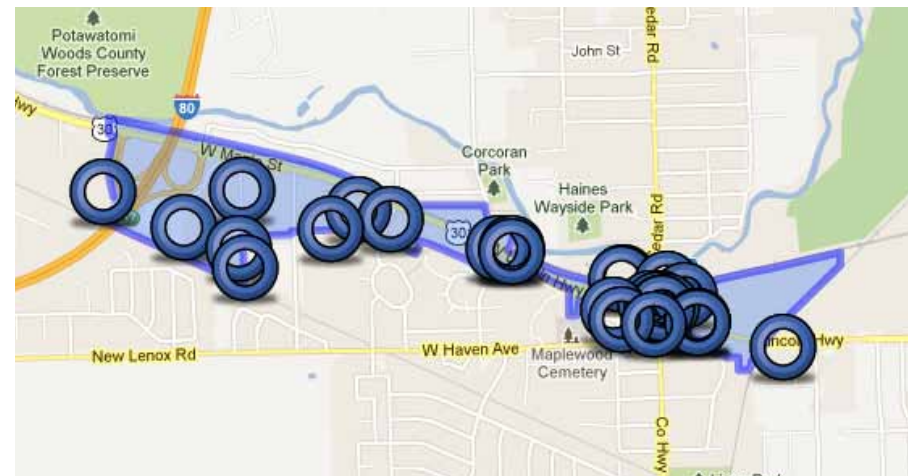
Problematic Intersections

- » Very difficult left turns from Veterans Parkway onto Route 30. Need to find a way to slow or provide breaks in the traffic
- » The intersections of Old Hickory Road/Vine Street and Route 30 are 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 vehicle moving too fast along the corridor, few breaks in the traffic and excessive curb cuts
- » Redevelopment should provide for interconnected rear access to side streets to reduce the number of confusing and dangerous parking lot 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 people attempt to jump into the left lane to avoid missing the light.
- » Poor road conditions, inconsistent reflectors in the pavement, in stretches of the corridor.
- » Provide wide sidewalks on both sides of Route 30 to make best use of the rail transit stop and make walking a viable means of transportation.



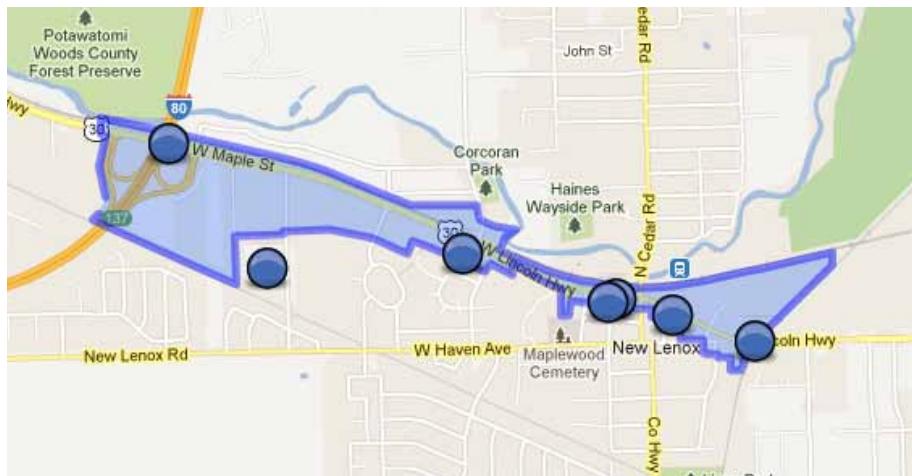
Undesirable Use

- » The K-Mart is a poor use of the location adjacent to the Interstate. The Parking lot is a waste of space and the building looks bad
- » The First impression of the community is fast food and banks
- » The FIM Center has vacancies and needs to be reinvested in.
- » The car sales lot at Old Hickory and Route 30 is in disrepair and under serves the corridor.
- » TJ's bar has sit 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.



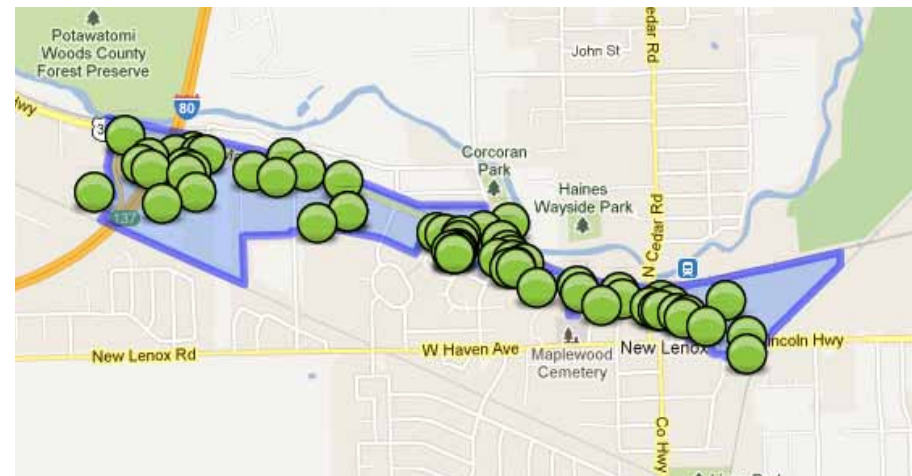
Key Transit Destination

- » 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.



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 the New Lenox and the Commons area, community assets, Old Plank Trail, and the Metra Station.
- » The look of the Route 30 along the 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 building, strip malls and plazas along the corridor appear outdated, run-down, and lack character.
- » Too much of the corridor is fronted by vast parking fields.
- » façade enhancements, onsite landscaping and screening, and parking lot resurfacing could increase the look and feel of the property.
- » 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.
- » The entire corridor needs landscaping and medians where possible.



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.

Section 3 Existing Land Use & Development

The Route 30 Corridor is a major commercial thoroughfare through New Lenox that is almost completely built-out. Over the past 60 years, the corridor has developed a variety of retail uses, commercial services, offices, restaurants, and auto-oriented uses. Several residential subdivisions are located in the areas adjacent to and near to Route 30. The New Lenox Commons, the new central green space and civic campus for the Village, was recently built just off of Route 30 and is a source of pride amongst residents. Additionally, the Corridor has accessible regional transportation infrastructure including direct access to Interstate 80 and the Rock Island Metra line.

For most of its history, the Corridor has developed with little overall planning. This has resulted in scattered and disjointed land uses characterized by varying building orientation, styles, heights, materials and setbacks; limited cross access and connectivity between adjacent sites; little accommodation for the pedestrian and lack of connectivity to adjacent residential neighborhoods; and, a lack of synergy between adjacent uses and business.

This section presents a review of the existing land use of the Corridor. The existing land use contributes to the context and framework from which the plan will build its recommendations.

Single Family Residential

One of the most predominant land uses in the Village, single-family residential consists of a single detached dwelling unit on one parcel. In many cases, this land use is buffered from commercial and other non-residential land uses by multi-family residential. There are several large single family residential subdivisions in and near the study area.

Multi-Family Residential

This land use consists of two or more attached dwelling units in a single building either on one parcel or with each dwelling unit on its own parcel. Multi-family residential is scattered throughout the Corridor.

Mixed Commercial

This land use features several different types of commercial activity ranging from storefront retail to service-oriented businesses. There are several mixed commercial land uses along the Corridor.

Retail

Retail is a commercial land use where the primary activity is the selling of merchandise directly. The Route 30 Corridor continues to be a center of retail activity for the village.

Service

Service is a commercial land use where the primary activity is the selling of services. Examples include heating and air conditioning repair and dry cleaning/Laundromats. Service land uses are commonly found near retail and other commercial establishments. There are several service land uses on the Corridor.

Restaurant

An establishment where food and beverages are prepared and served for the general public as the primary business. There are a mix of several restaurants along the Corridor. The mix includes fast food, sit down dining, and lunch/café style establishments.

