

Comprehensive Plan

Village of Mokena, Illinois

AUGUST 2002

■ TESKA ASSOCIATES, INC. ■



2002 Comprehensive Plan Village of Mokena

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*Prepared by Teska Associates, Inc.
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CHAPTER I: INTRODUCTION

❖ Scope of the Comprehensive Plan

The Village of Mokena's commitment to sound growth and development through planning was initiated in 1980 with the adoption of the Villages's first Comprehensive Plan. In 1989, the Village Board authorized the update to the 1981 Comprehensive Plan, which was completed and adopted in March of 1991. Due to recent changes in demographic and economic factors, housing and regional growth trends, annexations, improvements to the transportation system, and the expansion of community facilities and utility services over the last 11 years, the Village determined that 1991 Comprehensive Plan required an update. This 2002 Plan update represents a comprehensive approach to the overall development of the Village of Mokena, drawing on and updating existing plans and policies, as well as creating new ones, that will help guide the Village and its residents towards the desired image and character of the community.

Managing the location, type and quality of growth in Mokena is a major concern of both citizens and municipal officials. The impact of new development will require that the capacity of community facilities and utilities will have to be expanded. The Village must plan now for the public investment needed to build and support new growth.

The purpose of the Plan is to guide the quality, timing, and intensity of growth in a manner consistent with the goals of the Village. The intent of this Plan is to serve as a source of civic inspiration and reference in effecting desirable public and private improvements throughout the community.

The Comprehensive Plan is the "blueprint" for future development. It is a "policy" document and "vision" statement that defines the Village's future economic, natural and social environment desired by its citizens. It is "comprehensive" in

nature, whereby land use, major streets, utilities, and facilities are integrated into a unified scheme. This Plan does not advocate a rigid, legalistic approach to the long term development of Mokena. Rather, the approach to planning commonly used in modern business -- where 'targets' are set and used to establish standards and to monitor performance, but which are capable of modification as circumstances change, is preferred. The intention, therefore, is to have a Plan which sets out a vision for the future, but which is flexible enough to be able to take advantage of opportunities as they arise.

The Comprehensive Plan is a long-range guide for growth affecting land use and investment decisions of both public and private interests. The Plan is long-range because it states a vision of what the Village should be like by 2020, and how to achieve that vision. Planning beyond the 2020 horizon lowers the level of accuracy and increases the risk that the Plan does not reflect current trends and community preferences. A shorter planning horizon requires the Village to re-evaluate and comprehensively update the Plan more often. Thus, the Plan is not likely to 'sit on the shelf' or be discounted as a valid guide for Mokena's growth.

❖ Purpose of the Comprehensive Plan

The primary purpose of the Comprehensive Plan is to advance the welfare of people by creating an increasingly better, sustainable environment composed of three interrelated parts - social, economic, and physical. The purpose of this Plan is not to stop growth, but rather it is a guide to the quality, timing, and intensity of future growth.

The Comprehensive Plan, as stated in the State Statutes, is an advisory document "... and itself shall not be construed to regulate or control the use of private property in any way, except as... has been implemented by ordinances duly enacted . . ." As such, the development of

various regulations and codes is necessary to implement the plan. Though Illinois State Statutes do not specifically require that a plan be prepared to support zoning controls, case law reveals that land development regulations can not be arbitrary. Hence, it is always in the best interest of a community to ensure that there is consistency between recommendations of the comprehensive plan and the regulations of the zoning ordinance. The process of establishing consistency between the Comprehensive Plan and regulatory documents meant to implement the Plan, should be the focus of the next phase in Mokena's planning process.

This Plan update is intended to provide an overall policy framework against which individual proposals can be evaluated by the Planning Commission and Village Board. As such it is not synonymous with a zoning map which gives specific regulations regarding the type of uses allowed within each land use district, their density, and other development standards. This Plan is intended to provide the substantive and legal framework for zoning and other day to day land use decisions required of the Village.

The Comprehensive Plan must also be distinguished from "zoning." Zoning, however, should be based on a sound and rational plan. Zoning is the "legal" tool the Village uses to carry out the recommendations of the Comprehensive Plan. The Village is granted this regulatory authority by the State under Chapter 65 of the Illinois Municipal Code. Specifically, a zoning ordinance regulates items relative to the use of land (i.e. height and size of buildings, size of lots, building setbacks and parking). It establishes definitions, standards and procedures for the Village's governing body to review and approve specific land developments. There are other development control ordinances that supplement the zoning ordinance, such as subdivision regulations and sign controls.

In many instances the recommendations of the plan can only be achieved through cooperation of property owners and through the development review process on a site by site basis. This is true for many areas designated "conservation,"

consisting of floodplains and woodlands along creek corridors. Many of these "conservation" areas, if acquired by the public and connected as recommended on the plan, could be an extension of the regional "greenway" plan. These corridors would provide additional opportunities for pedestrian/bike paths and protect high quality environmental habitats. Each of these actions will enhance the image and quality of life in Mokena, which is a key objective of the plan. Other recommendations can only be implemented by other governmental jurisdictions, over which the Village has no control. For instance, recommendations for additional park land and school sites can only be carried out in cooperation with the park and school districts.

❖ Community Participation

To ensure that this Plan is based on a broad consensus of opinion regarding Mokena's long term vision, the process to update the 1991 Plan employed several methods to secure citizen participation. Considerable effort was spent on direct interviews with officials and community leaders at the local, county and regional level. To supplement this information, several "town meeting listening sessions" and open house meetings were conducted to provide residents with a direct opportunity for involvement in the planning process; all residents were provided a forum to freely express their views on various matters concerning the future development of their community.

The public participation process culminated with the "visioning workshop," at which a selected group of community residents, business owners, Village Staff, Village Board members, and Planning Commission members were asked to help define Mokena's long range vision through the establishment of development policies for the growth and appearance of the community.

Each of these avenues has maximized the opportunities for citizens to be involved in identifying issues, opportunities and a vision for the community.

CHAPTER II: COMMUNITY HISTORY

The following section was prepared by Richard Quinn, with the exception of minor editorial changes. Mr. Quinn was a former Village President of Mokena and continues to reside in the Village. We wish to thank Richard for his research and collection of local history for he's well known and recognized in the community as the local historian.

❖ Mokena – A Brief History

Mokena owes its existence almost entirely to the Rock Island Railroad, the right-of-way of which was surveyed through Mokena's present boundaries in 1851. Seeing a potential for profit, Allen Denny, a recent immigrant from New York, authorized the surveying of town lots along the north side of the Rock Island tracks from Wolf Road to Mokena Street, and shortly after commenced selling the lots for \$100.00 each. The following year his neighbor John McGovney, who had arrived by wagon from Ohio in 1831, began subdividing land to the east of Denny's property in an area stretching from present Mokena Street to Schoolhouse Road. The first commercial establishment on the main street (now Front Street) was a red brick hotel and tavern, which was built to house the railroad workers. The building at 11034 Front Street has survived and is possibly the oldest structure in the Village. As a result of the steady growth of the fledgling Village, a railroad station was built on the north side of the Rock Island tracks in the 1850's. The Rock Island Railroad, with direct connections to the markets of Chicago and Joliet extended to other important points west, including Rock Island, Illinois and the Pacific

Coast region. It had proved a major draw for farmers who brought their milk, livestock, and other produce into the Village for shipment to these distant points.

Mokena's growth during the 19th century was steady, if not meteoric. By 1878, it could boast a population of 500 people and five general stores, two hardware stores, two drug stores, two blacksmith shops, two wagon shops, two harness shops, three hotels, a furniture store, three millinery stores, two butcher shops, and seven saloons. Two years later, after one unsuccessful attempt, the Village was incorporated and an election was held for public office. A council of six men was elected in June of 1880 and they chose Ozias McGovney the first mayor. Ironically, the incorporation coincided closely with a rapid decline in Village population. This was due in part to the completion of the Wabash Railroad north of the Village, which took much of the farm trade to the Villages of Marley, Alpine and Orland. The population data reflects this decline by reflecting the 1890 population at 364 and 1900 population at 281.

