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February 15, 2008

Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Attn: Phillis Johnson-Ball
Environmental Filing
STB Finance Docket No. 35087

Surface Transportation Board

CR-13087-1-1-3087

LaPorte, David L.

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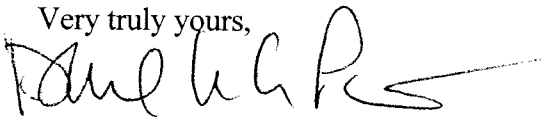
Co. Chicago, IL

Re: Our File: 50524-POR
Canadian National Railway Company & Grand Trunk Corporation

Dear Ms. Johnson-Ball:

Enclosed please find the original of the Village of New Lenox, Illinois' Comments Regarding the Scope of the Proposed Draft Environmental Impact Statement. Please contact me at the above number if you have any questions.

Very truly yours,



David L. LaPorte

dk

Enc.

Doc. 1305830

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY

AND GRAND TRUNK CORPORATION

-CONTROL-

EJ&E WEST COMPANY

**VILLAGE OF NEW LENOX, ILLINOIS'
COMMENTS REGARDING THE SCOPE OF THE PROPOSED
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

The Village of New Lenox, Illinois, for its Comments Regarding the Scope of the Proposed Draft Environmental Impact Statement to be prepared in the above referenced proceeding, states as follows:

INTRODUCTION

This submittal is made on behalf of the Village of New Lenox, Illinois ("New Lenox" or "Village") to comment on the Draft Scope of the Environmental Impact Statement ("EIS") published by the Surface Transportation Board ("STB" or "Board") on December 21, 2007. The Draft Scope of the EIS was published as part of the Board's consideration of the October 30, 2007 application by the Canadian National Railway Corp. ("CNR") for approval of its acquisition of the Elgin, Joliet and Eastern Railway

Corp. ("EJ&E"). On November 27, 2007 the STB issued a decision determining that Board approval of the acquisition would be a "major federal action significantly affecting the quality of the human environment," thereby triggering the requirements of the National Environmental Protection Act ("NEPA"), 42 U.S.C. §§4331-4335. The Board also determined that a full EIS, as opposed to the more limited Environmental Assessment normally sufficient in railway acquisitions, was required due to the potential adverse impacts the transaction would have on a number of communities.

On November 30, 2007 New Lenox timely filed its notice to participate in the proceedings as a Party of Record. The Board's December 21, 2007 publication set a deadline of February 1, 2008 for public comments on the scope of the proposed EIS. That deadline was subsequently extended to February 15, 2008. New Lenox now provides its comments regarding the scope of the proposed EIS and further welcomes and encourages the Board's Section of Environmental Analysis' ("SEA") further inquiry and communication with the Village as to local conditions, committed developments, planned land use, and any other information that will assist the SEA in its preparation of the draft EIS.

AN INTRODUCTION TO NEW LENOX

A. The Village of New Lenox

New Lenox is located in the east central portion of Will County, Illinois, amid one of the fastest growing regions in the United States. Between the 1990 and 2000 censuses, Will County's population grew from 357,313 to 502,266 a growth rate of 40

percent. Will County's population as of July 1, 2006 was estimated to be 668,217, and is continuing to grow at a rate of 2,000 to 3,000 per month, or 25,000 to 30,000 people annually. New Lenox is bordered by the City of Joliet to the west, and unincorporated Will County to the north, south, and east.

New Lenox has shared in this unprecedented growth. New Lenox's population grew from 17,771 in 2000 to 24,938 in 2006. There are currently 25 approved or under construction residential housing projects and 18 projects that are under current review and in various stages of development. These projects involve the construction of 4,839 single family homes, 1151 townhomes, and 1134 condominium units. New Lenox also has numerous committed commercial and retail development projects underway. New Lenox projects that upon development of all available residential parcels, its population will swell to 88,282, based upon 2000 census data indicating an average of 3.03 per person household. (New Lenox's 2004 Comprehensive Plan Update, Chapter IV, p. 8, attached hereto as Exhibit A). The Northeastern Illinois Planning Commission projects that New Lenox's population will exceed 100,000 by 2030. (Id.)

New Lenox has been challenged to meet the needs of its growing population. In this regard, a new high school to serve an additional 2,500 students, Lincoln-Way West High School, is currently under construction. Additional infrastructure improvements are also planned. These include intersection improvements at Gougar Rd. and Spencer Rd., widening of the Nelson Rd. at-grade crossing at the EJ&E tracks, and construction of a sanitary sewer pump station at Gougar Rd. New Lenox has implemented an

Extensive Bicycle and Pedestrian Facilities Plan, which includes constructing pedestrian and bike trails in the Commonwealth Edison Right-a-Way adjacent and parallel to the EJ&E tracts.

New Lenox supports the Northeast Illinois Regional Commuter Railroad Corp., d/b/a Metra's ("Metra") STAR Line proposal, as it is critical to serving the growing transportation needs of the region. The STAR Line project will provide suburb-to-suburb commuter train service and make use of 50 miles of existing EJ&E track. Metra is a Party of Record to this proceeding, and the Village defers to Metra to identify the impact, if any, the proposed transaction will have on the STAR Line project.

New Lenox's fire and emergency medical services are provided by the New Lenox Fire Protection and Ambulance District ("NLFPD"). The NLFPD services New Lenox and unincorporated New Lenox Township, with an additional population of approximately 20,000 from four firehouses, utilizing five engines, five ambulances, one aerial ladder, and eight support vehicles. The NLFPD is staffed by four full time personnel supplemented by paid on-call firefighters. Daily staffing is 12 firefighters. In 2006, with a Village population of near 25,000, the NLFPD responded to 2,481 calls, with an average response time of 4 minutes, 20 seconds.

The New Lenox Police Department ("NLPD") has 40 full-time sworn officers and one part-time officer, which is approximately 1.6 officers per 1,000 residents. In 2007 the NLPD responded to 30,087 calls for service. Staffing levels range from 3-7 officers

on-duty at any given time. The NLPD has one station located at 701 W. Haven Ave., which is north of the EJ&E. There are no police stations located south of the EJ&E.

Silver Cross Hospital at 1200 Maple Road in Joliet, IL is the closest hospital, about 5 miles from the Village's geographic center, and is the hospital of first choice by New Lenox emergency responders. Next year Silver Cross Hospital plans to begin construction of a new hospital at the intersection of I-355 and U.S. Route 6, in New Lenox. The emergency department of the new hospital will have 39 private treatment rooms, 11 surgical suites, and an interventional platform that integrates both surgery and imaging.

B. The EJ&E Right-of-Way Through New Lenox

The EJ&E bisects the middle of New Lenox from east to west for a distance of six miles. There are five at-grade crossings within New Lenox:

1. Gougar Road;
2. Nelson Road;
3. Cedar Road;
4. Spencer Road;
5. Schoolhouse Road.

Each of these roads run north and south. Gougar Rd. and Cedar Rd. are major arterial routes through New Lenox providing present and future access to Interstate Highways I-80 and I-355. The rapid growth of the region is reflected in the Average Daily Traffic ("ADT") statistics for these crossings, and is set forth in the following chart:

EJ&E PUBLIC AT GRADE CROSSINGS IN NEW LENOX

STREET	BRANCH	ADT	YEAR	ADT	YEAR	% INCREASES
Gougar Road (CH 52)	Mainline	5,000	04	9,975	07	99.5
Nelson Road	Mainline	5,300	04	5,300	07	0
Cedar Rd (CH 4)	Mainline	6,700	04	21,085	07	214
South Spencer Road	Mainline	1,800	04	2,115	07	17
Schoolhouse Road	Mainline	6,300	04	7,380	07	17

A true and accurate copy of the ADT studies are attached hereto as Exhibit B.

There are three existing residential neighborhoods abutting the EJ&E. They are Stonebridge (265 single family homes; approx. 860 residents); Liberty Square (180 single family homes; approx. 585 residents); and Windermere West (74 single family homes; approx. 430 residents). Additionally, there are five committed housing developments abutting the EJ&E. They are: Berens Field (82 townhomes' approx. 143 residents); Kammerer (182 single family homes; approx 590 residents); Village Station (949 mixed housing units; approx. 1,900 residents), Leigh Creek Estates (215 single family homes, 80 Duplex; approx. 840 residents), and Heather Glen (187 single family homes, 150 townhomes; approx. 870 residents). Thus, there are 2,472 existing and committed residential units (approx. 6,200 residents) directly adjacent to the EJ&E line.

There are seven commercial/industrial areas abutting the EJ&E. One of these areas, the Cherry Hill Business Park, includes a rail spur off the EJ&E. New Lenox is unaware of CNR's plan for this rail spur. Another, the Schoolhouse Road Industrial Park, is where the School District Transportation Facility is located.

The EJ&E also abuts the property on Gougar Rd. where construction of the new Lincoln-Way West High School is underway. As stated above, this new high school

will serve 2,500 new students. It is anticipated that 90% of these students will be traveling to school by school bus. Assuming 30-50 students per bus, this translates into 45-75 school busses each morning and afternoon, a large percentage of which will be crossing the EJ&E tracks at Gougar Rd.

C. **CNR's Proposed Transaction And The Increase In Rail Traffic And Hazardous Material Shipments**

The EJ&E segment running through New Lenox is south of the East Joliet Yards. This segment currently averages six trains per day, or a train every four hours during a 24-hour period. Under the proposed transaction, rail traffic is expected to increase to 28 trains per day, or a train every 51 minutes during a 24-hour period. The trains are expected to be up to 10,000 feet in length. There are approximately 2 miles, or 10,560 feet, between Gougar Rd and Cedar Rd. Therefore, each train will potentially cause near simultaneous traffic backups at each of the Village's two main north/south arterial routes.