Auto-Oriented Commercial

A retail and/or service commercial establishment where the primary activity involves automobiles. Examples include automobile sales and maintenance. There are several auto-oriented commercial land uses scattered along the Corridor.

Office

A land use where the primary activity is providing a workplace for employees of a business. There are a few office land uses along the Route 30 Corridor.

Industrial

A land use where the primary activity is the production, assembly, storage, or distribution of a good, where the process can sometimes produces some amount of pollution, odor, and/or noise. Industrial uses are usually buffered from residential uses. There is a very small amount of industrial land use on the western end of the Corridor.

Institutional

A land use where an organization provides a service in goodwill that is public, educational, or charitable in nature. The United Methodist Church is the largest institutional land use on the Corridor.

Public / Semi-Public

A land use owned by a government entity where the primary function is to provide a public service. The Village Hall, public library and police department are public land uses that surround the New Lenox Commons.

Vacant Lot

A parcel that does not have an active use that may be suitable for new development. There are several contiguous greenfield vacant lots near the New Lenox Commons.

Open Space

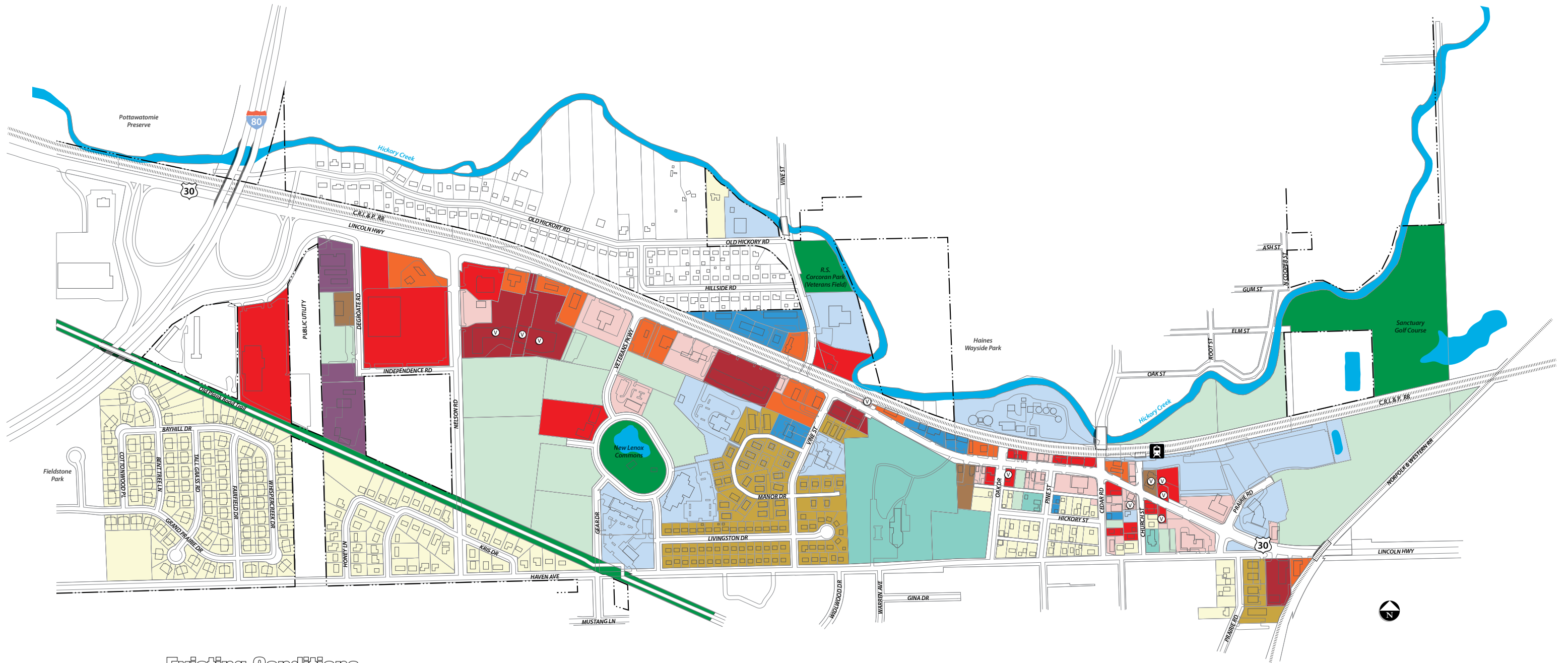
A land use featuring a lack of development that functions as either a public park, recreational area, or natural area. The New Lenox Commons and the Old Plank Road trail are two public open spaces within the study area.

Railroad / Metra Station

The main railroad line along the corridor serves both freight and passenger rail lines and it parallels Route 30. The Metra station is located on the east end of the corridor and serves people commuting to/from downtown Chicago.

Vacant Building

A building that does not have an active use. There are a few vacant buildings scattered within the study area.



SECTION Existing Conditions Existing Land Use

The illustration above documents the existing land uses within the Route 30 Corridor including the properties that are currently vacant as of December 2012. Existing land uses within the Corridor consist primarily of retail uses, commercial services, offices, restaurants, and auto-oriented uses.

Legend

Single Family Residential	Industrial
Multi-Family Residential	Institutional
Mixed Commercial	Public / Semi-Public
Retail	Vacant Lot
Service	Open Space
Restaurant	Railroad / Metra Station
Auto-Oriented Commercial	Vacant/Partially Vacant Building
Office	



Existing Conditions SECTION Significant Corridor Uses

The Route 30 Corridor features a wide range of significant land uses—many of which were identified by residents as recognizable landmarks during the community outreach workshops. Major retail uses such as the Jewel-Osco grocery store and the Nelson Plaza shopping center provide a myriad of shopping opportunities for everyday use. Entertainment options such as the AMC Showplace and Original Papa Joes restaurant contribute to the vitality of the Corridor. Important civic uses are located near the New Lenox Commons. These uses include Village Hall and the Public Library. The New Lenox Metra Station is a very significant feature on the east end of the Corridor as it is used by thousands of commuter and connects New Lenox to downtown Chicago.

Legend

- | | | |
|--------------------------------|---|------------------------------|
| 1 AMC Showplace – New Lenox 14 | 8 Lincoln Way Center | 15 New Lenox Travel |
| 2 Illinois Brick | 9 New Lenox Community Park District | 16 BMO Harris Bank |
| 3 Jewel-Osco | 10 New Lenox Village Hall | 17 BP Gas Station |
| 4 Walgreens | 11 New Lenox Public Library | 18 New Lenox Metra Station |
| 5 Nelson Plaza | 12 Kentucky Fried Chicken | 19 Silver Cross Professional |
| 6 McDonalds | 13 U.S. Post Office | 20 New Lenox Fire Station |
| 7 Original Papa Joes | 14 United Methodist Church of New Lenox | |

Section 4 Current Zoning & Regulatory Controls

Zoning is a regulatory tool used to control the types of uses and the built intensity permitted on specific parcels. Along the corridor, there are several zoning districts permitting pre-dominately commercial and residential land uses with a few industrial uses also permitted on a limited number of parcels. Public facilities, parks, and churches are permitted in every zone except for industrial districts.

Existing land uses in the corridor generally correspond to the existing zoning, indicating that the zoning map aligns with the built character and there are not many non-conforming uses. Based on the plan’s recommendations, it is possible that some amendments to the development regulations may be needed to implement the plan’s recommendations.

R-1 – Single Family Residence District

The intent of this district is to permit low density, single family residential land uses consisting of detached single-unit dwellings. This district permits additional uses that benefit residents living in the district such as schools, parks, and other suitable public facilities. Traditionally, single family residential districts are buffered from land uses that may be detrimental next to housing such as industrial uses.

While R-1 is common for residential subdivisions throughout the Village, the corridor has very few R-1 districts with single family residential uses. The New Lenox Commons, United Methodist Church of New Lenox, and the Sanctuary Golf Courses are notable land uses along the corridor that are zoned as R-1, but are not single family residential.