❖ Mokena Population

1880 – 522	1920 – 475	1960 – 1332	1990 – 6,128	1998 – 12,613
1890 – 364	1930 – 562	1970 – 1643	1993 – 8,450	2000 – 14,583
1900 – 281	1940 – 657	1980 – 4578	1994 – 10,058	2010 – 16,819*
1910 – 357	1950 – 903	1986 – 4959	1996 – 11,690	2020 – 21,843*

* U.S. Census and NIPC projections

Early public improvements included wooden sidewalks, and the hiring of a police constable and construction of the first jail, called a calaboose in those days. In 1898, the Village Fathers had constructed a modern iron water tower at a cost of \$3,100. The tank had a 60,000 gallon capacity and its original purpose was to provide water for fire protection. It served as the Village's only source of water until a 500,000 gallon tank was completed in 1980.

Mokena's early population was made up of mostly first and second generation Western Europeans with German, Irish and Swiss predominating. The 1860's three churches were founded with the first being the German United Evangelical Church of St. John's in 1862, followed closely by St. Mary's Catholic Church in 1864, and the Methodist Church in 1867. A German Evangelical Lutheran Church (now Immanuel Lutheran) was founded in 1850 and their building was a few miles east of Mokena. In 1916 the congregation constructed a place of worship in the former Village Square.

A new and modern school was erected on the northwest corner of Front Street and Schoolhouse Road in 1872. A handsome two-story wood frame building, it served the community's educational needs for over 57 years, finally being vacated in 1929 with the completion of the Carpenter Street School.

Though the exact literal meaning of the name "Mokena" is not known, history and tradition indicate that it is the Potawatomie word for "turtle".

A telephone exchange was installed in the Village by the Chicago Telephone Company in 1898. Electricity was brought to the Village in 1913 and natural gas lines were extended in 1927. The first newspaper printed in the Village was the Mokena News Bulletin, published continuously from 1918 through the mid 1950's by the Semmler family. The Mokena State Bank was founded in 1909 with a capital stock of \$25,000.

Mokena's population continued to decline through 1900 and slowly gained thereafter. The census of 1930 showed a population of approximately the same as that fifty years earlier. The first major subdivision called Mineral Springs, was platted in 1947 and included the land between McGovney Street and LaPorte Road. A major step forward was made in 1959 when the village constructed its first wastewater treatment facility. This facility was eventually replaced by a larger and more sophisticated plant in 1987. The facility was expanded in 1998 to address growth into the 21st century.

The 1960's were a decade of rapid growth as the Village saw a 60% increase in population coming primarily from annexation of adjacent land. The 70's witnessed an even more dramatic growth period as the Village population more than tripled as the Village continued to annex more land, including the Brightwood Subdivision (1970). During that decade, the Village utilized strip annexations to expand its boundaries east to 80th Avenue, south beyond Route 30 to the Marilyn Estates Subdivision, and north to the Cook County line. Several new residential developments were begun, including Pheasant Ridge, which was the first sizable multi-family development in the Village.

The 1980's included some of the most dramatic growth in the Village's 100-year history. At the end of that decade, nine major housing developments were underway with three additional developments at the approval stage. The late 80's were the beginning of a housing boom that continued well into the 1990's.

Commercial and light industrial development has kept pace with residential growth. New shopping areas on Wolf Road, LaGrange Road and 191st Street were developed during the 1990's. Light industrial, warehouse, and office development has also been evident along 191st Street and LaGrange Road. New housing starts continue at a steady pace with quality homes being constructed throughout the community.

HIGHLIGHTS OF THE HISTORY OF MOKENA

- 1831 First pioneer settlers arrive in the area (John McGovney family)
- 1852 Village platted to parallel Rock Island right-of-way on land owned by Allen Denny.
- 1853 Rock Island Railroad completed through Mokena.
- 1862 St. John's German Evangelical Church founded.
- 1864 St. Mary's Catholic Church founded.
- 1867 Methodist Church organized a building dedicated Dec. 15
- 1872 Two story school building completed and ready for occupancy (\$10,000).
- 1880 Incorporation of Village.
- 1898 First telephone exchange established (Chicago Telephone Co.)
- 1898 First Village water tower completed (Cost of \$3,100).
- 1909 Mokena State Bank organized.
- 1913 Electric lights first installed in Mokena.
- 1916 Immanuel Lutheran Church building completed at Cross and Union Streets.
- 1916 Village Hall completed.
- 1917 Spanish flu epidemic.
- 1918 Mokena New Bulletin begins publication (Aug. 21, 1918).
- 1924 Mokena bank robbed of over \$4000.00.
- 1927 Natural gas line extended to Mokena (completed June 30, 1927).
- 1929 Carpenter Street School completed.
- 1930 Wolf Road was paved through Mokena (first paved road in Mokena).
- 1933 First Village fire truck purchased (\$283.85).
- 1936 Wolf Road was paved to Route 30.
- 1938 First homecoming celebration (October).
- 1946 Mineral Springs Subdivision annexed to Village.
- 1954 Parkview Baptist Church organized.
- 1956 Willowcrest School completed.
- 1959 Sewer treatment plant completed.
- 1969 New Elementary School completed.
- 1970 Brightwood Subdivision annexed to Village.
- 1976 Carpenter Street School sold to Village of Mokena for municipal building.
- 1978 New Mokena Junior High School completed and dedicated.
- 1980 New municipal water tower completed and dedicated.
- 1987 New wastewater treatment facility completed.
- 1992 750,000-gallon water tower completed.
- 1995 Village Hall expansion and remodeling completed
- 1995 Wolf Road is reconstructed from I-80 to Route 30
- 1998 Wastewater Treatment expansion project commenced
- 1998 191st Street widening begins
- 1999 Preparations made for Village-wide celebration of the Millennium
- 2000 Mokena Historical Society is resurrected.
- 2000 Referendum passed for Lake Michigan water
- 2001 Grand Reopening of Front Street
- 2002 Village of Mokena celebrates the 150th anniversary of the establishment of the town

Mokena has evolved into a predominantly single-family community, which offers quality employment, shopping and education for its residents. In addition, it's excellent location enables Mokena to also function as a residential community for Chicago, Joliet, and surrounding Chicagoland communities. Progressive Village staff and officials along with active, concerned citizenry have worked together to preserve the high quality of life for which Mokena is known.

CHAPTER III: FRAMEWORK PLAN

❖ Introduction

Mokena is located in a rapidly changing region, and is experiencing pressures associated with its evolution from rural to suburban community. Mokena is also a maturing community characterized by limited areas for new growth and fixed boundaries established through boundary agreements with all adjoining communities. As such, the Village has a limited number of opportunities for economic development opportunities to create a balanced tax base that is necessary to insure that residents are not overburdened with high taxes. However, within these limits the Village has a significant capacity for new growth, with a projected population increase that could likely reach over 22,000 by the year 2020.

The impact of regional changes and influences requires a proactive approach in defining what the community desires to be and the character it wants to maintain and create. Village officials and residents have expressed the desire to maintain the character and quality of the community through the provision of services and recreational opportunities, preservation of open spaces, and development of high quality residential areas that retain the countryside, and small town character of the Village, particularly in the west side growth area.

The other significant condition that affects Mokena's future is that it is in competition for economic growth with the surrounding communities of New Lenox, Frankfort, Orland Park, and Tinley Park. Each of these communities either have a substantial existing commercial and industrial tax base, or have established development policies that encourage economic development. However, Mokena's location along the I-80 corridor, commuter train service at two stations, and proximity to the future I-355 Corridor and Third Regional Airport, offers significant advantages to capitalize on economic opportunities that are continuing to emerge as the Chicago region expands. In a time when many communities in the region are facing water

shortages, the availability of Lake Michigan water planned for the Fall 2002 will provide an advantage for continued housing development and industrial applications. Growth of Mokena and adjacent communities will strengthen its commercial market potential stimulated by an increasing number of younger households that have high spending per capita and occupying new homes. Furthermore, Mokena supports a diverse age group and housing products

These issues, combined with the inherent constraints and opportunities created by Mokena's regional location and road network, form the basis on which the following Framework Plan principles have been developed.

❖ Purpose of the Framework Plan and Land Use Plan

The Framework and Land Use Plans are planning tools and statements of general land use policy used to direct development of the Village of Mokena. The Framework Plan is a description of general planning principles that have been used in the creation of the Land Use Plan. The Framework Plan establishes the fundamental development guidelines from which more specific land use recommendations have been made.