In addition to the increased number of trains, the proposed transaction will result in a significant increase in the amount of hazardous materials, and perhaps the nature of the hazardous materials, traveling through the Village. Currently, approximately 51 car loads of hazardous materials pass through New Lenox each year. If the proposed transaction is approved, the number of hazardous material shipments is expected to increase to at least 353 carloads per year, an increase of 692%.

CNR's projection of increased train traffic and hazardous material shipments is of grave concern to the Village. On February 12, 2008 the Village Board of Trustees

passed "A Resolution Objecting to the Adverse Impacts to the Village of New Lenox Created by the Sale of the Elgin, Joliet, and Eastern Railroad to the Canadian National Railroad." The Resolution requests the STB to condition approval of CNR's application on CNR paying for the following mitigation measures:

1. Construction of grade separation roadway crossings at Gougar Rd. and Cedar Rd., and at all other feasible locations;
2. Any remaining at-grade separation crossings be improved to facilitate the designation of the crossings as "Quiet Zones;"
3. The transition point from dual tracks to single tracks be made outside the Village;
4. Installation of barriers such as sound walls or earthen berms along both sides of the EJ&E tracks between Gougar Rd. and Schoolhouse Rd;
5. Crossing improvements and signals for pedestrian crossings at each of the five New Lenox crossings;
6. The allocation of defined resources to address the increased risk of hazardous materials moving through New Lenox and written plans addressing how hazardous material spills will be handled;
7. Necessary accommodations for the proposed Metra STAR Line.

A copy of this Resolution is attached hereto as Exhibit C.

COMMENTS

NEPA and the STB's Environmental Regulations set forth categories of potential environmental impact that must be assessed in the EIS. The STB incorporated these categories into a "Draft Scope of the EIS" that was attached as Appendix A to the Board's Notice of Intent to Prepare an Environmental Impact Statement. These

categories are: safety, transportation systems, land use and socioeconomics, energy, air quality, noise and vibration, biological resources, water resources, environmental justice, cultural and historic resources, and secondary and cumulative effects.

While comments are provided on each of these categories, New Lenox emphasizes the need for local investigation and analysis, and sets forth a summary of the multitude of adverse impacts resulting from the CNR proposal and a request that the Board identify, study, and take these adverse impacts into consideration in determining whether to approve, deny, or approve with conditions the CNR proposal. At a minimum, if the CNR proposal is approved, CNR must be required by the STB to mitigate the significant adverse impacts this transaction will have on our Village. New Lenox welcomes and encourages the Board's Section of Environmental Analysis' ("SEA") further inquiry and communication with the Village as to local conditions, committed developments, planned land use, and any other information that will assist the SEA in its preparation of the draft EIS.

A. Proposed Period of Study

New Lenox believes that the scope of the EIS should include projections of vehicular traffic, loss of service at intersections near grade crossings, rail traffic, land use and population growth of at least 10 years from the anticipated closing date of the proposed transaction. New Lenox cannot emphasize strongly enough that interjecting the burdens imposed by the rail traffic increases and other issues raised by the proposed transaction into one of the fastest growing regions into the United States,

without careful, *long range* planning and infrastructure improvements, is a recipe for disaster. Indeed, the 214 percent increase in ADT at the Cedar Rd. at-grade crossing in the three years between 2004 and 2007 alone demonstrates the folly of assessing the affects of the proposed transaction just three years out. In this regard too, the scope of the EIS should include an analysis and projection of rail freight traffic increases over this 10-year period, and include proposed conditions on capacity maximums for CNR's use of the rail.

The general consensus of planners studying rail traffic in the Chicago-area is that metropolitan Chicago will see significant increases in rail traffic over the next 10-20 years. Therefore, it is grossly inadequate to simply compare current EJ&E rail traffic levels with CNR's projected traffic levels as the proposed transaction's measure of rail traffic increase. Rather, any projection of rail traffic levels should the proposed transaction be approved must also factor in the anticipated significant increased rail traffic expected within the Chicago area rail system as a whole. A 10-year projection of rail traffic, vehicle traffic, and population growth is simply consistent with sound urban planning principles. For these reasons, New Lenox believes that the scope of the EIS must include assessments and projections of the environmental impacts of the proposed transaction for at least 10 years from the anticipated closing date of the transaction.

B. Mitigation

Furthermore, the Draft EIS should include detailed proposals to mitigate the significant safety, transportation, and environment hardships the proposed transaction

will impose upon communities such as New Lenox, including an assessment of the costs and available funding for the mitigation. It must be remembered that the proposed transaction provides no discernible benefit to New Lenox, but instead threatens the safety, well-being, and quality of life of the entire community. Those who will benefit from the proposed transaction, including CNR, those companies filing letters of support for the proposed transaction, and the Chicago rail community as a whole, should be prepared to fund the necessary infrastructure and other improvements to mitigate the hardships caused by the proposed transaction. The scope of the EIS should assess the willingness of these private entities to fund the necessary infrastructure improvements and mitigation measures, as well as the availability of public funding.

C. EIS Categories

Having set forth generally the scope of the planning window and the need to set forth and assess mitigation proposals, New Lenox will comment on each of the EIS categories, and identify specific characteristics of New Lenox the Draft EIS should analyze and consider.

1. Safety

The proposed transaction raises serious safety concerns with respect to greatly increased accident probabilities at the at-grade crossings, emergency response times, the interaction of commuter and freight train traffic, and hazardous material transportation. The STB proposes to conduct at-grade accident probability analyses for all at-grade

crossings with ATD levels at least 2,500 or more. New Lenox agrees that the EIS needs to address at-grade rail crossing accident probabilities and safety factors, including at-grade crossing design issues. All at-grade crossings within New Lenox meet the proposed 2,500 ADT threshold for the safety analysis with the exception of South Spencer Rd., whose 2007 ADT was 2,115. It is readily apparent though that given the area's growth the ADT of South Spencer will soon meet the proposed 2,500 ADT threshold, if it does not already. Therefore, New Lenox believes the scope of any grade crossing safety analysis include the South Spencer Road crossing.

Furthermore, the Draft EIS should include an analysis of how the proposed plan will affect emergency services response times. New Lenox has significant concerns that the proposed transaction will dangerously delay emergency responders needing to cross the EJ&E. The nearest hospital, Silver Cross Hospital in Joliet, is on the north side of the EJ&E. The newly proposed Silver Cross Hospital will be in New Lenox, but also on the north side of the EJ&E. The great majority of growth in New Lenox is south of the EJ&E. The nearest alternative hospital is St. James/Advocate Hospital in Olympia Fields, 13 miles away. Emergency traffic needing to transport patients from south of the EJ&E to Silver Cross Hospital will undoubtedly face delays due to train traffic that will, at some point, have fatal consequences.

Mitigation of these significant and readily apparent safety concerns requires that CNR fund construction of grade separation roadway crossing at all feasible locations, with specific consideration given to the Gougar Rd. and Cedar Rd. crossings. The scope

of the EIS should include an analysis of the feasibility of grade separation crossings, at least with respect to Gougar Rd. and Cedar Rd., including an analysis of costs, and available private and public funding.

Critical incidents occur on a regular basis requiring multiple police officers to respond to a particular area. Any officer being cut-off by a train blocking one or more of the grade crossing places public safety in jeopardy.

The Draft EIS should include a safety analysis of all pedestrian and bicycle pathways that cross, or run adjacent or parallel to the EJ&E line. As stated above, New Lenox has adopted an extensive Bicycle and Pedestrian Facilities Plan that includes improving the Commonwealth Edison right-of-way running adjacent and parallel to the EJ&E tracks with bike and pedestrian trails. The Draft EIS should identify all safety issues related to the proximity of these trails to the EJ&E line and propose a plan to mitigate any such identified safety issues.

The six-fold increase in hazardous materials transported through the area is also a serious safety concern for New Lenox. New Lenox agrees with the STB that the Draft EIS needs to address the types and quantities of hazardous materials and hazardous substances that would be moving through New Lenox. The analysis should include a determination of the area's abilities to respond to hazardous material incidents and the need for additional training, cooperatively with CNR, for the region's fire fighters and other first responders. Existing contingency plans should be reviewed and updated.

Important to both the at-grade safety issues and the hazardous material issues is CNRs safety record, safety management practices, training, their hazardous material response plan, and the protocols and procedures they intend to put in place to ensure their shipments proceed safely through New Lenox and the other affected communities. The scope of the EIS should include a critical examination of CNRs safety record, including but not limited to a study of all CNR derailments and hazardous material spills or discharges in the past 10 years, their cause, the adequacy of CNRs response, and the corrective action taken by CNR.

The Draft EIS should include an analysis identifying and mitigating the safety issues surrounding the integration of the Metra STAR line into the rail system affected by the proposed transaction. As stated above, New Lenox believes the Metra STAR line to be a critical component of its transportation infrastructure and asset to meet the rapidly expanding transportation needs of its residents and workers. To the extent that safety issues may impair the ability for Metra to bring the STAR line to fruition, they need to be identified, addressed, and mitigated.

2. Transportation Systems

New Lenox agrees that the Draft EIS needs to address vehicle delays at rail crossings resulting from the proposed transaction. In addition to the safety concerns implicated by emergency responders unable to quickly proceed across the EJ&E, New Lenox is concerned that the proposed transaction will inhibit access to Interstates I-80 and I-355 from the portion of New Lenox south of the EJ&E. The Board is proposing to

study at-grade crossings with ADT's exceeding 2,500 or that are expected to experience significant increases in train traffic. Each of its at-grade crossings meet the proposed study threshold, but, to the extent they do not, New Lenox proposes that the Draft EIS address each at-grade crossing within New Lenox.

The current ADT levels for Gougar Rd. and Cedar Rd. indicate, on its face, that the proposed transaction will significantly impair the north/south flow of traffic within New Lenox and inhibit access to other major transportation routes. New Lenox believes that the proper mitigation of the significant adverse effect on New Lenox's transportation systems requires that a study of the feasibility of grade separation crossings, at least at Gougar Rd. and Cedar Rd., be part of the EIS process, including an analysis of costs and private and public funding sources.