R-2 – Single Family Residence District

This district is very similar to R-1 in terms of permitted uses, but it allows slightly higher residential densities. For example, the lot width requirement is narrower and the yard setback requirements are shorter than the R-1 district. The permitted uses, however, are exactly the same as R-1.

Along the corridor, there are several single family, residential subdivisions zoned R-2. The residential neighborhoods located along New Lenox Road immediately west of Veterans Parkway south of the Old Plank Road Trail is the largest residential district with the Study Area. The second residential area is located north of New Lenox Road and west of Cedar Road within the historic core of the Village. Houses within this area are older (likely built before the 1950s) and more dense than the aforementioned district further west on New Lenox Road.

Additionally, the water treatment facility located off of Cedar Road north of Route 30 is zoned as R-2 as it is considered a public use.

R-3 – Multi-Family Residence District

Multiple dwellings on a parcel are permitted in this district, in addition to single family detached dwellings and two-unit dwellings. This district is intended to permit a medium residential density and have a combination of different residential dwelling types in an environment that also regulates open space. Mobile home parks are also permitted in this district, as are uses that are beneficial to residents living in the district. The site and structure requirements for this district dictate that no more than four dwelling units shall exist on a single parcel.

One large multi-family district exists along Vine Street south of Route 30. This district features a mix of both multi-family apartment style dwellings with shared common entrances and single family detached homes.

R-4 – Two-Unit Residence District

The R-4 two-unit district permits two-family attached dwellings (commonly referred to as “townhomes”) as well as single family detached dwellings and all uses permitted in R-2. In addition, agricultural uses such as gardening and general farming are permitted.

There is only one small R-4 district in the Study Area. It is an undeveloped agricultural parcel located on Haven Avenue west of Fairfield Drive.

C-1 – Neighborhood Shopping District

The intent of this district is to permit retail or service uses that supply convenience goods or personal services for the daily needs of residents living in adjacent residential neighborhoods. Shopping centers with off-street parking and loading are typically permitted in this district. The height restrictions limit buildings to two stories and the total building size to less than 25,000 square feet or a 0.5 floor-to-area ratio. In general, very large retail stores commonly referred to as “big boxes” do not exist in this district due to bulk limitations.

There is one area along the corridor zoned as C-1. It is located on the south side of Route 30 between Veterans Parkway and Vine Street. It is a sequence of three commercial parcels that have a bank, a strip mall consisting of approximately a dozen businesses, and a restaurant/cafe. All three parcels have surface parking lots with curb cuts connecting to Route 30.

C-2 – Community Shopping District

Primarily intended to provide shopping options for a broader geographic area including neighboring communities, the C-2 district contains a wider range of commercial uses and permits a higher density and larger building footprints compared to C-1. Most types of businesses and commercial uses, offices, and service establishments are permitted. All uses permitted under C-1 and are permitted under C-2; select multi-family residential uses such as apartments are also permitted.

The east end of the corridor is predominately zoned as C-2. From Oak Drive on the west to the Norfolk and Western Railroad to the east, the frontage along Route 30 is C-2. This area includes the Rock Island Metra Station and associated parking lot, which is the largest land use on the east end of corridor.

Other land uses in this area are a variety of low density commercial properties (some of which function in retrofitted former residential homes), a church, a Bank of America branch location, and the Silver Cross Professional Building, which hosts a variety of health professions.

C-3 – General Business District

The broadest commercial district in the zoning code, C-3 permits all businesses and services permitted in C-2 as well as warehouse and certain wholesale uses. Some limited industrial activities are also permitted. This district is geared towards a regional market area including people passing through the community. In many cases, automotive services exist in this district. The most common location for this district is along major thoroughfares and where large parcels of land exist that are suitable for large setbacks and safe ingress and egress. Site and structure requirements for this district enable large building footprints (up to 100,000 square feet or a 1.5 floor-to-area ratio).

Along Route 30, large areas of C-3 zoning exist on the west end of the corridor south of the highway between Veterans Parkway and Degroate Road. Land uses within this area include a large Jewel Osco supermarket, a Walgreens, the Illinois Brick light industrial business, few fast food restaurants, and several gas stations/convenience stores. There are also several large open fields currently used for agricultural purposes.

A smaller C-3 zone exists at the intersection of Route 30 and Old Hickory Road. Land uses within this area include a used automobile dealership, VFW Hall, and Corcoran Park.

C-4 – Automotive Service District

This district is intended to serve automobile-oriented land uses, and is generally located along major thoroughfares.

Parcels located in this district need to be adequately-sized and properly-located to permit setbacks, clear vision, and safe ingress and egress. Frontage Roads should be provided where possible. Drive-ins, car lots, and gas stations are common land uses within this district.

The only C-4 zoned districts along the corridor exist at the intersection of Route 30 and Old Hickory Road/Vine Street. A car wash and auto mechanic garage exist on the north side of Route 30 and a fast food restaurant and automobile supply retail shop exists on the south side.

C-5 – Office/Transitional District

Intended to serve as a buffer between intensive business areas and residential neighborhoods, the C-5 district permits office, residential, institutional, and support commercial facilities. A limited amount of retail businesses are permitted as well. The bulk regulations for this district dictate a moderate density level.

There are three parcels along the corridor zoned as C-5. The Provena Family Health Center at the intersection of Vine Street and Manor Drive is zoned C-5. Also, the single-story, multi-tenant office building north of Route 30 on Old Hickory Road across from the VFW Hall is also zoned C-5.

I-1 – Limited Industrial District

The intent of this district is to permit a select amount of light industrial land uses such as assembling establishments, bottling plants, light machinery production, and some light manufacturing businesses. Land uses within this zone are only permitted if they do not create appreciable nuisances or hazards. Wholesale and warehouse uses as well as commercial uses are also permitted in this district. Residential uses are not allowed.

The site and structure requirements permit a moderate density

development typical of light industrial facilities. No more than 60% of the parcel may be occupied by buildings/structures, and no building can be taller than 45 feet.

There is only one existing parcel zoned as I-1. The Degroate Petroleum Service business is located at the west end of Independence Boulevard, which connects to Nelson Road.

Off-Street Parking, Loading, and Stacking

The Village’s Code of Ordinances includes a chapter that regulates off-street parking, loading, and stacking. These regulations are commonly found in zoning codes to ensure two things: (1) adequate space is provided to create a functional on-site parking and transportation system for automobile traffic and (2) facilitate safe ingress and egress of vehicles to and from a parcel.

Off-Street Parking

The design, use, size, and number of spaces are regulated for off-street parking in the Village. Parking lot design standards include using all weather surfacing material to prevent dust, setting parking lot entrance widths between 12 and 35 feet, building landscape screening for lots facing residential land uses, providing stormwater drainage, and landscaping all open or unused areas surrounding or within the parking lot. Each parking space must be greater than or equal to 180 square feet (this suites a 10’ x 18’ space, which is adequate for most vehicles).

The number of parking spaces required for each land use is also prescribed in this section. A detailed table organizes multiple land uses under a general land use category (residential, commercial, office, industrial, schools/institutions/ places of assembly) and provides the parking requirement for each. All parking requirements are minimums. There are no

parking maximums. Shared parking lots for two or more uses are permitted. The total number of spaces for the parking lot must equal the aggregate number of spaces required for all land uses sharing the parking.