The Framework Plan is the expression of the essential planning principles that have been employed to create the "framework" for more detailed land use and design guidelines for sub-areas of the community that will follow. These "principles" are the basic organizational elements that must be in place in order for the Village to be successful, and to achieve the goals and objectives contained in this interim report.

While the particulars of the land use plan may change over time, the principles illustrated on the Framework Plan map, should continue to provide the foundation of which subsequent changes will be evaluated.

The essential elements of the Framework Plan are grouped according to the following functional categories:

- Commercial Development Centers
- Commercial Development Corridors
- Industrial / Office Opportunities
- Residential Growth Opportunities
- Mixed Use Opportunities
- Focal Point / Gateway Identity
- Transportation Road Network
- Open Space Corridors

❖ Commercial Development Centers

Commercial development centers offer prime locations for commercial development within the Village. Generally located at major intersections, and along major road corridors, these areas have the greatest potential to support the types of future commercial development that were viewed as desirable by Village residents and officials, offering opportunities to increase Mokena's commercial tax base and provide convenient shopping opportunities within the Village. Commercial development centers have been identified on the Framework Plan Map and are categorized in the following hierarchy:

- Neighborhood Level
- Community Level
- Power Centers

The "*Neighborhood Level*" category is directed towards the provision of neighborhood services, satisfying the needs of the immediate neighborhood in which it is located. The market/service radius is between 1 to 2 miles. The "*Community Level*" category has a larger market than the neighborhood level, with a market/service radius of 3 to 5 miles. The types of development that would locate here support the community population as a whole, often through the development of large-scale anchor stores with supporting small-scale retailers. "*Power Centers*" support larger developments that draw customers from a larger regional population. The market/service radius extends beyond a 5 mile radius, typically attracting two (2) or more large-scale anchor stores and supporting

small-scale retailers. To create a balanced tax base, it is important to provide opportunities for the three types of commercial centers.

Numerous factors, including market demand and supply, proximity to roads, availability of land, and surrounding and proposed types of land uses all help to dictate the locations of each of the identified commercial center levels. Orland Park has developed commercially at a much faster rate than Mokena, and has established itself as the major commercial destination within the region attracting most major retailers. Market studies indicate that most of these uses will not locate within a 20-minute drive of an existing store, which limits the viability of Mokena to attract many of the desired major retailers needed to increase the overall tax base (the 20-minute drive ring from Orland Park is just north of the intersection of Route 30 and Wolf Road). The greatest opportunity for a larger-scale commercial development in the Village, as presented and supported at community workshop meetings and further supported through economic analysis, exists at the intersection of Route 30 and Wolf Road. Although this intersection has the potential and meets the location parameters to support a variety of major large-scale retail operations, community consensus is to limit the amount of these types of uses to locations along Route 30 and Wolf Road.

Commercial competition is also evident from Tinley Park, Frankfort, and New Lenox, as historically these areas have taken a more aggressive approach to attracting commercial development. Tinley Park continues to commercially expand along such highly visible corridors as Harlem Avenue and 159th Street, continuing to make it more attractive for future development. Frankfort recently completed the construction of a Dominicks grocery store at the southeast corner of La Grange Road and La Porte Road, and continues to establish La Grange Road as a major commercial corridor. New Lenox's draw on Mokena's market is less visible, however, over the recent years they have taken a more aggressive approach in attracting business, posing a commercial threat to Mokena as they continue to strengthen Route 30 and draw on regional market. Increasing competition

from the surrounding communities requires the Village to evaluate its opportunities to attract and maintain commercial development.

❖ **Commercial Development Corridors**

Commercial development corridors offer opportunities for cohesive developments along major Village roadways. Recognizing the Village's desire to minimize commercial strip development, the number of commercial development corridors presented are not as numerous as those for commercial development centers. As with the commercial development centers, proper attention should be given, and importance should be placed on the enforcement of development standards.

As identified on the Framework Plan Map, the following two (2) locations have been delineated as *Commercial Development Corridors*:

- ❑ West of La Grange Road, along 191st Street, and
- ❑ South fo 191st Street, along La Grange Road

The identified commercial development corridors offer support for limited commercial strip development. Particular care should be taken when establishing a unified design theme for each corridor, which serve to create a stronger "sense of place" and identity for Mokena, distinguishing it from corridor developments found in adjacent communities.

A number of factors contribute to the appearance of such corridors, including land use, density, open space, landscape, parking lot layouts, architecture, infrastructure, access, pedestrian and vehicular circulation. Furthermore, the use and character of signs has a considerable influence on the character each corridor. As such, the Village and IDOT can influence the corridor character through thoughtful and coordinated sign systems.

❖ **Industrial/Office Opportunities**

Mokena is located in a part of the Chicago region that is experiencing a continued expansion of

industrial and office developments. The I-80 corridor continues to be a desirable area for these types of development. The Village has the advantage of available land, market draw, employment base, and high visibility that other municipalities can not offer.

Currently, Orland Park serves the regional market niche for commercial development within the region, thereby limiting Mokena's market. Frankfort and New Lenox are slowly emerging commercially and have the advantage of being located outside of Orland Park's market ring. Whereas New Lenox has the exposure, their Future Land Use Plan of 1997 delineates the I-80 corridor to be developed with low-density residential housing. Frankfort lacks the exposure to compete with Mokena for these types of development. Tinley Park continues to broaden its commercial base, and has already established business and office parks, campus extensions, a convention center, and various other uses along the I-80 corridor. With the continued market success of these developments, and the growing market demand in the area, Mokena is well situated to capitalize on this opportunity.

Furthermore, the proximity to the two Metra Commuter Rail Stations provide additional opportunities for business growth, with the ability to attract the populations to support them.

❖ **Residential Growth Opportunities**

The greatest concentration of larger-scale residential growth opportunities exist to the west of Townline Road, with infill and opportunities for higher density housing identified around the Metra commuter train stations at the Village Center and Hickory Creek.

Townline Road should serve as a suburban/rural transition boundary line, whereby efforts should be made to maintain a "rural residential character," viewed as favorable at the community workshop meetings, for properties west of Townline Road. In comparison to the existing development patterns to the east, increased setbacks from Townline Road should occur as well as berming and increased landscaping. "Traditional" residential development patterns should be discouraged, instead promoting the

clustering of single-family homes to conserve land; providing increased amenities, and the linking of these developments with existing paths.

❖ **Mixed Use Opportunities**

Due to the location of the NIRC Rock Island Line, unique opportunities for mixed use developments exist within the Village which can be supported through the development of a commuter supported Transit-Oriented Development (TOD). TOD's generally include a compact mix of different land uses that are oriented to public walkways, minimizing automobile parking to promote pedestrian activity, and a concentration of residences and jobs in proximity to transit stations and commercial businesses. Common characteristics associated with TOD's include a range of housing options, jobs, commercial services, and recreational opportunities all within easy access of transit services. Mixed use opportunities have been identified on the Framework Plan Map at the two (2) following locations, both of which are serviced by a Metra Commuter Rail Station:

- ❑ The Village Center (the intersection of Wolf Road and NIRC Rock Island Line)
- ❑ Hickory Creek (northeast of 191st Street and La Grange Road)

At both locations there is community support for higher density residential development, leading to increased opportunities for affordable housing that would support the young professional, "empty-nester" and "retirement-aged" populations. Within the Village Center location, an increased local population would help support the revitalization efforts that are currently occurring in the downtown, offering the needed boost to help assure future success of such endeavors. Yunker Farm will also play a major role in the overall success of the Village Center. Importance should be placed on providing a strong functional and pedestrian link between the two sites.

The Hickory Creek site has similar opportunities. In contrast to the downtown, it would be supporting new, larger-scale commercial and office development efforts, creating a live-work environment where neighborhood services are provided within walking distance from residential developments.

❖ **Focal Point/Gateway Identity**

Several focal point/gateway identities are indicated along the major corridors where they define entrances to Mokena or the downtown. A range of design and appearance improvements should be undertaken at each focal point/gateway location. The design of primary gateways should be distinctive and be of a larger scale than secondary gateways.

The following is a general description of the key elements which may be used to define each type of gateway:

- ❑ Landscaping - distinctive accent plantings should be provided at each gateway location;
- ❑ Medians - where feasible, new landscaped medians could be provided within existing rights-of-way for approximately one block long;
- ❑ Entry Sign - distinctive identity signs/banners announcing entrance to the community and special sub-areas of the Village;
- ❑ Lighting - special or unique lighting fixtures could be provided to highlight and accent each gateway feature.