The Draft EIS should also include an analysis of the proposed transaction's affect on the Metra STAR Line. This analysis should include the affect on the area's transportation systems if the Metra Star Line does not come to fruition, and proposed alternatives to address the transportation needs the Metra Star Line was intended to meet.

3. Land Use and Socioeconomics

New Lenox is concerned about the effect the proposed transaction will have on property values, the viability of the new housing developments abutting the EJ&E, and the resulting effect on New Lenox's tax base. There are five housing developments abutting the EJ&E involving the construction of 584 single family homes, 1,261

townhomes, and other housing units. New Lenox believes that each of these developments is solvent and will be built to completion. However, New Lenox fears that the proposed transaction will have a detrimental effect on the solvency of these developments, as the proposed transaction may slow sales and reduce value below the price point needed for developers to meet their financing obligations. The implications to New Lenox are manifest. Therefore, the Draft EIS must include an assessment of the effect the proposed transaction will have on the five new housing developments abutting the EJ&E, including plans to mitigate any such effects.

There are also three existing residential neighborhoods abutting the EJ&E involving 627 housing units and nearly 2,000 residents. The EIS should assess the effect the proposed transaction will have on their property values and plans to mitigate any such effect.

As stated above, New Lenox has adopted an extensive Bicycle and Pedestrian Facilities Plan that includes converting the Commonwealth Edison right-a-way running adjacent and parallel to the EJ&E tracks into bike and pedestrian trails. The scope of the EIS should identify all issues related to the proximity of these trails to the EJ&E line and how the increased rail traffic will impair the aesthetics of using the trails, the willingness of residents to use the trails with the increased train traffic, and propose a plan to mitigate any such issues.

4. Energy

New Lenox agrees with the Board's proposal to assess the energy impacts of the proposed transaction, however, suggests that SEA add to this category an analysis of increased vehicle fuel consumption waiting at the intersections near grade crossings during train crossings

5. Air Quality

In addition to the identified discussions concerning pollution increases from the CNR proposal, not only from CNR's proposed rail operations but also from the additional vehicular traffic resulting from those operations, the receptors to that pollution should be identified and factored into this environmental impact evaluation. *With nearly 4,000 existing residential units, it's Village commercial center, well over 3,000 school children adjacent to the EJ&J rail line, plus an additional 2,500 students in 2009, the Village has an intense interest in protecting the air quality and health of its community.* The Village's concern with air quality impacts from the CNR proposal certainly extends well beyond the area adjacent to the rail line, to the cumulative impact to air quality of this community and the region.

Further, the draft scope of the EIS does not identify how it will calculate the change in emissions generated from the proposed transaction. The calculation should distinguish between freight and non-freight activity; estimate emissions by operational mode (e.g., idling); account for the slow turn over in locomotives and potential for higher emission rates from older portions of the fleet; estimate emissions from freight loads, if any; estimate increase of coal transportation, consumption and emissions from

facilities that utilize that fossil fuel; and utilize emissions data collected from independent sources, rather than rely on rail industry reported data. If the SEA relies on a "standard" emission rate for locomotives, then it must condition CNR to use locomotives at that rate or better for any increase in rail use allowed. Likewise, consider mitigation conditions that prohibit idling within that portion of the EJ&E line within New Lenox; require all locomotives to be built or modified to meet the more stringent federal air quality standards; place mandatory limits on empty freight mileage; and, require, at a minimum, a percentage of locomotives to use low-sulfur locomotive diesel fuel (reducing PM-10 emissions). Freight rail is a major source of NO_x and PM-10 omissions and, particularly in the Chicago-metropolitan and surrounding area where freight rail is a high contributing source to those emissions, no proposed increases should be allowed and, rather, decreases should be demanded.

Finally, in consideration of accidental spills and releases, the draft scope EIS states that the safety record of the CNR will be considered "to the extent available". This contingency is not acceptable. If the record is not available, then worst-case scenarios based on available data should be used in this evaluation. Moreover, if the record is provided by CNR, it should be disclosed publicly for comment and verified by SEA prior to reliance on it.

6. Noise and Vibration

New Lenox believe that all portions of the EJ&E track within its boundaries should be subject to noise and vibrations studies. New Lenox notes that it currently has

sensitive receptors along much of the EJ&E route, including existing residential neighborhoods and schools. Any noise and vibration analysis should also give consideration to future sensitive receptors, such as the above mentioned committed residential developments and new high school.

SEA should ensure that the EIS studies noise levels and models the impact for increased freight traffic of the size and type proposed by CNR, using a model, such as CREATE, that will take into consideration noise variables (e.g., pass-by noise and stationary noise; day and night noise levels; land use; condition of track; freight cars). SEA should also require CNR to use noise reducing technology for diesel locomotives, such as exhaust silencers.

As for vibration, SEA should ensure that the study includes evaluation of maximum levels from a single event involving the maximum number of train passings of a single point on the existing and proposed expanded track (e.g., if three tracks, then three freight trains). The analysis should include the freight trains at the maximum proposed length of 10,000 feet and resulting additional period of time for vibration event.

Both the noise and vibration analysis should take into consideration high sensitivity and residential land uses adjacent to the tracks. If CNR's proposal is approved, the approval should be conditioned on the assumptions of the study and any mitigation that is required to put noise and vibration into acceptable ranges.

The Draft EIS should include an analysis of the feasibility of constructing barriers such as sound walls or earthen berms along both sides of the EJ&E tracks between Gougar Rd. and Schoolhouse Rd, including an analysis of private and public funding availability.

7. Biological Resources

The study should not be limited to federal endangered species or designated critical habitats and should include State of Illinois endangered species and State threatened species. The EJ&J rail line is within 2000 feet of eight parks and crosses the Jackson Branch Creek, a tributary of the Jackson Creek. The Jackson Creek is the largest of three major streams that run through the Midewin National Tallgrass Prairie. Jackson Creek, however, is not only a high quality stream, but is one of the "least disturbed streams in Northeastern Illinois" (Glass, 1994). The Jackson Branch runs southwesterly, from northeast of the railroad tracks that are a subject of the proposal, into the Jackson Creek. The railroad crosses Jackson Branch with an outdated, depleted, and much in need of repair concrete overpass. Photos taken today of this overpass are attached as Exhibit D. Not only is the structural stability of this overpass as a safety concern, meriting study as part of Section 1., above an obvious issue, but equally important is the impact of this crumbling structure, the trains passing along it overhead, and the operational and construction practices on the track to the Jackson Branch flowing below.

One mussel, an Illinois watch list species, the ellipse (*Venustaconcha ellipsiformis*) inhabits Jackson Creek (Glass, 1994). This species is rare in the Midwest and has disappeared entirely from the state of Ohio. Moreover, in a recent Biological Assessment of The Jackson Branch Of Jackson Creek that was prepared for the Village in December 2007, another Illinois State threatened species was identified. Several slippershell mussels (*Alasmidonta viridis*) were located along the area of study, which included the area under the rail overpass.

The Jackson Creek and Jackson Branch are critical natural resources that, along with the biological resources within them, including but not limited to the threatened mussel species, should be protected. The Biological Assessment must be specifically identified and considered as part of the Draft EIS evaluation in conjunction with additional measures to protect and prevent impact to Jackson Branch and its inhabitants.

Additionally, in all areas of rail construction (including, but not limited to improved rail connections, sidings, and second tracks), special measures should be taken to protect these areas from impact, runoff, sedimentation, and contamination.

Further, the Draft EIS should consider operational procedures of CNR that have a potential impact on biological resources, such as any pesticides or de-icers used in track maintenance and prohibit the use of such measures.

Additionally, the Draft EIS should include an evaluation of increased rail traffic on biological resources, including but not limited to impacts from emissions. Finally,

the SEA should ensure that the Draft EIS addresses biological and, as discussed below, water resources in response to accidental spills and releases.

8. Water Resources

The Draft EIS should not be limited to impacts as a result of construction. It should include an evaluation of additional track use, increased emissions, and operational procedures and chemical/pesticide use by CNR in determining potential impact to water resources.

Additionally, particularly in areas adjacent to and involving tracks crossing water resources, such as creeks (the Jackson Branch in New Lenox) and streams, preventative rather than just mitigation measures should be evaluated and implemented.

Finally, it is critical that the Draft EIS address the protection of the New Lenox potable water supply. New Lenox has two community wells that are located approximately one-half (1/2) mile from the railroad tracks. Although the Village is currently connected to Lake Michigan as a water supply, these wells are maintained in the event their use is needed. The Draft EIS should include an analysis to the potential impact to these, and any other potable wells located within at least a one-mile distance from the tracks.

9. Environmental Justice

New Lenox agrees that the draft EIS should address environmental justice issues, including an analysis of the demographics of the New Lenox neighborhoods where

double tracking may be proposed, and where the projected rail traffic will increase to above eight trains per day. New Lenox believes that each of its neighborhoods meet this criteria.

10. Cultural and Historic Resources

New Lenox agrees with the Board's proposal.

11. Secondary and Cumulative Effects

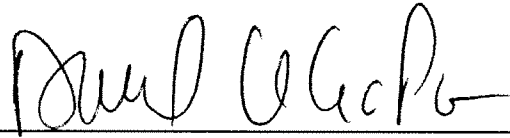
New Lenox agrees with the Board's proposal to address the secondary and cumulative effects of the proposed transaction. New Lenox, together with its neighboring communities and Will County, are investigating and assessing the secondary and cumulative effects of the proposed transaction and welcome the opportunity to provide the Board with further input on this issue.