Loading

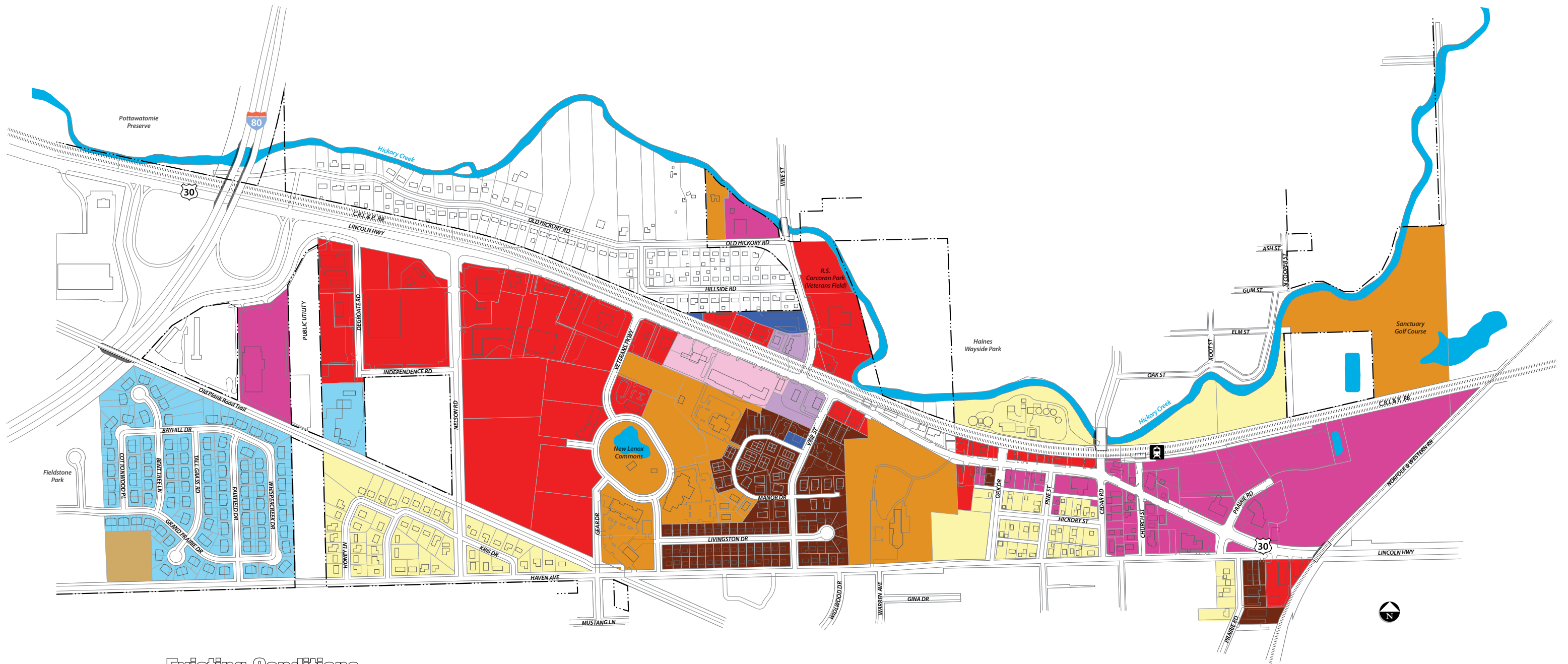
Loading for commercial and industrial land uses is regulated in this section in two ways: design/use and number of spaces. The code requires that each loading space be at least 25 feet in length, 10 feet in width, and 12 feet in height. No portion of a vehicle in a loading dock should protrude outward beyond the space provided. The space requirements for loading docks are based on the gross floor area of the land use.

Stacking

Stacking, or the queuing-up of automobiles in a line, is usually required for land uses that have drive-throughs and pick-up locations. Design regulations for stacking closely match the off-street parking regulations in terms of pavement material, screening, and stormwater drainage. Each off-street stacking space shall be at least 8 feet in width and 18 feet in length. Land uses that must meet specific stacking requirements include car washes, banks, restaurants, outdoor theaters (drive-ins), and funeral parlors.

Landscaping and Signs

As the planning process explores possible recommendations that address the appearance and urban design characteristics of sites and public areas, the Village’s landscaping and sign regulations will be examined to identify possible amendments that may be needed to further enhance the appearance and overall character of the corridor.



SECTION Existing Conditions Current Zoning

The current zoning along the Route 30 Corridor is illustrated above. All the lots within the Village are zoned, but there are development inconsistencies that have occurred over time. During the development of the Implementation Plan, an assessment of current zoning regulations will be needed in order to provide recommendations for future changes to the Village's Code of Ordinance.

Legend

- | | |
|--|--|
| R-1 – Single Family Residence District | C-1 – Neighborhood Shopping District |
| R-2 – Single Family Residence District | C-2 – Community Shopping District |
| R-3 – Multi-Family Residence District | C-3 – General Business District |
| R-4 – Two-Unit Residence District | C-4 – Automotive Service District |
| | C-5 – Office/Transitional District |
| | I-1 – Limited Industrial District |

Section 5 Transportation & Mobility

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 Lincolnway area. According to the Illinois Department of Transportation (IDOT), the study corridor averages between 18,800 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.

Signalized Intersections

There are six (6) traffic signals located within the study corridor. Existing signals are located at the following intersections and are illustrated on the Existing Transportation and Circulation Figure.

- » Interstate 80 Eastbound Ramp and US Route 30
- » Nelson Road and US Route 30
- » Vine Street and US Route 30
- » Cedar Road and US Route 30
- » Prairie Road and US Route 30

All other intersections with Route 30 in the study corridor are stop sign controlled, allowing through traffic on US Route 30 and requiring traffic along intersecting streets to stop before entering the US Route 30 right-of-way. The intersection at Vine Street is an offset intersection that creates additional complications in traffic control and turning movements. The intersection at Cedar Road is in very close proximity to Metra's Rock Island Corridor line and the New Lenox Metra station. The proximity of the Cedar Road rail crossing to the Route 30 intersections impacts the flow of traffic through the area when the crossing gates are engaged.

Access Points and Cross Access

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

The Existing Transportation and Circulation exhibit identifies the abundant number of curb cuts. High concentrations of curb cuts are located along the south side of Route 30 between Nelson Road and Vine Street. This area contains both a mix of strip commercial development and out parcel development patterns. Each commercial user or retail center generally has one or more access points directly onto US Route 30. There is a limited area of development along the north side of the street because of the Metra Rock Island line which travels parallel and adjacent to US Route 30 through a significant stretch of the study area. Between Vine Street and Cedar Road, there is a high concentration of curb cuts along both the north and south sides of the road. This area of the corridor is occupied with relatively shallow, single user depth commercial parcels. Each parcel generally has one or more access points directly onto US Route 30.

Despite the number and proximity of curbs cuts through the corridor, there is limited cross access between adjacent properties. The Existing Transportation and Circulation exhibit identifies the areas where cross access points currently exist between properties

Pedestrian and Bicycle Access

There are very few pedestrian and bicycle facilities located through the corridor. The areas where sidewalks do 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. Sidewalk areas are identified in the Transportation and Mobility illustration. Generally, there are more existing sidewalk segments present in the corridor between Vine Street and Cedar Road than there are between Vine Street and Nelson Road. Certain areas in the corridor have little or no space available for the installation of walks along the right-of-way because of the proximity of existing parking areas to the US Route 30 pavement edge.

In addition to the limited number of pedestrian walkways, there are no identifiable pedestrian cross walks 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.

Old Plank Trail Path

The abandoned railroad corridor makes up the 135-acre Old Plank Road Trail. The land was acquired between 1992 and 2006 and travels 21 miles from Joliet east through New Lenox, Frankfort, Matteson, and Park Forest. At each street intersection there are access points to link up to the multi-use trail. A key access point that provides parking in New Lenox is located at the intersection of the Trail and Schoolhouse Road (Co. Highway 63).

Turnlanes

There are a limited number of turn lanes provided through the corridor to provide protected turning movements onto intersecting streets and other private access points. Difficulty in making turning movements and fears of rear end collisions were common comments of participants during the community outreach sessions.