Similar design and treatments should occur at the gateways located at the periphery of the Village; at School House Road and La Porte Road; at Wolf Road and Lincoln Highway; at Wolf Road and 187th Street; at La Grange Road and La Porte Road; and at 80th Avenue and 191st Street.

Unique identity signs should be provided that further identify the Village Center and the Hickory Creek mixed-use development sites; at the intersection of Wolf Road and the NIRC Rock Island Line; at La Porte Road and Wolf Road; and at La Grange Road and 191st Street.

❖ Transportation Road Network

As indicated on the Framework Plan Map, Mokena has a healthy primary transportation network that offers many unique advantages to the Village. Having access to I-80, which is a highly traversed interstate that accommodates a high volume of daily traffic, and both La Grange Road and Wolf Road, which are major north-south throughways linking the region, Mokena is situated at a desirable location for attracting increased residential, commercial, and industrial development. Along with this, the Village's proximity to Route 30 and the two (2) Metra commuter rail stations, further offer unique opportunities not offered in other communities.

Recommendations from the *Village of Mokena Master Transportation Plan* of May 1999, prepared by Barton-Aschman Associates, Inc. have also been provided on the map. Highlights from the report include the potential northern expansion of School House Road to the Interstate 80, with further potential for either a full or limited southerly access interchange, and the easterly expansion of La Porte Road.

❖ Open Space Corridors

The conservation and protection of principal open space corridors and the environments that they support are also a major element of the Framework Plan Map. The numerous stream and wetland corridors that constitute a large percentage of the open space corridors provide the Village with opportunities for further expansion of the existing trail and pathway network, which was viewed as a highly valuable resource at the community workshop meetings. The Van Horne Woods Forest Preserve offers unique recreation opportunities for the Village, and further access could be provided through such path extensions. The Old Plank Road Trail is an existing regional pedestrian and bike path that bisects the southern portion of the Village. Efforts should be made to link future trails with this path so that the Village can capitalize on the recreational amenities already provided by this trail.

❖ Bikeways and Park System Network

The Framework Plan draws on the importance of interconnected bike paths and trails that link residential neighborhoods with like and other uses throughout the Village. Principle open space corridors serve as ideal location for pathways and trails.

The Village has eleven (11) identified existing parks with over ten additional parks planned for. This is another community wide benefit that the Village offers its residents, workers, and visitors.

A *Bicycle Map Route and Trail Map*, prepared by Parsons Transportation Group Inc. should serve as the basis for the future development of bicycle routes and trails. The *Mokena Community Park District Comprehensive Master Plan*, prepared in 1995 by Ralph Burke Associates has a more detailed breakdown on specific future park development sites.

CHAPTER IV: DEVELOPMENT POLICIES - GOALS AND OBJECTIVES

The planning process is based on a continuum of personal and collective decision making reflected in a shared vision of the community. The identification of goals and the formulation of objectives in support of these goals is the first part in the process to establish a common vision. Goal and objective statements provide the *policy framework* upon which all land use decisions, both now and in the future, must be supported. The Comprehensive Plan is a declaration of intent. It is advisory and does not itself constitute a regulation. When the Plan is adopted by the Village Board - when it becomes an ordinance - all goals, objectives, principles, and standards therein become policy.

The following goals and objective statements are based on the established goals for growth and development identified in the 1991 Comprehensive Plan for the Village of Mokena. These updated goals and objectives incorporate new information, ideas, and direction obtained from citizens, property owners, business persons and public officials from the Village. Community comments were provided at public meetings, identified through community interviews and public listening sessions, and workshops conducted as part of this 2001 Plan update process.

Under each subject heading, identified by the ❖ symbol, is a goal statement which is followed by a list of objectives established to achieve the associated goal. During interview sessions and community workshops, citizens and public officials were asked to rank the top three objectives in order of importance to achieve each goal. Whereas not specifically numbered, the top three (3) listed objectives per goal are arranged in the resultant order of importance as identified during these workshops and therefore have a high priority for implementation.

- Vision** - The overall idea of the future which sets the tone for all activities.
- Goal** - The stated ends which form the vision.
- Objective** - A specific target established to achieve a goal.
- Policy** - A definite course of action selected from among alternatives to guide and determine present and future decisions.

❖ Housing and Residential Development Goal:

Expand the range of quality, attractive, and safe housing and neighborhoods within the Village of Mokena.

Objectives:

- Encourage well-designed, walkable residential developments which are accessible to open space and recreation facilities, commercial and employment centers, and basic community services.
- Provide additional housing options for senior citizens, empty nesters and starter households.
- Diversify density and housing types to offer varied neighborhoods.
- Establish standards of excellence for the design, construction, and maintenance of all residential structures, to minimize monotonous development.
- Provide buffering to separate residential areas from incompatible uses.
- Locate multiple-family residential development in distinct neighborhoods that minimize impacts on residential quality in the community.

❖ Community Form and Character

Goal:

A positive community identity that is built upon the unique qualities of a semi-rural, safe, family-oriented community that distinguishes itself from other suburban communities.

Objectives:

- Promote downtown development which offers a broad range of shopping, service, and employment opportunities.
- Identify and encourage the preservation of areas having scenic, architectural, or historic significance.
- Provide industrial sites which are sensitive to the space, access, and utility needs of a wide range of industrial establishments.
- Upgrade, aid in the relocation, or phase out existing businesses/industries which influence blighting conditions upon surrounding land uses.
- Diversify land uses and provide appropriate transitions between uses to maintain a high standard of quality.
- Prevent randomly scattered and strip commercial development; keep commercial development uniform.
- Utilize small-scale professional office development as infill and transition between intense uses and less intense uses.
- Maximize transit-oriented and mixed-use development opportunities surrounding both of the Metra Stations in the Village.
- Concentrate community enhancements in areas of highest traffic and major Village entryways which have the highest potential to convey a positive visual image.

- Establish standards of excellence in site planning, architecture, and the design of landscaping, lighting, and signs in all commercial and residential areas.

❖ Economic Development

Goal:

An economically diverse tax base for the Village which expands the employment base and commercial opportunities, through careful land planning that provides appropriate locations and distribution of revenue-generating business uses.

Objectives:

- Actively recruit a variety of new businesses and establish programs to encourage locally owned small businesses.
- Invest in the downtown to show potential future businesses that they will support their efforts to locate there.
- Create an economic strategy that provides an attractive environment for expansion of existing and future business developments.
- Diversify the economic base by reducing the reliance on residential tax base.
- Explore the opportunity for locating a hotel, or convention center within the Village.

❖ Transportation

Goal:

A balanced, efficient, safe, and attractive transportation system that allows for the movement of motor vehicles, pedestrians, bicyclists, and transit users through, around, and into the Village.

Objectives:

- Minimize conflicts between local and non-local traffic.

- Program transportation improvements to support business and residential growth.
- Provide a system of pedestrian trails, walkways, and bikeways that encourages safe and easy circulation throughout existing and future developments within and beyond the Village.
- Require interconnections between commercial and residential projects to allow for pedestrian and vehicular access and to reduce congestion on major roads.
- Provide adequate on and off-street parking facilities throughout the Village.

❖ Environmental/ Natural Resources

Goal:

A balanced relationship between human activities and the environment that minimizes the adverse impacts of development on natural resources.

Objectives:

- Identify and reserve sufficient land resources in the Village to meet current and future recreation needs.
- Design all new developments to create a minimum disturbance to natural drainage patterns, natural landscape, vegetation, and the ability of land to absorb rainfall and prevent erosion.
- Use clustering or planned development techniques to reduce floodplain development by transferring density to non-flood areas.
- Encourage land use patterns which preserve the integrity of existing environmental corridors as a means of natural erosion control and protecting the environmental quality of the Village.
- Establish minimum setback and buffer areas along creeks, streams, rivers, and wetlands to reduce the impacts of development on water quality.

- Ensure that all new developments provide storm water retention capacity equal to the capacity displaced by that development. Whenever possible, safe, and practical, retention areas should be set aside for recreational uses.
- Preserve existing trees and provide additional trees where necessary.

❖ Public Facilities and Services

Goal:

Ensure existing and future facilities and services meet the needs of the citizens and business community and promote new economic development.