CONCLUSION

Approving the proposed transaction without careful, long range planning and a commitment from CNR to fund the necessary infrastructure improvements and mitigation measures will have disastrous effects on the safety and quality of life of the New Lenox community and the region as a whole. Indeed, interjecting the increase in train traffic projected by CNR into one of the fastest growing regions in the United States without first ensuring these infrastructure improvements and mitigation measures are in place is gross negligence. New Lenox strongly encourages SEA to further seek local participation in the EIS process, to further communicate with and inquire of local officials as to local conditions, planned land use, committed

developments, and any other local condition or issue that will aid SEA in fully assessing the safety, transportation, and environmental impacts of this transaction.

Respectfully submitted,



David L. LaPorte, one of the attorneys for the
Village of New Lenox

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A

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

VILLAGE OF NEW LENOX BOARD OF TRUSTEES

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

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

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

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

ORDINANCE NO. 1586

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ordinance No. 1586

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

Marcia Engert
VILLAGE CLERK

APPROVED this 27th day of October, 2004.

Don Orville
MAYOR

ATTEST:

Marcia Engert
VILLAGE CLERK

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Appendix A

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Purpose of the Plan

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

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

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

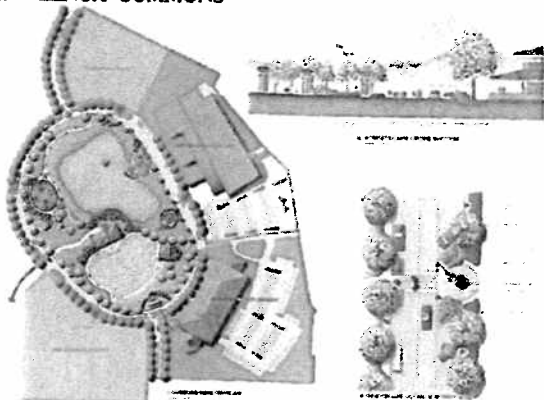
Components of the Plan

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

Community Assessment:

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

NEW LENOX COMMONS



Goals and Strategies:

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

Future Land Use:

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

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

Implementation Programs:

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

Organization

The document has been divided into seven chapters:

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



The Planning Process

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

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

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

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

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

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



Chapter I, Community Assessment

Introduction

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

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

Demographic Profile

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

Population Growth Trends and Projections:

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

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

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

Table 1
Population Growth Trends and Projections

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

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

Age Distribution:

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

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

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

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

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

Racial Distribution:

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

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

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

Source: 1990 and 2000 Census

Table 3
Racial Distribution

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

Source: 1990 and 2000 Census

Income Characteristics:

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

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

Table 4
1999 Income Characteristics

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

Source: 2000 Census

Housing:

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

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

Table 5
Housing Characteristics

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

Source: 1990 Census, 2000 Census

Table 6
Median Home Value

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

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

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

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

Table 7
Residential Unit Type Analysis

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

Source: Village of New Lenox

Employment:

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

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

Table 8
1990 and 2000 Employment by Industry

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

Source: 1990 Census, 2000 Census

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

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

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

Table 9
Major Employers in the Regional Market Area

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

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

Existing Land Use

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

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

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

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

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

Table 10
Existing Land Use, Corporate Limits and Planning Area

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

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

Notes:

¹ Village Hall, Park District Headquarters, etc.

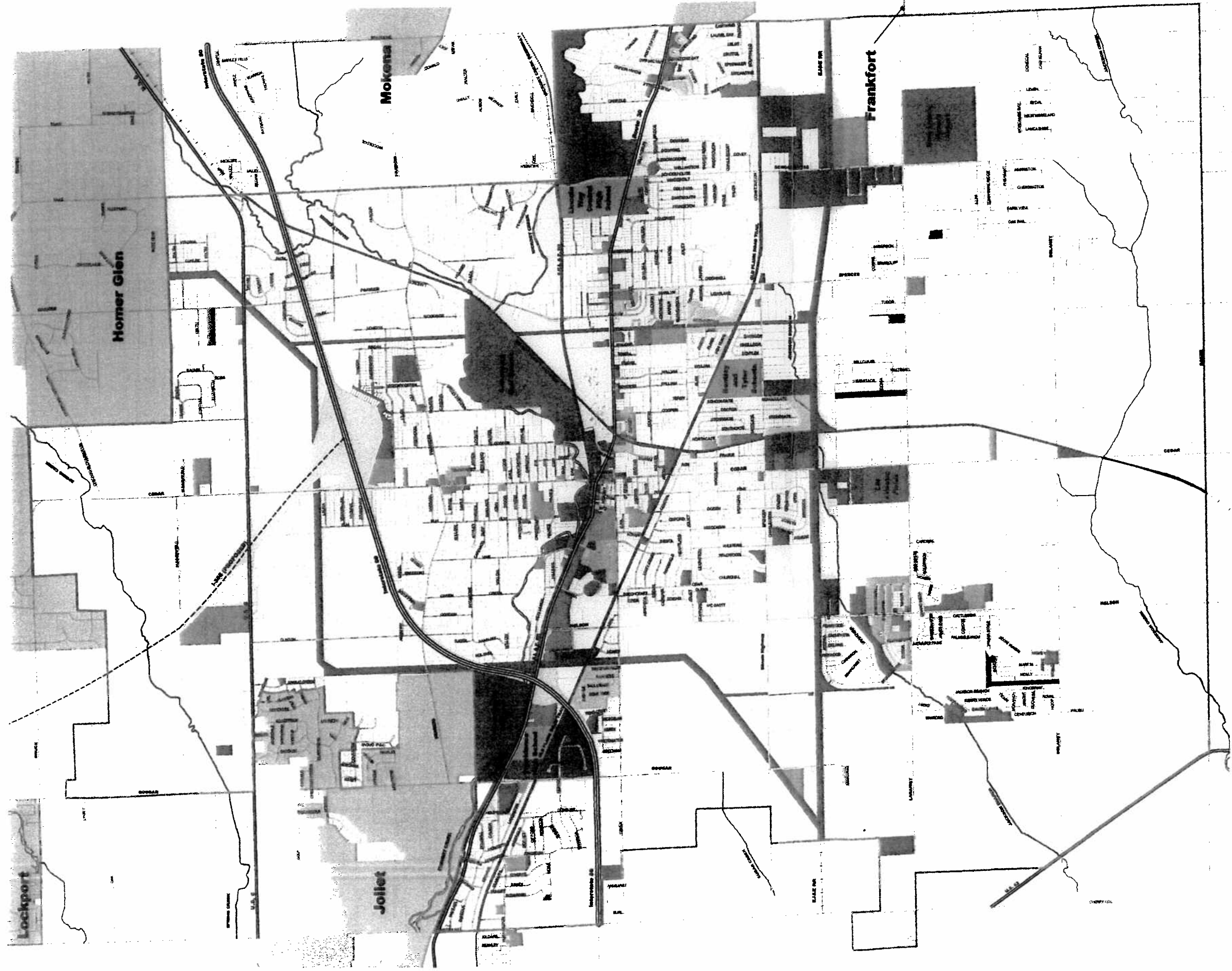
² Airport, Metra Station, etc.

³ Schools, Churches, etc.

Agricultural/Vacant:

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

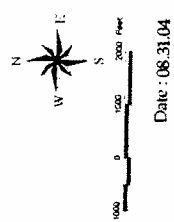
and its planning area (30.97 percent and 54.40 percent, respectively). The soils maps indicate that much of these lands are good to fair farmlands.



Existing Land Use Map

Figure I-1
Village of New Lenox
 2004 Comprehensive Plan Update

- LEGEND**
- Existing Land Use**
- AGV - Agriculture/Vacant
 - ER - Estate Residential (> 1 unit/acre)
 - LLDDR - Large Lot Residential (1.0 to 2.0 units/acre)
 - LDR - Low Density Residential (> 2.0 to 3.5 units/acre)
 - MDR - Medium Density Residential (> 3.5 to 6 units/acre)
 - HDR - High Density Residential (> 6.0 to 10 units/acre)
 - NC - Neighborhood Commercial (< 3 acres)
 - CRC - Community/Regional-scale Commercial (3 acre or larger)
 - O - Office (< 10 acres)
 - PR - Parks and Recreation
 - Forest Preserves
 - SDR - Stormwater Detention/Retention
 - IN - Institutional
 - MG - Municipal/Government/Public and Semi-public
 - IWD - Industrial/Warehouse Distribution
- Transportation**
- I-355 Proposed
 - Interstate 80
 - Highways
 - Road Centerlines
 - Railroads
 - Recreational Trails
 - Other
- Other**
- Parcel Lines
 - Water Features
 - Planning Area
 - Adjacent Communities
 - I-80 and Proposed I-355 R.O.W.