Left Turn Movements

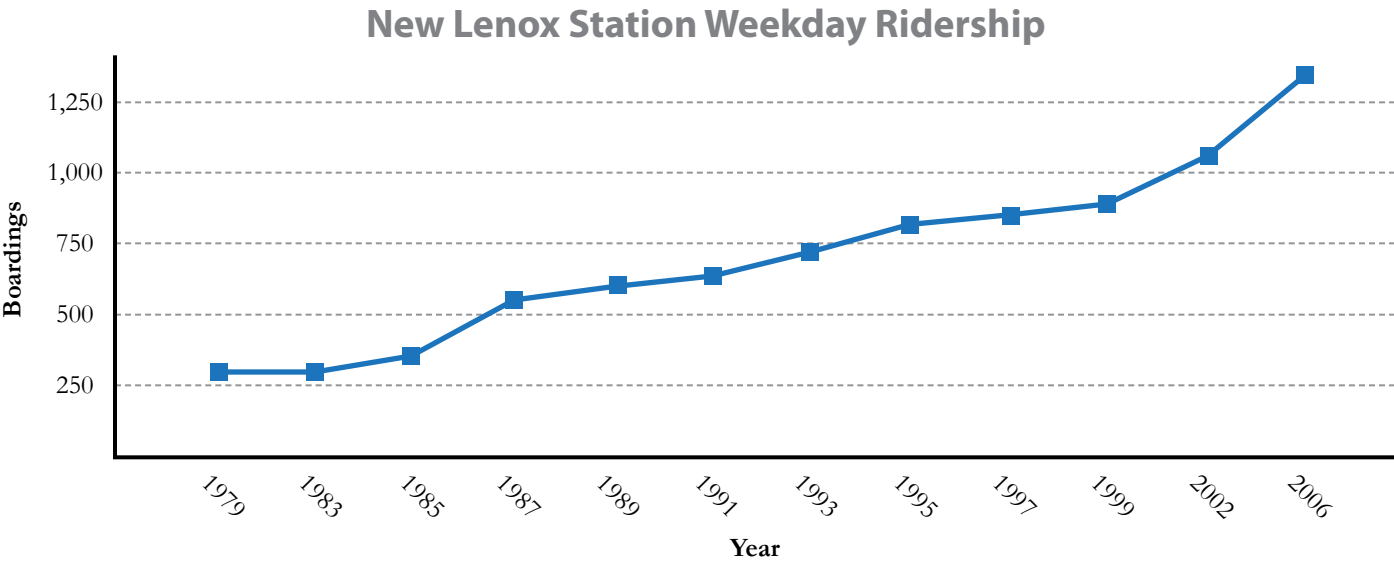
Left turn lanes with exclusive stacking depth are provided at the I-80 interchange signals, Nelson Road, Vine Street, Cedar Road and Prairie Road. The stacking area of the turn lanes at some of these intersections, while exclusive, is very limited. Competing and conflicting entrance points offer little room to provide turn lanes with greater storage depth. The remainder of the study corridor is generally served by a shared, continuous left turn lane that provides a protected turning movement area outside of the through traffic lanes. The proximity and abundance of curb cuts have created the need for this turn lane to be continuous without exclusive stacking areas for any particular access points. There are no left turn lanes or protected turning areas lying west of Vine Street for approximately one quarter mile.

Right Turn Movements

Right turn lanes with exclusive stacking depth are provided only at the I-80 interchange signal and at Nelson Road. There are no other protected right turn movements identified in the study corridor.

Public Transportation

The US Route 30 corridor 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. Both permit and daily fee parking areas are provided at the Metra commuter lot adjacent to the station. Access to the Metra parking is provided form Cedar Road, Church Street and Prairie Road. Metra ridership at the New Lenox station has shown significant increases during the past decade. The most recent data shows approximately 1,300 people boarding the Metra train in New Lenox on a weekday. No other public transit services were identified that currently serve the study corridor.





Existing Conditions SECTION **Transportation & Mobility**

Route 30 (Lincoln Highway) is a major arterial through the southwest suburbs of the Chicago region. Many transportation related issues were identified along the Route 30 Corridor during the community outreach activities conducted. The illustration above identifies key characteristics including signalized intersections, crosswalks, sidewalks, curb cuts, vehicular turn-lanes, and other existing transportation components.

Legend

- Signalized Intersection
- Non-Signalized Intersection
- Access Point/Curb Cut
- Cross Access
- Cross Access Prohibited
- Turn Lane
- Crosswalk
- Sidewalk
- Old Plank Road Trail
- Public Parking Lot

Section 6 Streetscape & Urban Design

This section focuses on creating an inventory and assessment of the various components that collectively provide the urban design fabric and overall character of the corridor. This section documents the condition of existing urban design components to serve as a foundation for the development of specific urban design improvement recommendations needed to strengthen the overall character, appearance, and sense of place along the corridor.

Pedestrian Amenities

Currently the Corridor has few pedestrian amenities that encourage or accommodate a walkable community. The Corridor lacks site furnishings such as benches, bike racks, and bus shelters; a comprehensive sidewalk infrastructure; access to transit (other than the Metra station); a safe buffer from Route 30, parkway trees, and parking lot screening. These elements, and others, make up the components necessary to create an inviting environment that encourages pedestrian mobility and overall sense of place.

Intersections and Crosswalks

Predominantly, the Route 30 is an auto-oriented corridor. There are few instances where the pedestrian is given priority over vehicular traffic. This lack of pedestrian prioritization is evidenced at most intersections, where poor or non-existent crosswalks and lack of pedestrian amenities create an unwelcoming and unsafe environment. In most cases, the sidewalk has no buffer from the road in the form of a landscape parkway or other buffer or setback. This situation creates an unsafe environment that discourages pedestrians from navigating the corridor.

Signage

In most cases, the business signage along the Corridor is what is permitted legally through the Village's sign regulations. 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.

Building Types

The Route 30 Corridor has developed over a large span of time, anticipating future growth projections and reflective of development practices that required little if any site amenities more commonly required by contemporary development regulations. Due to the uncoordinated development efforts, there is a mix of building types and uses, a lack of consistent streetscape investment throughout the entire corridor, and little coordination in on-site landscaping, signage and parking lot standards.

Existing Parkway and Street Trees

The existing parkway along the Route 30 Corridor is almost nonexistent. Street trees planted along the Corridor, with in the public right-of-way, are few and far between. There seems to be little coordination between parkway tree plantings resulting in inconsistent spacing, planting setbacks, a variation of plant species selected, and gaps in plantings all together. Planting street trees ranked as a one of the top issues discussed in beautifying the Corridor. A landscaped median was also mentioned but additional testing and research would need to be conducted as well and verifying with IDOT whether or not the Route 30 Corridor could handle the necessary traffic volumes after installing a planted median.

Parking Lots and On-site Landscaping

Many of the parking lots along the Corridor either pre-date the current Zoning Code or exist as non-conforming developments. As future development occurs, or if investment in existing sites becomes more viable, the Code requirements will serve as a great benchmark for enhancing the look of surface parking lots along Route 30.

Similar to the parking standards, on-site landscape standards within the current zoning ordinance will guide new development in installing landscaping that will beautify the properties along Corridor. 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.

Public Space

Linking developed areas to natural open space provides opportunities for all to enjoy the natural environment. Although limited opportunities may be present within the study area, public open space should be established where appropriate and desirable.

Railroad Conflict

The railroad that runs along the north side of the roadway presents a significant challenge in beautifying the Corridor. Within the study area, there are only three roads that cross the railroad at-grade to connect the north side of New Lenox to the Route 30 Corridor, Old Hickory Road twice and Cedar Road.

Without easy, safe, and direct access to the Village’s neighborhoods, uses along the corridor are underserved by local residents. The railroad, and the lack of pedestrian connections, requires residents to get into their vehicles to access their local stores. A few residents said this sometimes results in them passing up their local shopping options and driving down the road to adjacent communities.