Objectives:

- Emphasize quality, “landmark” architecture for all public buildings. Strong design to help define Mokena’s identity.
- Integrate the Yunker farm reuse plan into the downtown revitalization program to capitalize on the synergy created by the proximity of these two community landmarks.
- Establish and maintain intergovernmental agreements with adjacent municipalities and special districts regarding municipal boundaries, land uses, and public services.
- Link park, recreation, and open space with residential neighborhoods via safe pedestrian and bicycle routes.
- Allow new development only where the provision of municipal facilities and services are economically feasible.
- Work cooperatively with the school districts to establish an adequate number and location for new schools to serve Mokena’s new residents.

- ❑ Where possible, maintain municipal administrative services in the downtown area to serve as a major activity generator (anchor) to enhance the business climate.

- ❑ Bury utility lines wherever possible and encourage the use of attractive poles to mitigate the appearance of above-grade utility lines.

- ❑ Do not extend utilities to serve flood hazard areas.

- ❑ Locate active recreation sites (ballfields, game courts, etc.) near visible traffic corridors and promote the interrelationship of passive recreation sites and open space environmental corridors.

- ❑ Require local neighborhood parks, such as smaller tot lots, in all residential development.

CHAPTER V:

FUTURE LAND USE CLASSIFICATIONS AND REQUIREMENTS

The Village of Mokena Future Land Use Plan maps provide a framework to assist the Village in planning and regulating development. Both depict future land use generally consistent with existing development patterns, suggesting areas for future growth and development. The purpose of the following land use categories on the Future Land Use Plan maps are to provide for a more rational and gradual transition between different areas of the community, while allowing for a variety of land uses necessary to ensure the development of a balanced community. The timing of development, however, of any given parcel will to a large extent depend upon the availability of municipal utility services.

All recommended residential densities described below are based upon the “gross buildable acreage,” or “net” acreage of a site. The gross buildable part of land is determined by subtracting those portions of the property which cannot or should not be developed due to the presence of such features as floodplains, wetlands, poor soils, endangered wildlife and natural areas, and prime woodland areas.

The land use categories described below are illustrated on the Future Land Use Plan maps, Option A and Option B.

❖ Low Density Single-Family Residential

The intent of this category is for large lot single-family residential which fosters a rural character; densities are equal to 1-2 dwelling units per net acre (R-1 or R-2). To preserve areas where high quality environmental features are present, clustering is encouraged.

❖ Medium Density Single-Family Residential

This land use category promotes a residential character of low to medium density residences on lots where adequate public sewer and water systems exist or can be made available. While anticipated to contain primarily single-family detached housing. Compatible governmental, educational, religious, and recreational uses are also appropriate in these areas.

The intent is to provide a range of single-family residential subdivisions on fully improved lots that respect the natural topography and vegetation, and offer amenities to foster quality neighborhoods; net densities are 2-4 dwelling units per acre (R-2 to R-4).

❖ Multiple-Family Residential

This land use category allows for single-family attached residences such as duplexes, triplexes, quadraplexes, townhome buildings, and low rise multiple-family residences. This category allows for a higher density form than the single-family residential category, permitting opportunities for people whose lifestyles benefit from common exterior maintenance and a more affordable housing alternative. This category also may act as a transition between lower density residential categories and non-residential uses.

The intent is to provide attached single-family and multiple-family residential (maximum of 4 units per building) with a net density less than or equal to 7.5 dwelling units per acre.

❖ Village Center Commercial

This land use category is intended to encourage commercial uses, small-scale retail shopping, entertainment uses, convenience stores, office, and personal and business service uses. Residences may be located on upper floors of commercial buildings (*will be incorporated into the Village Center subarea plan*)

❖ Neighborhood Commercial

This land use category is intended to promote the establishment of local commercial centers which provide goods and services primarily for the convenience of the residents of the surrounding neighborhood. It is not intended to permit major commercial or service establishments that would attract substantial amounts of trade from outside the neighborhood.

❖ General Commercial

This land use category is intended to provide for retail establishments that offer a wide range of goods and services in locations which abut or front, and have access to, either directly or via frontage roads, heavily traveled major arterial roads. The purpose is to provide for commercial uses that are oriented to the automobile, and which do not depend upon adjoining uses for reasons of comparison shopping and pedestrian trade. Included in this category are large-scale retail developments, defined as a retail establishment or any combination of retail establishments in a single building, occupying more than 25,000 gross square feet of lot area.

❖ Office

This land use category provides opportunities for employment and provision of services in locations with good accessibility. This land use should provide a good transition between more intensely developed commercial areas and adjacent neighborhoods. Building scale and design should help to accentuate this transition, as should careful site planning with landscape buffers where appropriate.

The intent of this category is for office uses that act as transitions from arterials, collectors or relatively intense land uses to less intensive or residential uses with related service commercial.

❖ Office Research / Business Park

This land use category is intended to provide for manufacturing, warehousing, distribution, office, research facilities, and related uses. The limited intent of this category is to require a master plan site approach to the development of large parcels incorporating high quality design standards for building, landscaping, and signs.

❖ Limited Industrial

This category includes non-agricultural manufacturing, warehousing, and distribution facilities that provide jobs and products for Village residents and the region as a whole. The intent is for industrial uses of a “clean” and quiet nature and supporting retail or service uses, in well-planned industrial parks; may include establishments serving commercial, industrial or business.

❖ Institutional / Public

Public uses are properties owned and operated by a federal, state, or local government including schools, maintenance facilities, and public cemeteries. Institutional uses are private uses that generally serve the public, including churches and private schools. The intent of this category is for public or quasi-public uses which provide educational, religious, medical, cultural, or social services.

❖ Parks / Recreation

Land that has been permanently dedicated for open space uses falls into this land use category. Private recreational space such as golf courses or private parks located in residential developments would also be included in this category. The intent is for permanent private or public open space used for active and passive recreational purposes.

❖ **Open Space / Conservation**

This category identifies lands that are sensitive to development, and which contain unique environmental characteristics that should be preserved. These characteristics include: wetlands, floodplains, woodlands, and prairies. In addition to their sensitive nature, these areas provide the Village with such natural functions as flood storage and conveyance, pollution control, and wildlife habitat areas. It should be noted that the precise boundaries of the floodplains, wetlands, and soils which might limit development are imprecise. A trained wetlands conservationist or soil specialist needs to be consulted to determine the particular constraints for specific sites.

The intent of this land use category is to conserve and maintain public and/or private permanent open space used for active and passive recreational purposes.

❖ **Open Space Community**

The purpose of this classification is to encourage single-family residential development that integrates existing open space and conserves natural corridors. Common elements of design include the clustering of homes, minimized road widths, innovative subdivision layouts, and path and trailway connections.

Under the Open Space Community classification, the same number of homes that would be constructed under a conventional development plan (typically as single-family-detached units) are grouped more closely together on down-sized houselots, with the remaining area of the parcel left as permanently preserved open space. This undeveloped land, often 50% or more of the original parcel, is then either managed by a homeowner's association, deeded to the municipality or a land trust, or retained by the original owner who has surrendered (sold) all of the development rights.

❖ **Mixed-Use Transit Oriented Development**

Transit Oriented Development (TOD) means the creation of denser, mixed use clusters of activity connected by public transportation. With effective implementation, TOD's offer a combination of design features that induce transportation alternatives to the automobile often resulting in reduced area-wide traffic congestion and improved air quality. These features include improved street connectivity, public amenities, and a concentration of residences and jobs in proximity to transit stations and commercial businesses. As an additional benefit, the enhanced pedestrian environment will increase "casual encounters" among neighbors that can contribute to a sense of community.

A major element of the Transit Oriented Development category is the incorporation of a mix of uses - typically applying to the development of a tract of land or building or structure with three or more different uses such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment in a compact form. Such uses typically incorporate planning for a more dense use of land, and the use of development criteria that are different from the existing standards.

CHAPTER VI:

DESIGN AND DEVELOPMENT GUIDELINES

The following Design and Development Guidelines have been established to assist the Village of Mokena, its business owners and potential developers in maintaining a preferred character of the Village as they plan for new development. The purpose of such guidelines is not to dictate a specific development style for the Village, but rather establish a set of design and development standards that should be encouraged.