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

Residential:

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

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

Commercial/Office:

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

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

Industrial:

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

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

Parks, Recreation and Open Space:

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

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

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

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

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

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

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

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

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

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

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

Municipal/Governmental and Public/Semi-Public:

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

Institutional:

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

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

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

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

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

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

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

Chapter II, Planning Factors

Planning Factors

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

Boundary Agreements/I-355 Sub-Area Map:

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

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

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

Taxing District Boundaries:

Figure II-2 identifies the taxing district boundaries for:

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

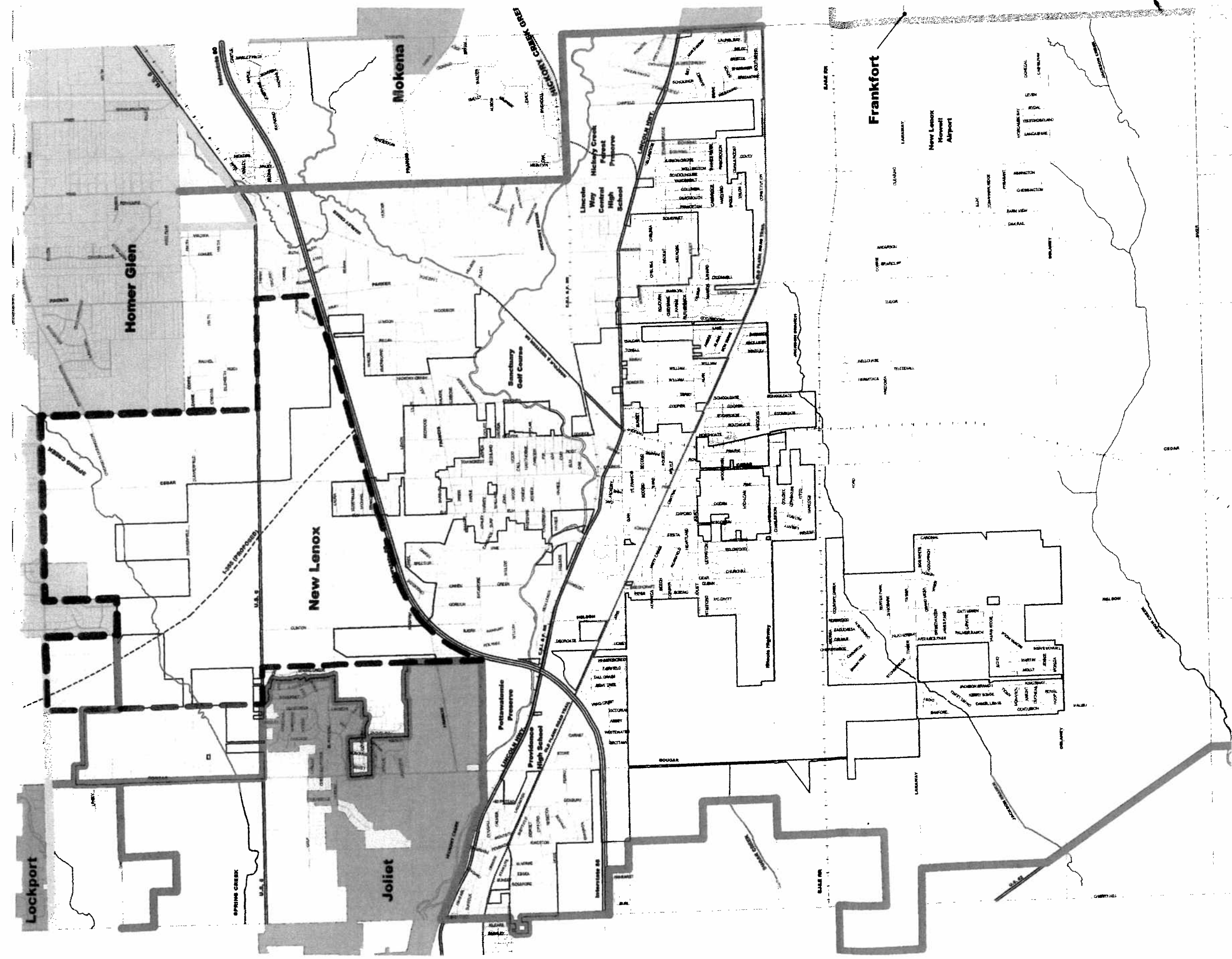
General — There are many overlapping taxing districts serving the community. Most follow New Lenox Township boundaries, although some overlap of boundaries occurs at the edges of the community. Most developed portions of the Village are served by New Lenox taxing districts. Residents of New Lenox who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

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

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

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

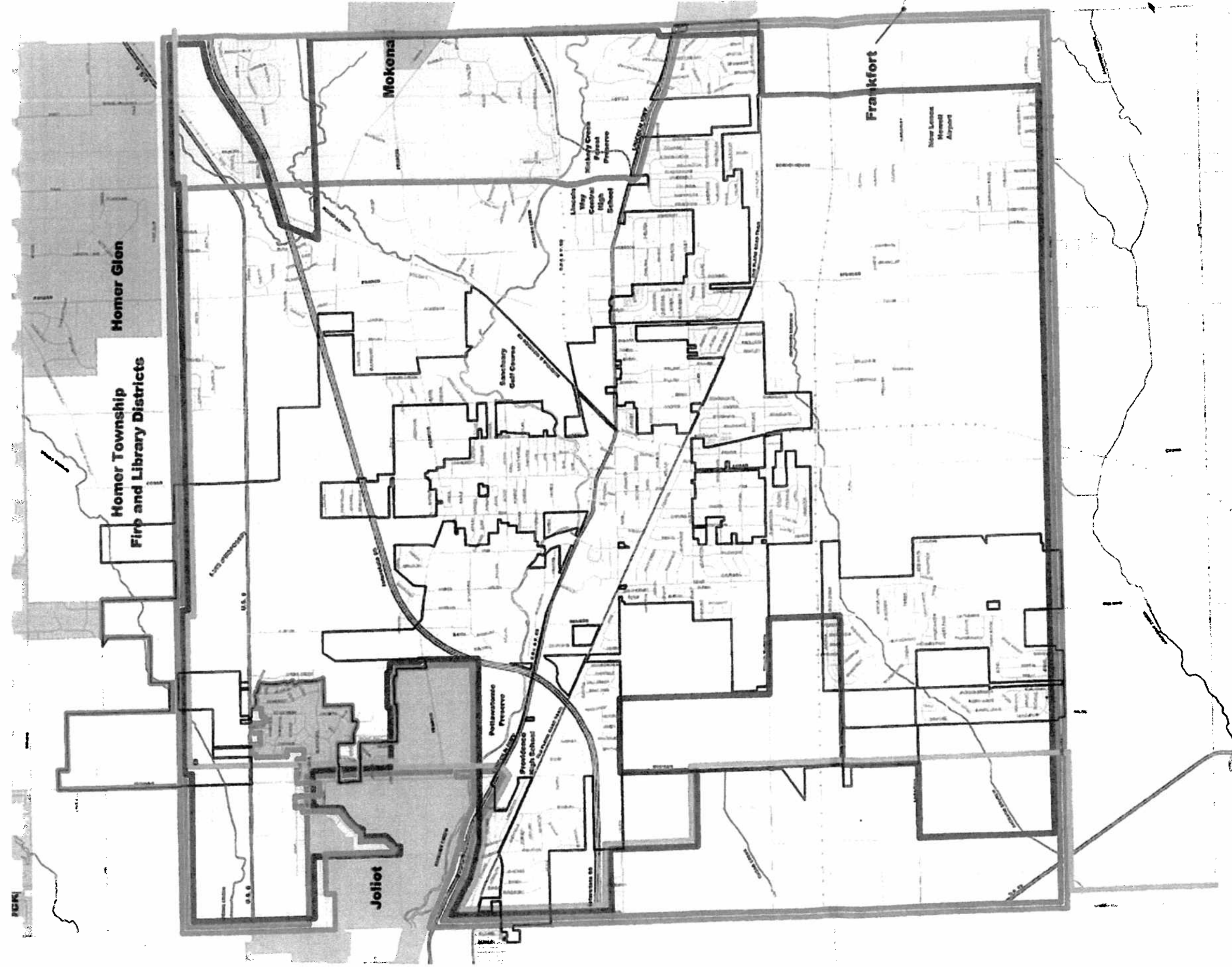
The area within District #122 and District #210 is growing at a pace challenging for the districts to provide adequate school facilities. Therefore, meeting school needs was one of the top priorities identified as part of the visioning session held with elected and appointed officials. This includes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



Boundary Agreements/ I-355 Sub-area Map

Figure II-1

Village of New Lenox
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Taxing District Boundary Map

LEGEND
Taxing Districts
 Western Boundary For Lincolnway High School
 Entire Boundary Extends East Beyond Map Limits
 New Lenox Elementary School District 122
 New Lenox Community Park District
 New Lenox Township Fire Protection District /
 New Lenox Public Library District
 Homer Township Fire and Library Districts

Transportation
 --- 1-55 Proposed
 Interstate 80
 Highways
 Railroad/Ship
 Road Centerlines
 Recreational Trails
Other
 Parcels
 Water Features
 Corporate Boundary
 Adjacent Communities
 Outside Planning Area

Figure II-2

Village of New Lenox

2004 Comprehensive Plan Update

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

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

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

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

Pending Developments Map:

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

- 3,863 residential units (single-family, townhomes, condominiums and multi-family) are planned to be constructed as part of these pending developments. Using an average of 3.03 persons per household¹,