Fencing

The Corridor doesn’t have many fences, but where they do occur, they are typically visually unappealing chain link fences. These fences do not provide screening and only serve to cut off access to properties. This limits pedestrian and vehicular connectivity and contributes to the unattractive clutter of the corridor.

Utility Poles and Overhead Lines

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 portion of this project, business owners and residents expressed their concern that the utility poles and overhead lines create a poor visual appearance.

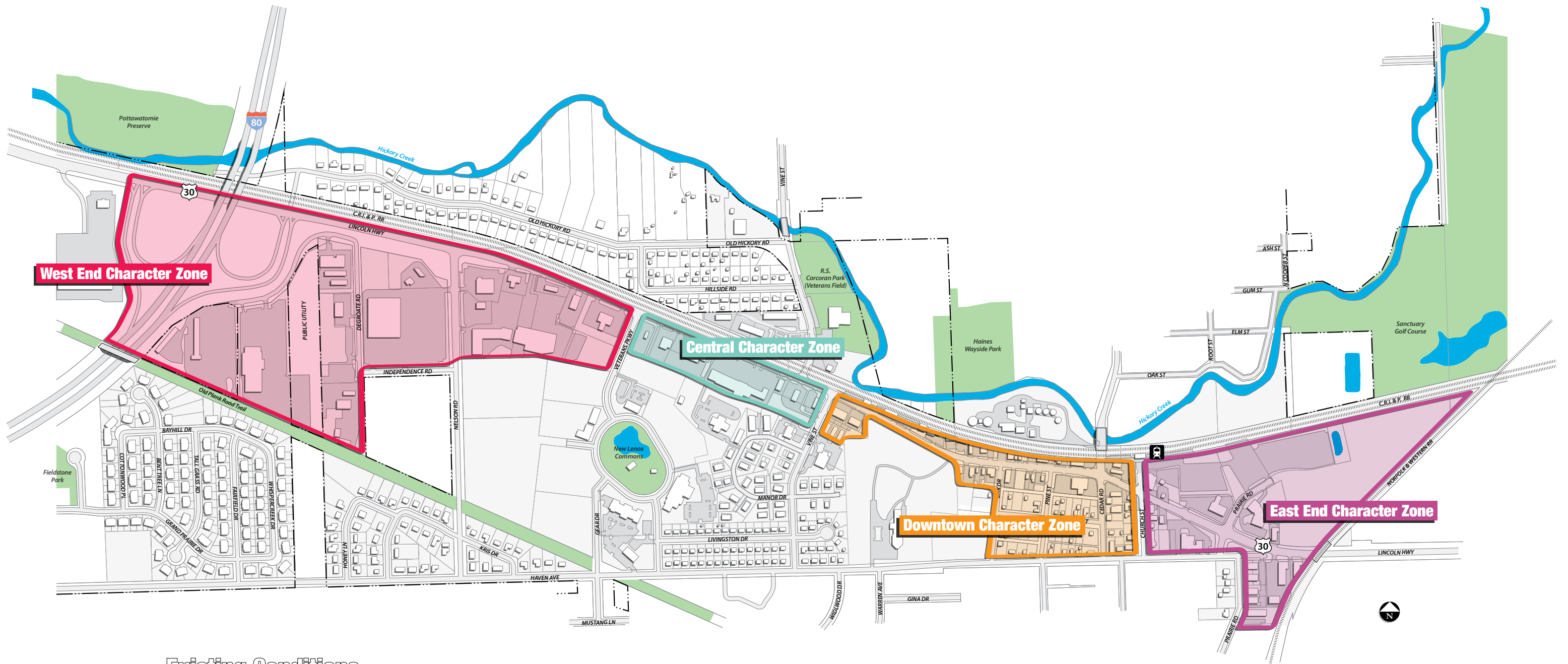
The scattered nature of the utility poles and overhead lines is highlighted on the following map. The utility poles and overhead lines are placed behind commercial buildings, within the parkway decreasing street tree plantings, and crossing the Corridor in many locations. The most significant installation 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.

Street 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 pedestrians, 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.

Water Treatment Plant

The water treatment plant is located just north of the railroad to the west of Cedar Road. Many residents and business owners cited as a major concern the undesirable smell produced when water is shifted during the water treatment process.



Existing Conditions SECTION ■■■■■■ Corridor Character Zones

West End Character Zone

This Zone is between Interstate 80 (which bounds the western edge of the study area) and Veterans Parkway. This portion of the Corridor is made up of the most recent round of new development. Uses include the Jewel, AMC Showplace New Lenox 14 Theater, Tom Kelly's Chop House & Pub, and Chase Bank.

Vacant, undeveloped, land exists that has the potential to become a part of a coordinated redevelopment plan. Many of the strip malls in this zone are currently vacant and are struggling due to visibility issues, the lack of investment in the region and the establishment of a corridor-centric commercial district in the east side of town, out of this study area.

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WORKING DRAFT

Central Character Zone

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

The expansive, mostly vacant, parking lots contribute to the overall unattractive "look and feel" of the Corridor. There are many gaps in the sidewalk, limited on-site landscaping, and the building facades are run down or dated.

This portion of the Corridor has no physical or visual connection to the New Lenox Village Commons which is a result of the lack of access to the Route 30 Corridor and no signage or wayfinding pointing the way. As a result the, Village Commons, which is a valuable asset for the community, is lost on the average visitor or commuter through the Village.

Downtown Character Zone

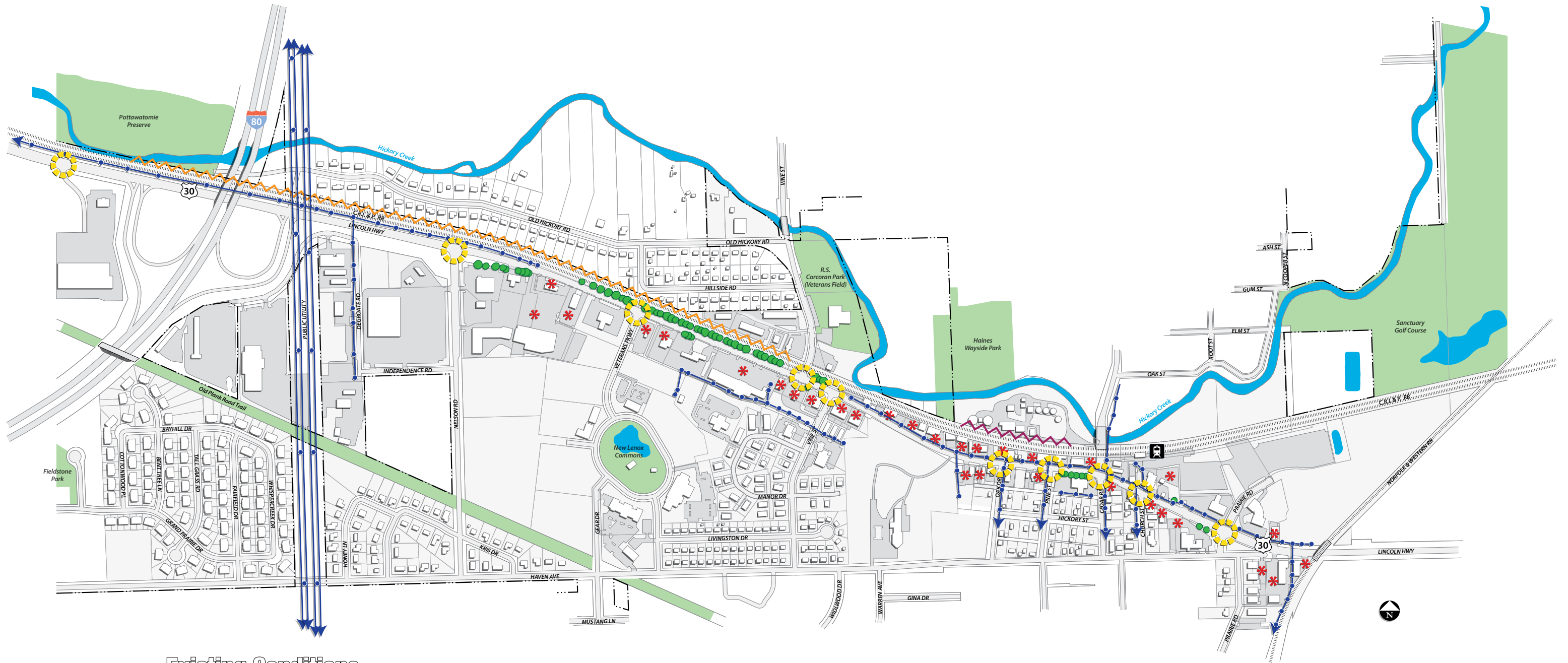
This Zone is between Vine Street and Church Street. East of Vine Street and Route 30 the railroad no longer directly fronts the road. In this Zone, many of the parcels on the north side of the Corridor are extremely shallow, some only as deep as 40 feet. The parcels on the south side of the road developed 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.