In order to identify the preferred character, or desirable and undesirable aspects of development within the Village, a Image Preference Survey was employed allowing members of the Mokena community to jointly determine the characteristics of developments that they found most acceptable. The graphics and images used in both the Image Preference Survey and this document were collectively gathered by Village Staff and the Consultant. A wide variety of photographs were taken of various types of development (residential, commercial, industrial), and other design features and natural areas, either within or outside of Mokena, that were considered to be reflective of the quality of development that should be encouraged or discouraged. A select number of the resultant photographs were arranged by the Consultant into a series of slides depicting different types of development designs, related environments, and features, both within and outside of Mokena. These images were then shown to an approximate group of 50 community leaders and residents, who then rated them individually on a sliding scale of "Strongly Dislike" to "Strongly Like." Ratings were tabulated to determine which types of development were most acceptable and unacceptable to all participants.

The design and development guidelines that follow reflect those elements and characteristics of municipal development that

citizens of Mokena have determined to reflect the physical quality that should either be encouraged or discouraged throughout the Village.

The Design and Development Guidelines described herein are intended as tools for communicating the design intent for future development, redevelopment, and renovation; they also serve as a tool for evaluating proposals presented to the Village. The overall goal is to ensure quality development that employs sound planning design principles. The successful implementation of these guidelines will reinforce the unique image of Mokena as a distinct and inviting place to live, work, shop, and gather; offering a unique appeal not found in other Villages within the region.

The Design and Development Guidelines are arranged to address the following land uses:

- Neighborhood Commercial and General Commercial
- Large-Scale Retail (as permitted under General Commercial)
- Office and Limited Industrial
- Office Research / Business Park
- Multiple-Family / Attached Residential
- Open Space / Preservation

A section has also been included to address general aspects of development and design within the Village Center subarea. Both residential and commercial uses have been addressed.

❖ Neighborhood Commercial & General Commercial

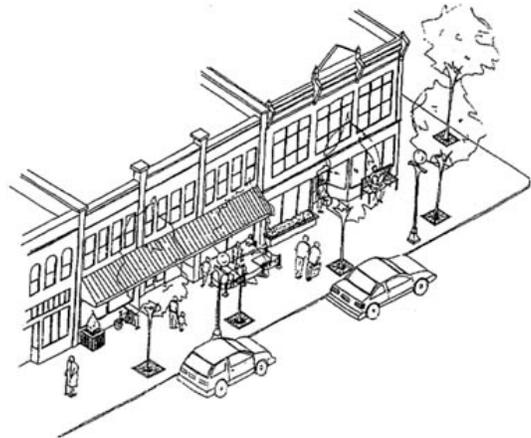
The majority of the Village's current commercial opportunities lie outside of the downtown core, and are located in corridors along major thoroughfares. The type of development that occurs within such corridors is typically auto-oriented in nature. While this auto-oriented style of development is generally less desirable than that which characterizes the downtown core, it is no less significant to the overall economic welfare of the community. Therefore, it is important to strike a balance by ensuring a place for this type of development while establishing standards that make it possible for such development to contribute to, rather than diminish, the overall character of and identity of the Village.

In order to assure this, the following guidelines have been developed and apply to uses classified as Neighborhood Commercial and General Commercial. Such uses are smaller in scale to those associated with large-scale or "big-box" developments and are typically freestanding, single use structures. The guidelines are arranged to address the following:

- Site Planning Principles
- Parking and Circulation
- Landscaping
- Walls and Fences
- Screening
- Architectural Design
- Signage
- Lighting

Site Planning Principles

- Structures shall be sited in a manner that will compliment adjacent buildings. Sites should be developed in a coordinated manner to provide order and diversity.
- Structures and on-site circulation systems should be located to minimize pedestrian/vehicle conflicts and provide cross-access to adjacent properties.
- Freestanding singular commercial and service oriented structures should be oriented with their major entry toward the street where access is provided, as well as having their major facade parallel to the street.
- When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway entries.



Commercial storefront entries should be oriented towards the principle street frontage. When appropriate, pedestrian amenities should be provided.

- ❑ Open space areas should be clustered into larger, landscaped areas rather than equally distributing them into areas of low impact such as at building peripheries, behind a structure or areas of little impact to the public view that are not required as a land use buffer or as a required yard setback.

Parking and Circulation

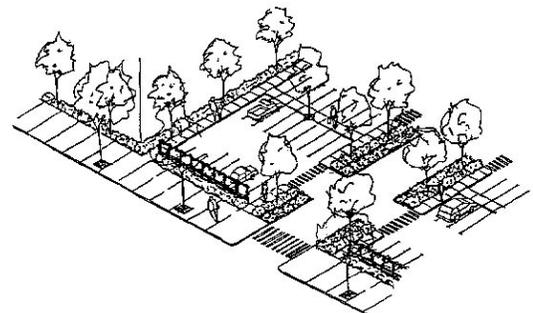
- ❑ When feasible, separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between uses in commercial developments should be emphasized.
- ❑ Parking aisles should be separated from vehicle circulation routes whenever possible.
- ❑ Common driveways which provide vehicular access to more than one site are encouraged.
- ❑ Whenever practical, shared parking between adjacent businesses and/or developments is encouraged; to minimize the amount of paved areas.
- ❑ Parking areas should be separated from structures by either a raised concrete walkway or landscaped strip, preferably both. Situations where parking spaces directly abut structures should be avoided.
- ❑ Parking areas must be landscaped, within the interior as well as perimeter areas of the site.
- ❑ Where parking areas are connected, direction of travel and parking bays should be similar to reduce conflict at points of connection.
- ❑ Parking access points, whether located on front or side streets must be located as far as possible from street intersections so that adequate stacking room is provided. The number of access points should be limited to the minimum amount necessary to provide adequate circulation.
- ❑ Parking areas which accommodate a significant number of vehicles should be divided into a series of connected smaller lots, separated by open space medians, islands, and pedestrian walkways.
- ❑ First aisle parking stalls should be set back a sufficient distance from the curb to avoid traffic obstruction.
- ❑ Drive aisle “throats” should be sufficient depth to avoid vehicle stacking into the street.
- ❑ Utilize an opaque wall or landscaping to screen any parking at the entry periphery. A combination of walls, berms, and landscaping material is recommended. Changing the grade of the parking lot from existing street elevations may aid in obscuring views of automobiles while promoting views of architectural elements of the structures beyond.



Example depicting a poor relationship between the buildings and street. Landscaping and greenspace should be used to enhance commercial developments fronting major roads.



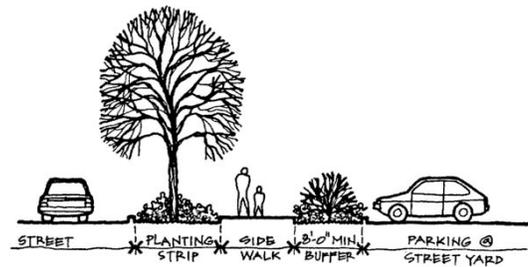
The monotonous image of commercial strip centers, as depicted above, can be improved through the introduction of vertical or horizontal design elements and/or roof articulation.



Use a landscape plan to enhance off-street parking lots.

Landscaping

- ❑ Landscaping should define entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties (buffering), and provide screening for loading and equipment areas.
- ❑ Landscaping should be in scale with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose.
- ❑ Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.
- ❑ Trees should be located throughout the parking lot and not simply at the ends of parking aisles.
- ❑ Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.
- ❑ Landscaping should not obstruct visibility at drive aisle intersections.



Graphic example depicting elements of commercial public space.

Walls and Fences

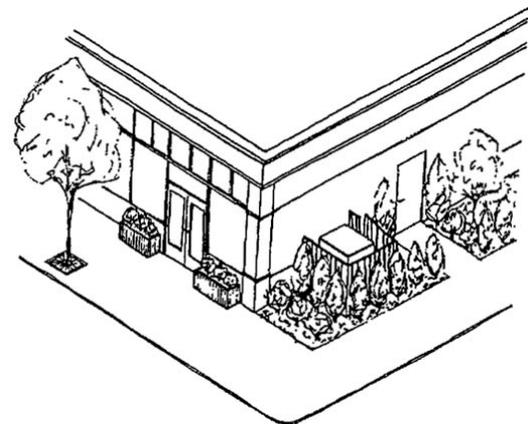
- ❑ If not required for a specific screening, security or separation of incompatible land uses, walls should not be utilized within commercial areas.
- ❑ When used, walls should be designed to blend with the site's architecture. Both sides of all perimeter walls or fences should be architecturally treated. Landscaping should be used in combination with all walls.