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

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

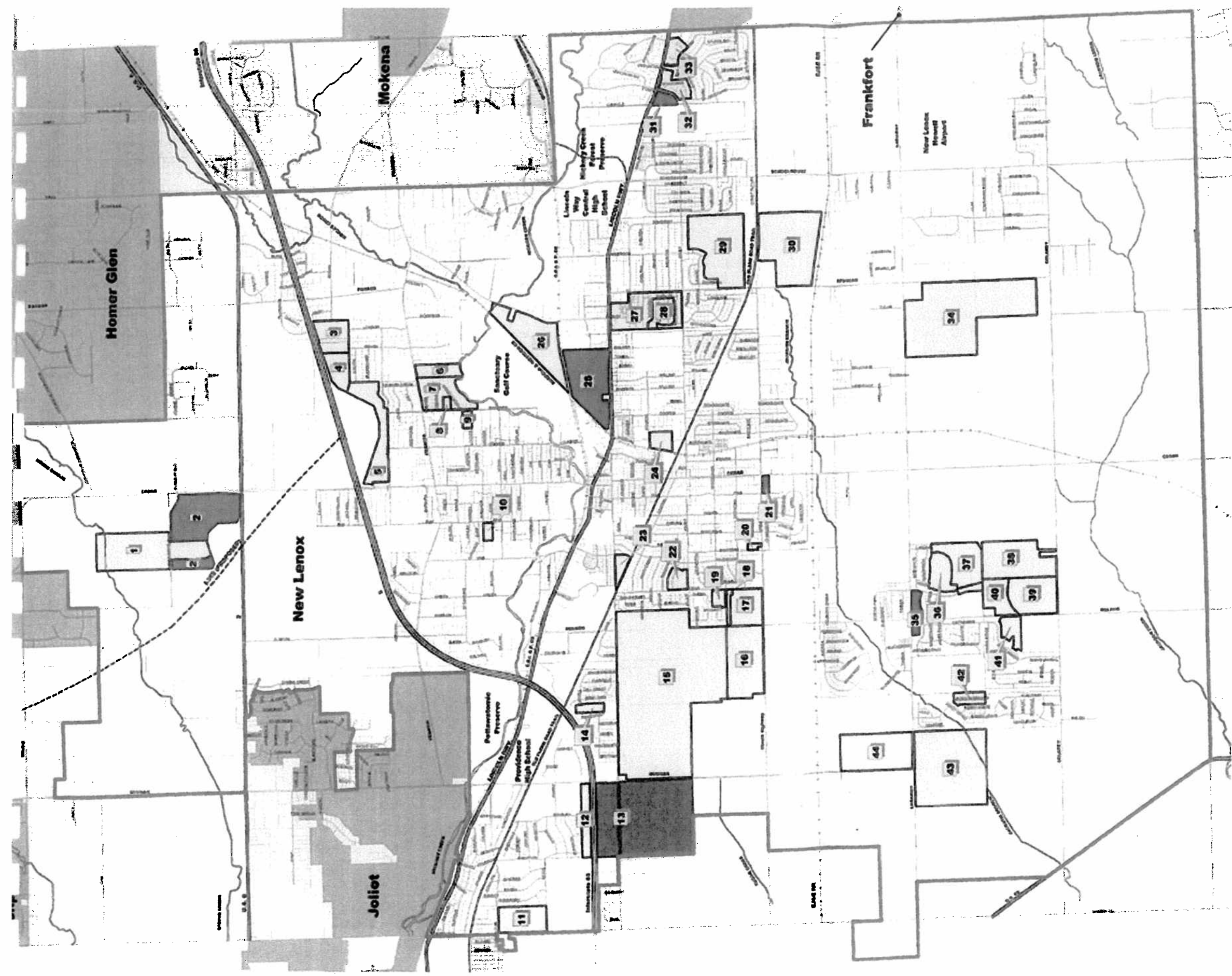
One of the goals of the 1997 Comprehensive Plan is that all future residential development should be created as neighborhoods or unified extensions of existing neighborhoods. Furthermore, new residential development should grow outward from existing neighborhoods. Some of the pending residential developments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

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

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

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

¹ Average household size for New Lenox, Census 2000



Pending Development Map

Figure II-3
Village of New Lenox
2004 Comprehensive Plan Update

- Pending Developments**
- Residential
 - Commercial
 - Industrial
- Transportation**
- I-55 Proposed
 - Interstate 80
 - Highways
 - Road Centerlines
 - Railroads
 - Recreational Trails
 - Other
- Other**
- Parks
 - Water Features
 - Planning Area
 - Corporate Boundary

- LEGEND**
- Developments In Process**
1. Cedar Creek
 2. Cedar Creek Commercial
 3. Walker Country Estates North
 4. Walker Country Estates Phase II (Remainder)
 5. Walker Country Estates North Phase II Unit 2
 6. Walker Country Estates North Phase II Unit 1
 7. Walker Country Estates North
 8. Walker Country Estates North
 9. Walker Country Estates North
 10. Walker Country Estates North
 11. Walker Country Estates North
 12. Walker Country Estates North
 13. Walker Country Estates North
 14. Walker Country Estates North
 15. Walker Country Estates North
 16. Walker Country Estates North
 17. Walker Country Estates North
 18. Walker Country Estates North
 19. Walker Country Estates North
 20. Walker Country Estates North
21. Cedar Creek
 22. Walker Country Estates Unit 6
 23. Walker Country Estates Unit 6
 24. Walker Country Estates Unit 6
 25. Walker Country Estates Unit 6
 26. Walker Country Estates Unit 6
 27. Walker Country Estates Unit 6
 28. Walker Country Estates Unit 6
 29. Walker Country Estates Unit 6
 30. Walker Country Estates Unit 6
 31. Walker Country Estates Unit 6
 32. Walker Country Estates Unit 6
 33. Walker Country Estates Unit 6
 34. Walker Country Estates Unit 6
 35. Walker Country Estates Unit 6
 36. Walker Country Estates Unit 6
 37. Walker Country Estates Unit 6
 38. Walker Country Estates Unit 6
 39. Walker Country Estates Unit 6
 40. Walker Country Estates Unit 6
 41. Walker Country Estates Unit 6
 42. Walker Country Estates Unit 6
 43. Walker Country Estates Unit 6
 44. Walker Country Estates Unit 6

Utilities Map:

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

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

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

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

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

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

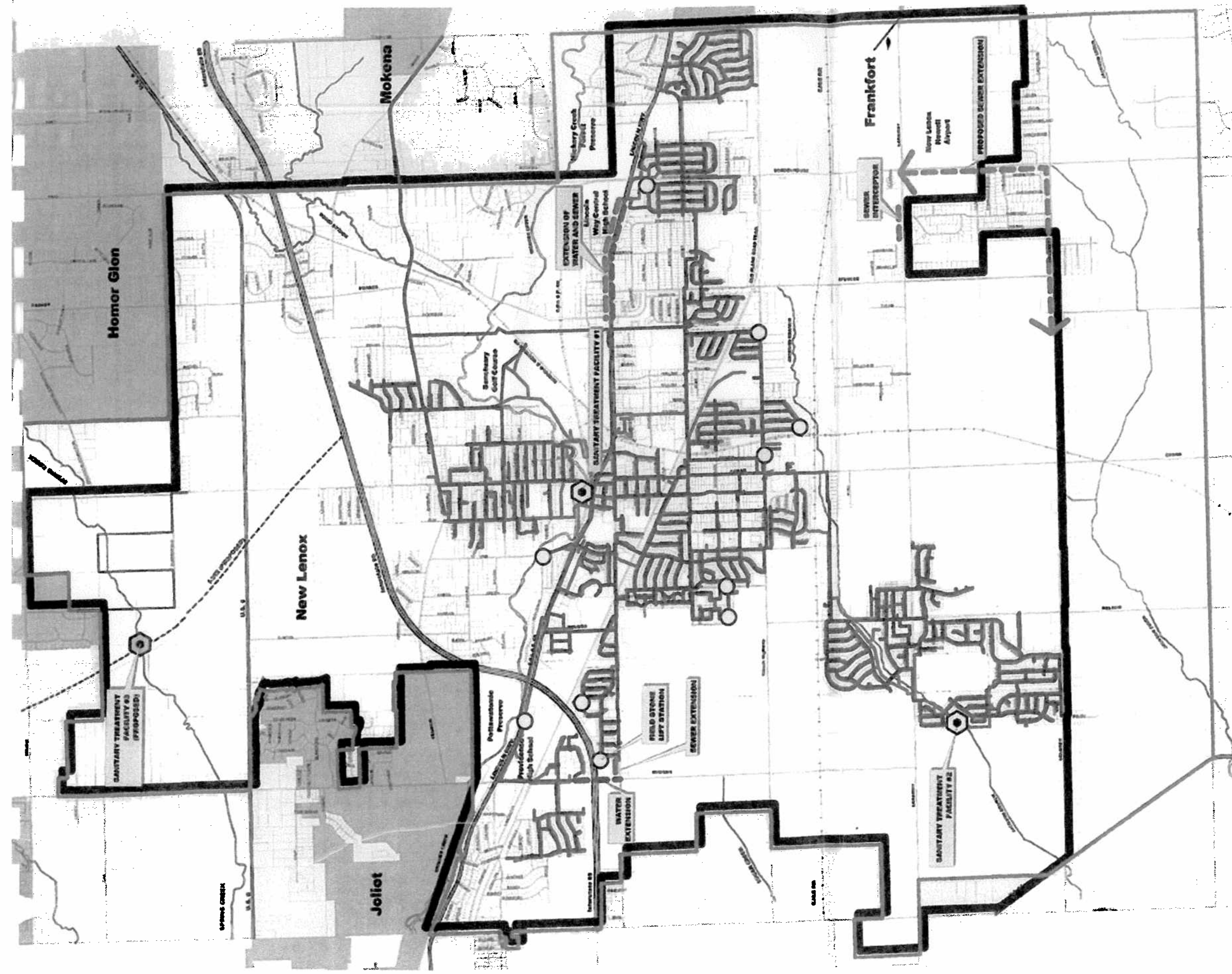
Other utility improvements proposed to serve existing or planned development include extensions of:

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

Transportation Map:

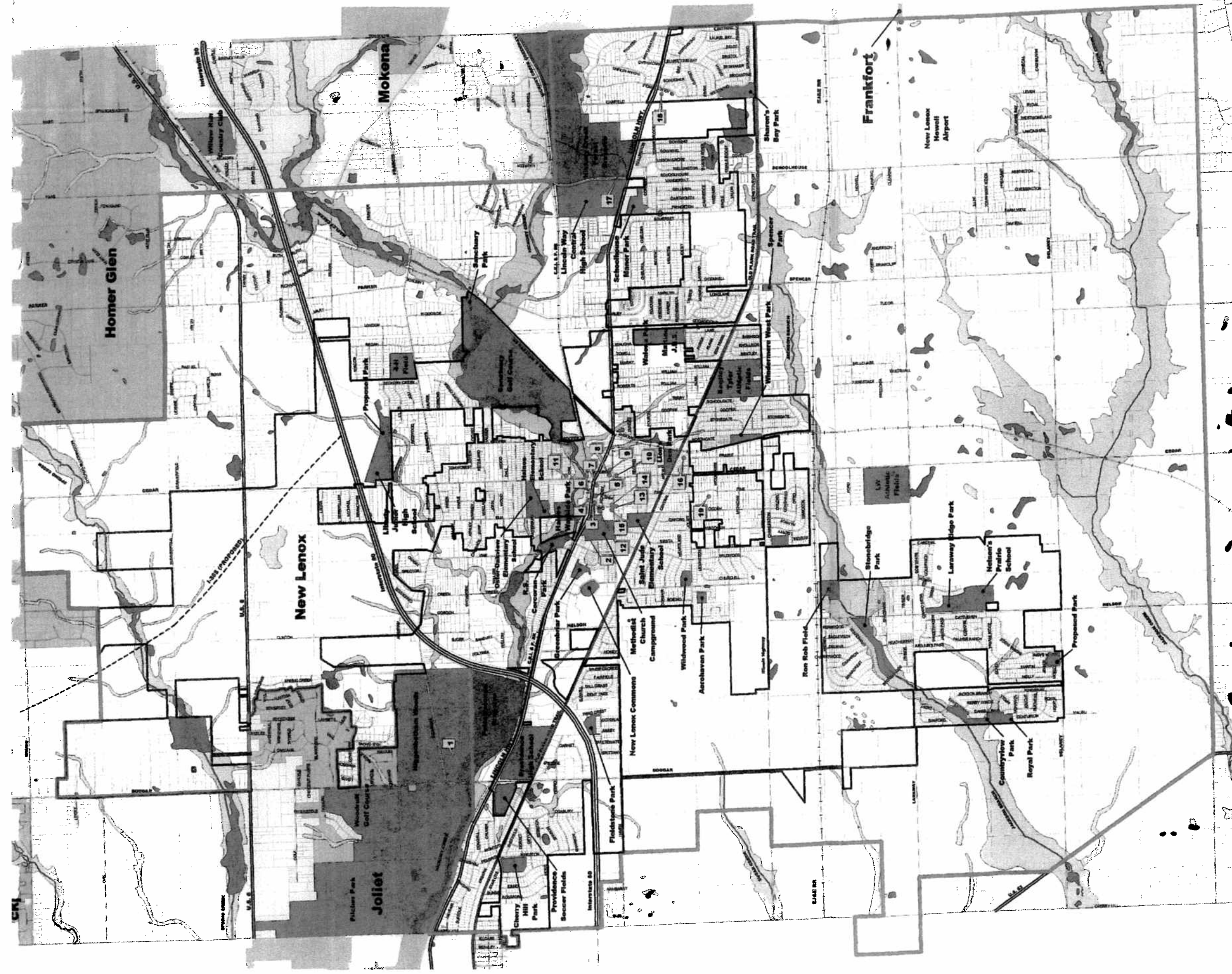
Figure II-5 shows existing transportation networks, including existing major arterials, minor arterials, Interstate 80, Howell Airport, railroads and the Metra station at U.S. Route 30 and Cedar Road. This information was assembled from the Village's 1996 Transportation Plan, prepared by Edwards and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

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



Utilities Map

Figure II-4
Village of New Lenox
 2004 Comprehensive Plan Update



Environmental/Parks and Recreation/ Cultural Resources Map

- LEGEND**
- Cultural Resources
 1. Old French Fort - 1740
 2. Methodist Campgrounds - 1866
 3. Hilton House - 1878
 4. Grain Elevator - 1918
 5. New Lenox State Bank - 1928
 6. Grace Episcopal Church - 1868
 7. Handorf House - 1828
 8. Old Methodist Church - 1899
 9. Fire Station #1
 10. Haven School - 1928
 11. New Lenox Lumber - 1927
 12. Hickory Street Homes
 13. Haven Street Homes
 14. Home - 1889
 15. Maple Wood Cemetery - 1848
 16. Pretzel House - 1901
 17. Schuhl School - 1923
 18. Old Brick Tavern Memorial - 1840
 19. Cougar House - 1868

- Natural Resources
 - Wetlands
 - Parks and Recreation
 - Floodplains
 - Forest Preserves
- Transportation
 - I-355 Proposed
 - Recreational Trails
 - Interstate 80
 - Highways
 - Railroads
 - Road Centerlines
- Other
 - Water Features
 - Parcels
 - Planning Area
 - Corporate Boundary

Figure II-6

Village of New Lenox

2004 Comprehensive Plan Update



JAMES J. BENES AND ASSOCIATES, INC.
200 WEST 10TH STREET, SUITE 100, CHICAGO, IL 60605



Date: 08.31.04

Table 1
Change in Average Daily Traffic (ADT) On Arterial Roadways
1996¹ to 2004²

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

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

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

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

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

Also, average daily trip counts for Laraway Road have nearly doubled from 5,430 in 1996 to 9,430 in 2004². This street is set to become the most important east/west corridor for the area south of U.S. Route 30. Four traffic lights are planned for intersections along Laraway, at Gougar, Cedar, Schoolhouse and Nelson Roads.

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

Other roadway improvements underway include:

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

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

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

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

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

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

Environmental/Parks and Recreation/Cultural Resources Map:

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

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

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

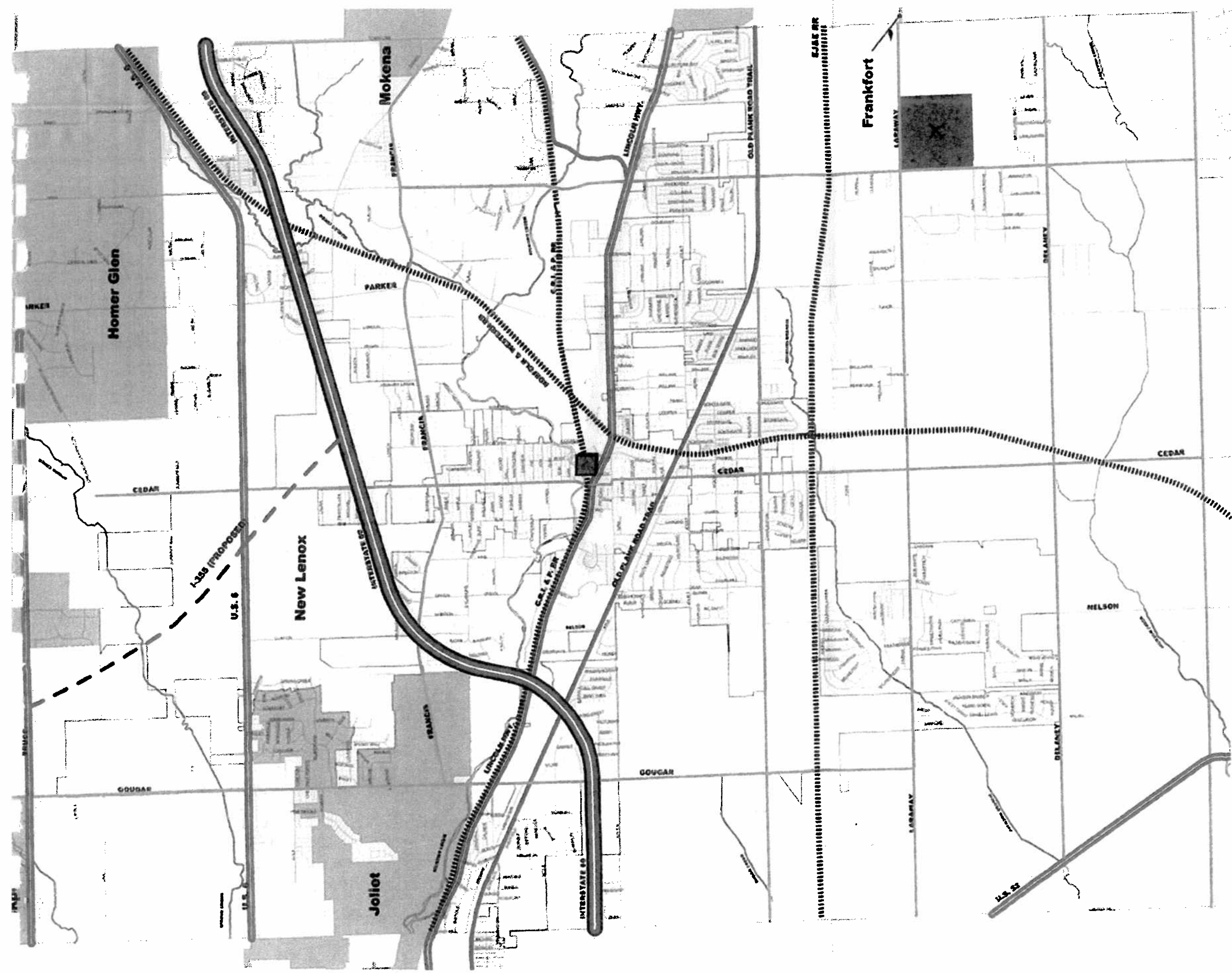
This map shows a proposed system of environmental corridors along each of these creeks to ensure that they are not degraded by activities associated with development (i.e. fill and tree removal). These corridors can also be used for trails. They can additionally function as linear corridors of vegetated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

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

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

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

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



Transportation

- LEGEND**
- 1355 Roadway
 - Existing Transportation
 - Existing Metra Station
 - Interstate 80
 - Major Arterials
 - Minor Arterials
 - Road Centerlines
 - Railroad
 - Recreational Trails

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

Figure II-5
Village of New Lenox
 2004 Comprehensive Plan Update

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

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

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

Public Involvement

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

Community Survey:

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

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

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

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

The majority of those responding:

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

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

Public Workshop:

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

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

Key Person Interviews:

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

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

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

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

Focus of Planning Efforts

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

Growth/Development:

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

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

Community Identity:

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

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

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

Housing:

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

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

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

Open Space/Recreation:

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

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

Economic Development:

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

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

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

Institutional:

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

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

Transportation:

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

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

Chapter III, Goals and Objectives

Goals and Objectives

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

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

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

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

Land Use

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

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

Objectives:

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

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

Growth Management

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

Objectives:

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

Residential

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

Objectives:

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

- Adopt the following residential land use classifications:

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

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

- Promote estate residential in areas depicted on the land use map to:
 - Maintain rural atmosphere.
 - Diversify residential land uses.
 - Minimize impact on natural resources.
 - Minimize encroachment into farmed areas.
 - Provide a transition from agriculture to other land uses.
- Use Conservation Subdivisions as a tool to:
 - Maximize open space/rural character.
 - Link open space with adjacent developments.
 - Maintain density but allow smaller lots.
 - Encourage use of native vegetation.
 - Incorporate natural features into plans.
- Promote subdivisions that offer:
 - Mixed housing types (product and style).
 - Variety in lot size.
 - Streetscapes that are not garage dominated.
 - Neighborhood and community-scale parks.
 - Open space connected to parks/trails.
 - Preservation of trees.
 - Protection of environmental resources.