The Metra Station is difficult to navigate to and the lack of signage and wayfinding only creates a confusing circulation pattern.

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 and police station), multi-family and large parking lots.

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.



Existing Conditions SECTION Streetscape & Urban Design

The Route 30 Corridor suffers from an image issue since it lacks a coordinated streetscape or beautification program creating an undesirable setting for future investment or development. The “look and feel” of Route 30 was a common issue cited throughout the various outreach exercises conducted indicating that the Corridor currently fails to meet the level of expectations set by the Village and its residents. The illustration above focuses on the existing conditions within the public right-of-way which includes both the roadway (“from curb to curb”) and the public sidewalk (between the curb and the private property line.)

Legend

- Existing Parkway Tree
- Unsightly Parking Lot and Landscaping
- Lack of / Poor Pedestrian Crosswalk
- Negative Impact from the Railroad
- Negative Impact from the Water Treatment Plant
- Utility Pole / Overhead Lines

Section 7 Issues & Opportunities

During the initial steps of developing this report, many issues and opportunities were identified that will help inform the Implementation Plan as we move forward. After reviewing the existing conditions and evaluating what the next steps should be, the section highlights some of the key issues and opportunities that need to be addressed in the next phase. Although other issues will be examined during the next phase of the planning process, issues discussed in the following section include future redevelopment opportunities, mixed use nodes, pedestrian/bicycle circulation, cross-access, façade improvement programs, and sustainable initiatives.

Land Use

Priority Redevelopment Opportunities

Several sites along Route 30 represent opportunities for potential development and reinvestment. The report identifies sites that are most suitable for commercial and/or mixed-use development. In some cases, existing vacant structures would need to be removed to allow for redevelopment to occur. All of the opportunity sites feature direct or convenient access to Route 30, which provides access to both local and regional retail and serves the surrounding residential neighborhoods.

It is important to note, that 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, also be investigated and considered prior to considering development opportunities. Only by examining these conditions and factors for every parcel prior to development can the Village ensure that appropriate and desirable development is approved.

Land Use and Development Pattern

There are varying development types along the Route 30 corridor. Development near the Interstate 80 interchange serves a more regional context requiring development to be setback from the Corridor. This allows for better visibility from the Corridor as well as providing easy access to parking. In contrast, the “Downtown” area is constrained by shallow lot depths pushing buildings to be located adjacent to the public right-of-way and near the sidewalk. Over time, this established a streetwall that should be retained as future redevelopment occurs. This development pattern will require parking standards to be more flexible in the area to accommodate the needs while still maintaining a concentration of higher density development. The current zoning does not match the future land use in comprehensive plan which will also need to be assessed.

Establish a Mixed Use Node

The Cedar/Route 30 intersection should be set aside for higher density commercial and mixed-use development due to the close proximity to the New Lenox Metra Station and the fact that many of the uses/parcels in this area are vacant, appear run down, and are under serving the Village. There are opportunities for parcel assembly that should be considered to allow for larger-scale mixed-use development that can enhance the area around the Metra Station.

Zoning considerations that will need to be reviewed include:

- » Three story mixed-use buildings are not feasible in any commercial zone given current height restrictions (max height limit is 35’) and FAR restrictions
- » Much of the Corridor that is zoned C-3 should be zoned as a Mixed-Use District, which would need to be created
- » Mixed use development is permitted as a land use in select commercial districts on a restrictive basis
 - » C-1 zoning permits as a special use residence on the second floor of a business or for the proprietor of a commercial use
 - » C-2 zoning only permits some residential uses (apartments, dormitories, hotels/motel) as a special use
 - » C-3 zoning only permits hotel/motels by right
 - » C-3 zoning permits as a special use residence on the second floor of a business or for the proprietor of a commercial use
 - » C-4 does not permit any residential use

Zoning

After reviewing the current zoning ordinance there are aspects of the code that contribute to some of the issues identified in this section. The Implementation Plan phase will need to provide recommendations for zoning changes specifically with regard to land use, parking, landscaping and building height.

Many business owners and a few residents noted that the current development approval and permitting process can be cumbersome and overly time consuming. Recommendations should include reviewing the administrative procedures for issuing development and building permits to find any inefficiencies that can be removed.

Transportation

Traffic and Key Intersections

Signalized intersections should enhance vehicular traffic patterns, include wayfinding elements, and pedestrian amenities. Benefits of improving signalized intersections along the Corridor include improved safety and connectivity to adjacent neighborhoods as well as enhancing the appearance of Village’s image for motorists entering into and passing through the Route 30 Corridor. Key Intersection recommendations include:

- » Installation of a traffic signal and pedestrian cross-walks at Veterans Parkway, providing access to the New Lenox Commons
- » Enhancements and improvements for vehicle movements and pedestrian crossing at Vince Street
- » Enhancements and improvements for vehicle movements and pedestrian crossing at Cedar Road , providing enhances access to the Metra station, Metra parking and transit oriented redevelopment opportunities around the station site

Pedestrian Crosswalk Enhancements

Pedestrian connectivity is largely nonexistent in the corridor. A combination of sidewalk and trail enhancements along the corridor should be established to provide connectivity between neighborhoods, commercial areas, and civic/public facilities. Where feasible, sidewalks and trailways should be installed along the Route 30 public right-of-way to provide continuous connectivity along the corridor. Certain areas may lack available space to provide safe pedestrian areas within the traditional right-of-way. IN these areas, pedestrian ways should be internalized as part of and site redevelopments. Pedestrian and trail linkages should be provided in key locations to provide corridor connectivity to major destination points and retail/commercial areas. Key Pedestrian Linkage points should include connections to:

- » The New Lenox Commons and Civic use located there
- » The Metra Station
- » Existing and proposed commercial areas
- » Plank Road Trail via Nelson Road and through the New Lenox Commons

Pedestrian Crosswalk areas should be provided at the key intersections of Nelson Road, Veterans Parkway, Vine Street and Cedar Road.

Parking

Parking areas should be inventoried to determine areas where existing commercial and civic areas are either over parked or under park with regard to existing, available parking areas. Redevelopment planning should strive organize parking in a way provide shared parking opportunities and maximize the space available for redevelopment and installation of needed traffic and pedestrian improvements

- » No parking maximums (over parking could be a problem)
- » Multi-family dwellings have a 3 space per unit requirement (over parking)
- » Nothing stated in off-street parking code about permitting cross access between two or more lots.

Cross-Access

Significant portions of the corridor lack cross access areas that enable vehicles and pedestrians to move from one business to another without reentering the Route 30 right-of-way. Implementation strategies should focus on key areas to provide organized and functional cross access between existing commercial parcels and redevelopment areas. Similarly, appropriately designed cross access areas are identified, existing curb cuts should be modified and/or consolidated to minimize the number of access points to Route 30. The pattern of cross access ways should orient to the key intersections including the establishment of a new signalized intersection at Veteran’s parkway.