The use of walls, berms, and/or landscaping materials are an effective means of screening parking areas from public views.

Screening

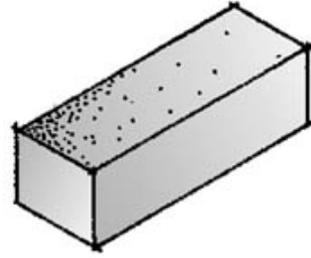
- ❑ When allowed, exterior storage should be confined to portions of the site least visible to public view. Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping.
- ❑ Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building design in terms of materials, color, shape, and size. Where individual equipment is provided, a continuous screen is desirable.



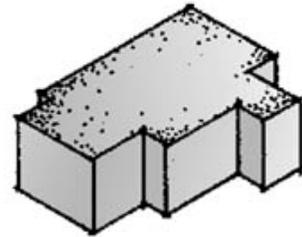
Landscape materials and walls/fences should be used for screening service areas and refuse containers.

Architectural Design

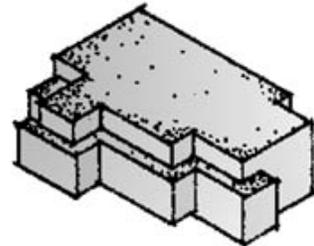
- ❑ Heights of structures should relate to adjacent open spaces to allow maximum natural light and ventilation, protection from prevailing winds, enhance public views and minimize obstruction of view from adjoining structures.
- ❑ The height and scale of new development should be compatible with that of surrounding development. The development should “transition” from the height of adjacent development to the maximum height of the proposed structure.
- ❑ Scale is the relationship between the size of a new structure, and the size of adjoining permanent structures. Large scale building elements will appear imposing if they are situated in a visual environment which is predominantly smaller in scale.
 - ▶ Building scale can be reduced through the proper use of window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and other details.
 - ▶ The scale of buildings should be carefully related to adjacent pedestrian areas and other structures.
 - ▶ Large dominating structures should be broken up by creating horizontal emphasis through the use of trim; adding awnings, eaves, windows, architectural ornamentation; use of complementary colors; and landscape materials.
- ❑ The color palette chosen for new structures should be compatible with the colors of adjacent structures and those established in the area.
- ❑ Primary colors should be used to accent elements, such as door and window frames and architectural details.
- ❑ Hip or gable roof design of appropriate pitch and scale with no exposed utilities or HVAC units is encouraged.
- ❑ The use of quality siding or masonry construction of stone or brick on all exterior walls is encouraged.



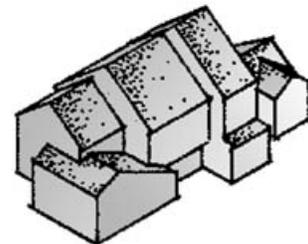
Undesirable architectural treatment.



Vertical articulation added.



Horizontal articulation added.



Multi-planned roofs and awnings add desirable articulation.

Signage

All developments should be designed with a precise concept for adequate signage. Provisions for sign placement, sign scale in relationship with the building, and sign readability should be considered in developing the signing concept. All signage should be highly compatible with the building and site design relative to color, material, and placement and should comply with the Village's sign regulations. Low monument signs are encouraged as well as integration with landscaping.

Lighting

- Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping and receiving, pathways, and work areas.
- The design of the light fixtures and their structural support should be architecturally compatible with the main buildings on-site. Illuminators should be integrated within the architectural design for the buildings.
- All building entrances should be well lighted.
- All lighting should be shielded to confine light spread within the site boundaries.
- All lighting must comply with the Village's lighting codes and regulations.

❖ Large-Scale Retail (General Commercial)

The guidelines to follow apply to new "large-scale" retail establishments defined to mean a retail establishment or any combination of retail establishments in a single building, occupying more than 25,000 gross square feet of lot area. The guidelines prescribed for large-scale retail developments are arranged to address the following:

- Architectural Character
- Color and Materials
- Relationship to the Surrounding Community
- Pedestrian Circulation
- Parking

Architectural Character

Large-scale retail developments are typically characterized by blank, windowless facades, flat roofs, a lack of architectural detail, with undefined entries. To go beyond the prototypical designs and encourage better architectural design large-scale developments should adhere to the following guidelines:

- Uninterrupted facade lengths in excess of 100 horizontal feet are not permitted. Faces greater than 100 feet in length must incorporate recesses and projections along at least 20 percent of the length of the facade. Windows, awnings, and arcades, must total at least 60 percent of the facade length abutting a public street.
- Smaller retail stores that are part of a larger principle building are required to have display windows and separate outside entrances. Such smaller stores are encouraged by the Village.



Large-scale retail developments are typically characterized by large rectangular, single-story buildings with standardized blank facades, enormous parking lots, and the lack of amenities like trees and sidewalks.



Variations in roof lines help to reduce scale and add visual interest.

- ❑ Greater architectural interest in the principle structure is encouraged. This can be accomplished by directing the use of a repeating pattern of change in color, texture, and material modules. At least one of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than 30 feet, either horizontally or vertically.
- ❑ Variations in roof lines are required as a means to reduce the massive scale of these structures and add visual interest. Roofs must have at least two of the following features: parapets concealing flat roofs and rooftop equipment, overhanging eaves, sloped roofs, and three or more roof slope planes.
- ❑ Each principle building is required to have a clearly defined, highly visible customer entrance with features such as awnings, canopies or porticos, arcades, wing walls, and integral planters.
- ❑ The use of divided windows with decorative window frames and thin profile mullions is encouraged. Window glazing should be non-reflective and make up 75% of small retail store fronts. Window signs should occupy no more than 10% of window openings.
- ❑ The use of decorative trim around all windows, doors, roof profile and wall corners is also encouraged.



Use of high quality materials and the integration of landscape design enhance the pedestrian environment.

Color and Materials

Building color and materials are important elements that often dictate the aesthetic and physical quality of the development. In order to assure overall quality in any development, the following requirements must be adhered to:

- ❑ Predominant exterior building materials must be of high quality. These include brick, wood, limestone, other native stone, and tinted/textured concrete masonry units. Smooth-faced concrete block, tilt-up concrete panels, or pre-fabricated steel panels are prohibited as the predominant exterior building materials. EFIS should be used principally for building accents or for sign bands.
- ❑ False windows and awnings of cloth/canvas material are permitted as long as their use relates to the proposed architectural style. False windows must be consistent with and of the same quality and materials as the other windows.
- ❑ Facade colors must be of low reflectance, subtle, neutral, or earth tone colors. The use of high intensity colors, metallic colors, black or fluorescent colors is prohibited.
- ❑ Building trim may feature brighter colors, but neon tubing is not allowed as an accent material.



Internal pedestrian walkways should incorporate weather protection features such as arcades, awnings, or canopies.



False windows and window awnings are an effective means of minimizing the visual scale of exterior wall surfaces.

Relationship to the Surrounding Community

In order to assure that all large-scale developments relate and interact with the surrounding community and public streets, the following requirements must be met:

- ❑ All facades of a building that are visible from adjoining properties and/or public streets should encourage community integration by featuring characteristics similar to a front facade. This policy is implemented by requiring architectural treatments as discussed above.
- ❑ All sides of a principle building that directly face an abutting public street should feature at least one customer entrance. Where a principle building directly faces more than two abutting public streets, this requirement should apply only to two sides of the building.
- ❑ Where the facade faces adjacent residential uses, an earth berm of at least four (4) feet in height and planted with evergreen trees at intervals of 15 feet on center, or in clusters is required.
- ❑ Loading docks, trash collection, outdoor storage and similar facilities and functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Use of screening materials that are different from or inferior to the principle materials of the building and landscape is prohibited.
- ❑ Each retail establishment must contribute to the establishment or enhancement of the community and public spaces by providing community amenities such as a patio/seating area, water feature, clock tower, and pedestrian plaza with benches.

Pedestrian Circulation

With most large-scale retail developments, pedestrians are often overlooked until they enter the establishment. In order to minimize potential conflicts between pedestrian and automobile traffic, making the development more attractive and safer for the pedestrian, the following requirements apply:

- ❑ Sidewalks at least 5 feet in width shall be provided along all sides of the total lot that abut a public street, and a continuous internal pedestrian walkway must be provided from the perimeter public sidewalk to the principle customer entrance. This internal walkway must feature landscaping, benches, and other such materials/features for no less than 50 percent of its length.