- Landscaped corridors along arterial streets.
- Views of open space, parks and environmental features.
- Walkable commercial.

- Provide opportunities for senior housing:
 - Near planned medical uses.
 - Near existing/planned commercial.
- Require 30% or more open space to be provided in all subdivisions greater than 20 acres.
- Encourage multiple-family housing at locations illustrated on the land use map to:
 - Diversify the housing stock.
 - Support planned retail, restaurant and entertainment uses.
 - Provide workforce for planned office/industrial developments.
- Create a Transit-Oriented Development near the existing and proposed Metra stations that includes:
 - Small-lot single-family (7,500 square feet).
 - Townhomes.
 - Walk-up apartments or condominiums.
- Respect multiple-family dwellings as a residential land use, and prevent their use as "buffers" between incompatible land uses.
- Promote transitional land uses and landscape buffers between residential developments and commercial or industrial uses.
- Preserve and enhance existing neighborhoods by:
 - Encouraging property maintenance.
 - Promoting street connections between new and planned developments.
 - Building sidewalks and recreational paths to connect neighborhoods.
- Amend the Zoning Ordinance as required to:

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

Commercial

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

Objectives:

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

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

Institutional

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

Objectives:

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

Corporate Office

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

Objectives:

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

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

Industrial

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

Objectives:

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

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

Open Space/Natural Resources

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

Objectives:

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

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

Parks and Recreation

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

Objectives:

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

Transportation

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

Objectives:

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

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

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

Community Identity

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

Objectives:

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

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

Municipal Services/Facilities

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

Objectives:

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

Chapter IV, Future Land Use

Introduction

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

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

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

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

The Challenge

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

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

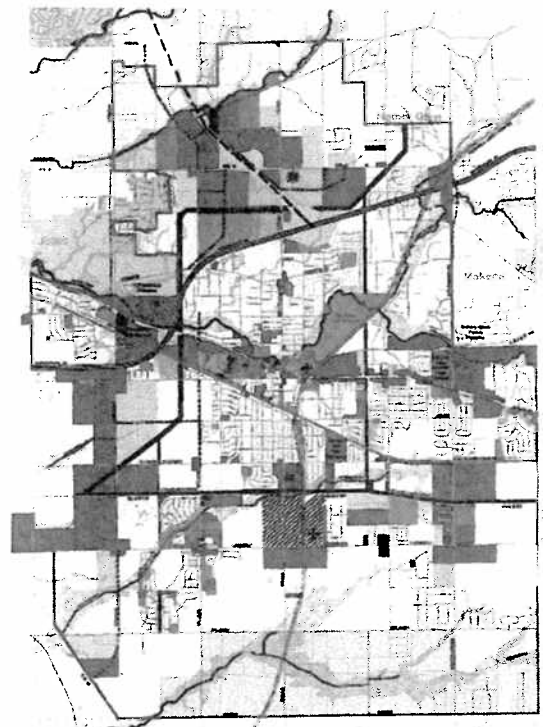
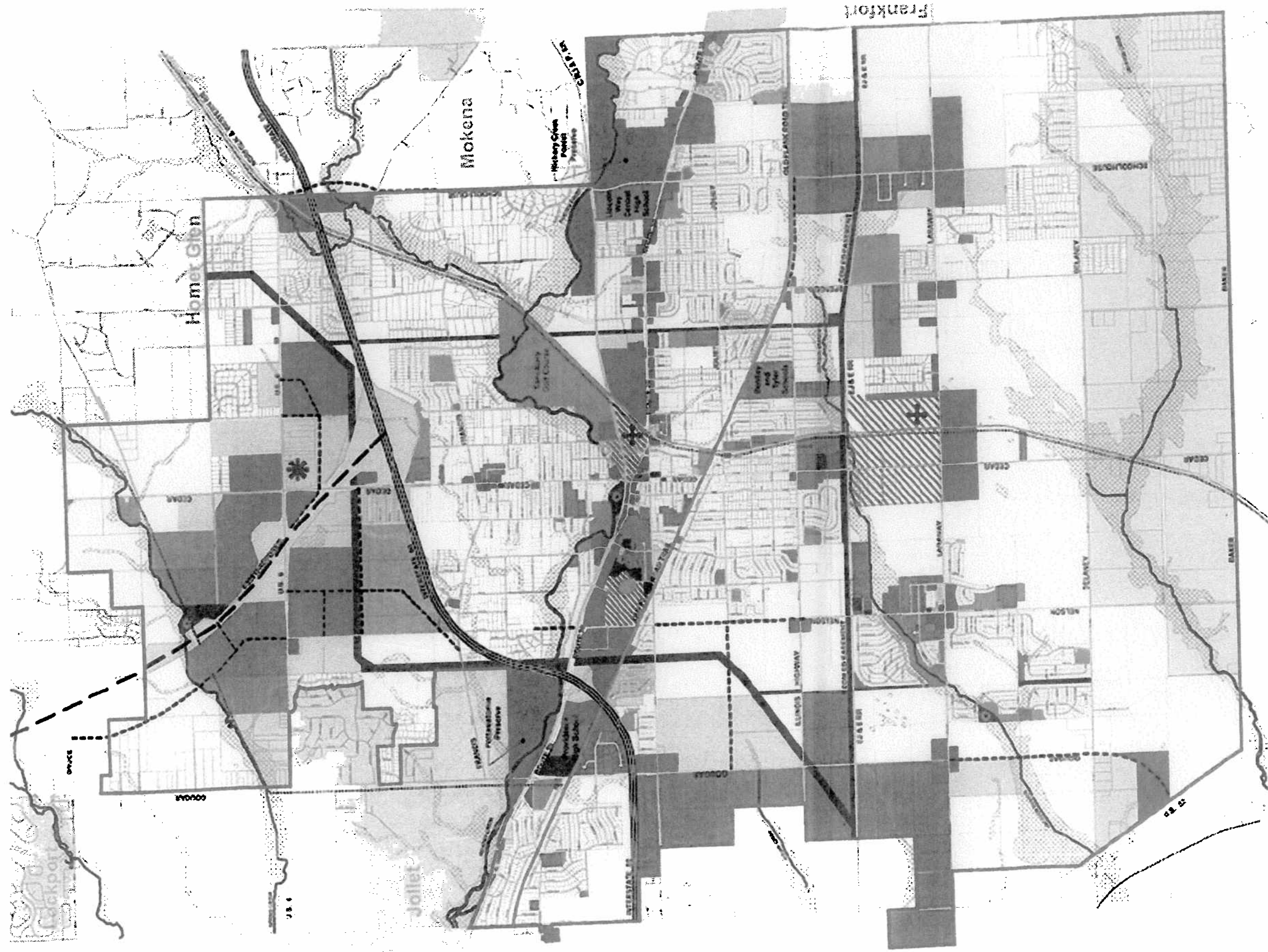


Figure IV-1, Future Land Use Map

Overview

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



Future Land Use Map

LEGEND

- Future Land Use**
- SR - Single Residential (1-3 units/acre)
 - LLDR - Large Lot Residential (1-10 units/acre)
 - LDR - Low Density Residential (1-20 units/acre)
 - MDR - Medium Density Residential (2-25 units/acre)
 - HDR - High Density Residential (25-100 units/acre)
 - NC - Neighborhood Commercial (1-5 acres)
 - CC - Community / Regional - Scale Commercial (5+ acres or larger)
 - Office
 - Mixed Use
 - Parks & Recreation
 - Forest Preserve / Open Space
 - SWR - Stormwater Retention / Retention
 - IN - Institutional
 - MIG - Municipal / Government / Public & Semi-Public
 - ORD - Office Research Development
 - IWD - Industrial / Warehouse Distribution
 - MAN - Manhattan Key Area

- Transportation**
- I-55 Proposed
 - Interstate 55
 - Highways
 - Road Closures
 - Railroads
 - Recreational Trails
 - Proposed Trail
 - Proposed Roadway
 - Commuter Station
 - Park 'N' Ride
- Other**
- Parcel Lines
 - Water Features
 - Floodplain
 - CSD - Conservation Subdivision
 - District
 - Planning Area
 - Adjacent Communities
 - Sewer Treatment Facility
- DATE: 09/28/2004

Figure IV-1

Village of New Lenox 2004 Comprehensive Plan Update

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

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

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

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

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

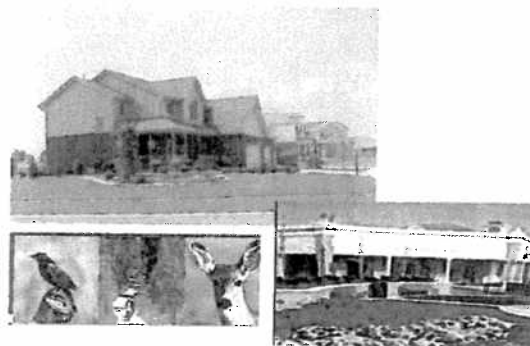
Notes:

¹ Village Hall, Park District Headquarters, etc.

² Airport, Metra Station, etc.

³ Schools, Churches, etc.

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



Future Land Use

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

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

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

Commercial/Office:

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

Commercial: 0.25
Office: 0.40

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

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



Table IV-2
Characteristics of Shopping Centers

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

Source: Urban Land Institute, 2002