Pedestrian and Bicycle Circulation

With the creation of a continuous pedestrian corridor through the area, the opportunity emerges to create key north-south connectivity between the Old Plank Road trail and the Route 30 corridor. Areas of focus for this connection should include Nelson Road, The New Lenox Commons area utilizing Veterans Parkway and Gear Drive, and Cedar Road, enhancing the connectivity to the Metra station and any future transit oriented development around the station.

Improving pedestrian crosswalks at key intersections could improve pedestrian orientation and safety. Adding crosswalks with countdown signals, providing street furniture, and using a different type of paving material to denote crosswalks are a few strategies.

Possible Roadway Connections

The Issues and Opportunities map identifies recommended roadway connections and realignments that can make the Route 30 Corridor function safely and efficiently. Connecting streets can enhance transportation circulation and site access improving the appeal of redevelopment opportunity areas while linking adjacent neighborhoods and public uses to the Corridor.

Streetscape and Urban Design

Implement Corridor Streetscape, Gateway, and Wayfinding

A coordinated streetscape effort was cited as one of the top issues in enhancing the overall look of the Route 30 Corridor. The Implementation Plan will provide a framework for future installation of street trees, gateway features, wayfinding locations and other image related issues. The limited right-of-way, numerous overhead power lines, excessive curb cuts, and lack of sidewalks will be will be challenging to resolve and require careful consideration.

Other than the typical municipal signs announcing the arrival, and population, into the Village of New Lenox, the Route 30 Corridor lacks any significant gateway features or wayfinding elements. A coordinated wayfinding system should be installed throughout the Corridor to direct residents and visitors to public uses such as: Village Commons, library, schools, commercial nodes, parks, preserves, Old Plank Trail, and more.

On-Site Improvements

The Village should develop an On-Site Enhancement Program to help current property owners upgrade parking lots and install onsite landscaping. There are many ways to go about setting up enhancement programs and the Implementation Plan needs to highlight the different approaches to be considered.

Making parking lot and landscaping improvements was cited as one of the top issues contributing to the overall poor aesthetic along the Route 30 Corridor. Many of the parking lots along the Corridor are made up of vast asphalt fields with little to no landscaping breaking them up. The current zoning code has provisions in it that will produce a more appropriate circulation pattern, better on-site landscaping, and safer access points.

Parking Lot Improvements

For existing parking lots, the challenge will be in evaluating whether or not they are currently over-parked and if they can accommodate parking lot reconfigurations, resurfacing, and pedestrian circulation networks. In the “downtown” area, where parking availability is already a major concern, various strategies will need to be examined.

Landscape Improvements

To improve the image of the Corridor, many of the parking need to install perimeter/interior parking lot landscaping, planting islands, and vegetated buffers. This will help to break up the large fields of asphalt parking lots along the Corridor and reduce the rundown, outdated look by adding some plant material to the paved areas.

Façade Improvement

Many of the older businesses, strip malls, and fast food restaurants have a dated or run down look and are in need of façade enhancements or a complete redevelopment of the site.

The Village should develop a Façade Enhancement Program to help current property owners update their outdated or worn down structures. Similar to the Parking Lot Enhancement Program, there are many ways to go about setting up enhancement programs and the Implementation Plan should highlight different approaches to be considered.

C.R.I. & P. Railroad

The railroad to the north of the Route 30 Corridor presents a significant challenge in beautifying the Corridor as well as minimizing the barrier created between Route 30 and the surrounding residential neighborhoods. Within the study area, there are only three railroad crossings that connect the north end of New Lenox to the Route 30 Corridor, Old Hickory Road twice and Cedar Road. The Implementation Plan needs to provide recommendations for increasing vehicular/pedestrian circulation, installing buffers and screening, and identifying strategies to reduce train-related noise along the Corridor.

Water Treatment Plant

The water treatment plant is located just north of the railroad to the west of Cedar Road. Although this issue may fall outside the scope of this project, it does have a significant impact on the viability of establishing a mixed-use node in the “Downtown” area. The Implementation Plan should provide recommendations regarding screening/buffering, modifying the hours of turning over water sources that emit the smell, and other solutions that may be helpful in changing the air quality of the “downtown” area.

Stormwater

Portions of the Corridor are susceptible to flooding during heavy rains. The Implementation Plan should provide recommendations that reduce stormwater runoff such increasing the amount of area that is landscaped in the parkway, reducing oversized parking fields, and incorporating best management practices (bmps) into the zoning regulations to decrease the impervious surface percentages along the Route 30 Corridor.

Redevelopment Opportunity Sites

A This property is adjacent to the I-80 interchange and is currently occupied by the Illinois Brick Company, a heavy industrial user. With a potential Degroate Road extension to Route 30, this property has the potential to be a significant redevelopment opportunity along the Route 30 Corridor. There are many potential locations within the Village where the existing industrial use would be more appropriate. It is recommended that this use be relocated to a parcel that does not directly front the Route 30 Corridor.

B 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.

C This site is currently undeveloped. The property’s proximity to the New Lenox Commons (but lack of visibility from the Route 30 Corridor) makes this property an ideal location for an office or multi-family development oriented towards Veterans Parkway. A potential roadway extension to the north of the site could enhance site access. New redevelopment on this site should complement the New Lenox Commons by providing pedestrian amenities and aesthetically pleasing landscaping.

D 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 facade and improving the parking configuration and landscaping. Another option would be to completely redevelop the property and attract new businesses and uses.

E 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.

F Similar to Redevelopment Opportunity Site E, this property is located at a key intersection along the Route 30 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 would be redeveloped at the same time to create a single redevelopment opportunity.

G 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 mall 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.

H 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, site circulation and parking lot screening as the parcels are located between the Rock Island Metra railroad line and Route 30.

I Parcels within this area are shallow and are constrained by Route 30 and the Rock Island Metra railroad line. Currently, the area is made up of marginal uses and mostly rundown structures. However, there is the potential for this site 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 the redevelopment of this site.

J Most of the existing buildings/uses should be removed in this area. There is a great 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 residential/commercial district that is pedestrian-friendly.

K Currently a BP gas station, this parcel is on the prominent corner of Cedar and Route 30, which is the key connection to the Metra station. This parcel should be redeveloped to announce an entrance into “downtown” New Lenox by bringing the building up to the property line, encouraging three to four story buildings with commercial uses on the ground floor and residential uses in the upper floors. Redesigning the intersection would foster redevelopment of this site.

L Similar to Redevelopment Opportunity Site K, this parcel has the potential to be a downtown gateway property. This corner parcel should be redeveloped into a multi-story, mixed-use building. The building should be constructed up to the property line to promote the downtown feel of the district. Currently, the site has a 7-11 convenience store, which should be reincorporated into the new development.

M Currently, these parcels consist of two vacant buildings, unused parking lots, and an undeveloped parcel. With direct access to the Metra Station and two access points to the Route 30 Corridor, this location is one of the biggest redevelopment opportunities along the Route 30 Corridor. If the properties are able to be assembled, and perhaps obtain extra space from the Metra parking lot to the north, this site can be redeveloped as a large, mixed-use development including retail and commercial uses on the ground floor and residential uses on the upper-floors.

N 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 has potential for local commercial uses and/or multi-family development. New roadway and pedestrian access points would be required to make the site functional.



SECTION Issues & Opportunities

The illustration above identifies some of the issues and opportunities along the Route 30 Corridor. The recommendations are broken down into subcategories; Land Use, Zoning, Transportation, and Streetscape and Beautification. This section establishes the recommendations that will influence the drafting of the Implementation Plan.

Legend

- Opportunity Site
- Enhance Corridor Streetscape
- Key Intersection Enhancement
- Install Gateway
- Install Wayfinding
- Possible Roadway Extension
- Improve Gateway Landscaping
- Implement Facade Enhancement Program
- Implement On-Site Enhancement Program
- Install Screening / Buffering