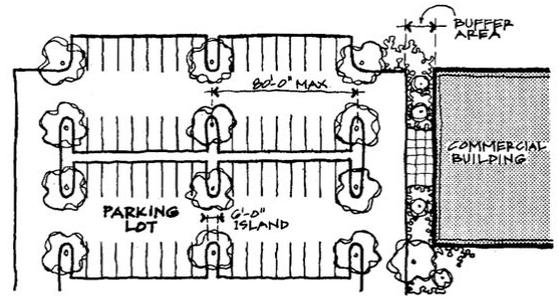


The design integration of such amenities as a clock tower contribute to the enhancement of the community and neighborhood.



Parking areas should incorporate distinguished, identifiable pedestrian walkways to create a more pleasant and safer pedestrian experience.

- ❑ Sidewalks must be provided along the length of any facade abutting public parking areas. Such sidewalks shall be located at least four feet from the facade of the building to provide planting beds for foundation landscaping.
- ❑ Internal pedestrian walkways must provide a weather protection feature such as an awning within 30 feet of all customer entrances.
- ❑ The internal pedestrian walkways must be distinguished from driving surfaces through the use of special pavers, bricks, or scored concrete to enhance pedestrian safety and the attractiveness of the walkways.

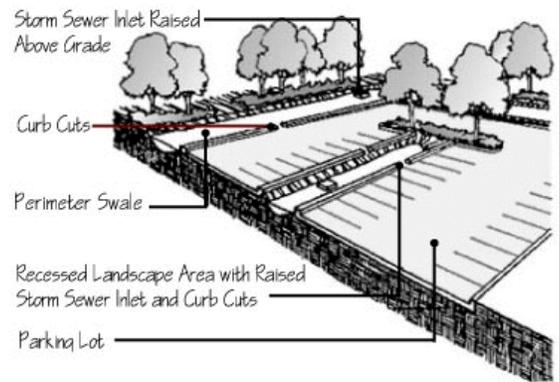


Parking lots should incorporate landscape features to minimize large expanses of pavement.

Parking

In order to minimize large expanses of pavement, parking areas are encouraged to be broken up into modules separated by landscaping and other features.

In order to encourage natural drainage measures, parking lot designs and construction should incorporate the use of drainage swales, vegetated filter strips, and other natural drainage approaches - in contrast to storm sewers, lined channels, and curbs and gutters. Such measures will help to reduce runoff volumes and greatly enhance the removal of damaging pollutants from runoff water. Mokena should strive to maintain the natural drainage system, including natural stream channels, wetlands, and floodplains.



Graphic example depicting parking lot incorporating natural drainage measures such as perimeter swales, raised storm sewer inlets, and recessed landscape areas.

❖ Office and Limited Industrial

Office and limited industrial facilities can serve as significant employment centers and tax generators for local economies. Given its proximity to major expressways, the Village of Mokena is well positioned to attract and maintain development of this nature.

The following guidelines have been created to ensure that such development only increases the attractiveness of Mokena as a place to live and work. In order to assure that attractive development occurs at the sites delineated for such uses, the following development standards have been devised. As written, they apply to proposed Office and Limited Industrial uses and are arranged to address the following main elements of sound site design:

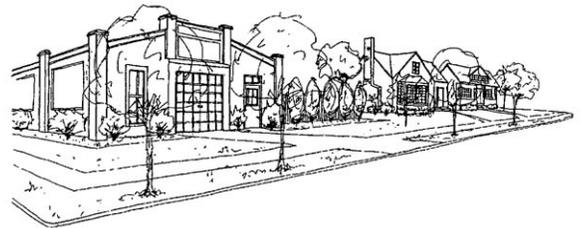
- Site Planning Principles
- Parking and Circulation
- Loading Facilities
- Landscaping
- Walls and Fences
- Screening
- Architectural Design
- Lighting

Site Planning Principles

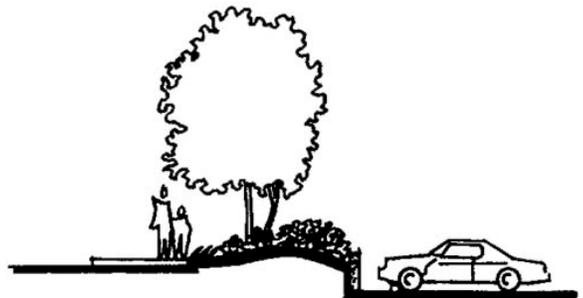
- A variety of building and parking setbacks should be provided in order to avoid long monotonous building facades and to create diversity.
- Structures should be located on “landscaped islands,” where the office portion of the building does not directly abut paved parking areas. If applicable, a minimum 5 to 7 foot landscape strip should be provided between parking areas and the office portion of a structure.
- Building setbacks should be provided proportionate to the scale of the structure and in consideration of existing development adjacent to it. Larger structures require more setback area for a balance of scale.
- Where proposed uses are adjacent to dissimilar or incompatible uses, appropriate buffering techniques such as setbacks, screening and landscaping need to be provided to mitigate any negative effects of such operations.

Parking and Circulation

- The parking lot and cars should not be the dominant visual element of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping and buildings.

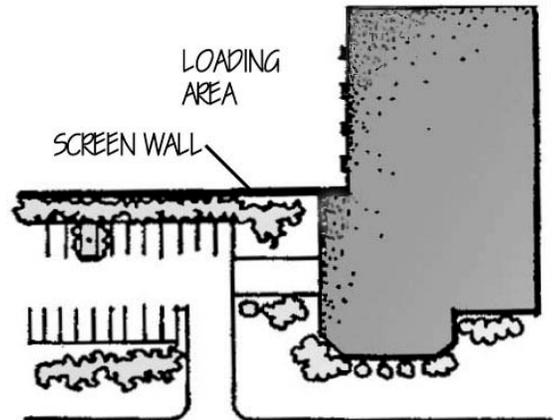


Site buildings to provide sensitive transition to neighboring, less intensive uses.



Lowering the site elevation is an effective way to screen parking.

- ❑ Site access and internal circulation should be designed in a straight forward manner which emphasizes safety and efficiency. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, combine circulation and access areas where possible, provide adequate maneuvering and stacking areas and consideration for emergency vehicle access. Circulation routes and parking areas should be separated.
- ❑ Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.
- ❑ Vehicles should not be required to enter the street in order to move from one area to another on the same site.
- ❑ Parking lots adjacent to and visible from public streets should be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof whenever possible.
- ❑ Industrial sites should be self-contained developments capable of accommodating their own parking needs. The use of the public street for parking and staging of trucks should not be permitted.
- ❑ Where feasible, all parking spaces should be visible from the interior of the structures, especially entrances.



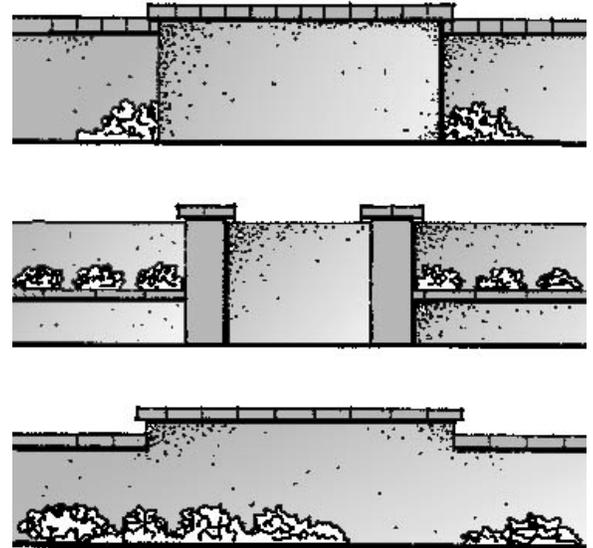
Use of a decorative solid masonry wall is one method of screening loading areas.

Loading Facilities

- ❑ To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.
- ❑ When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and should be screened from the street. Furthermore, loading facilities should be offset from driveway openings.
- ❑ Backing from the public street onto the site for loading into front end docks causes unsafe truck maneuvering and should not be utilized.

Landscaping

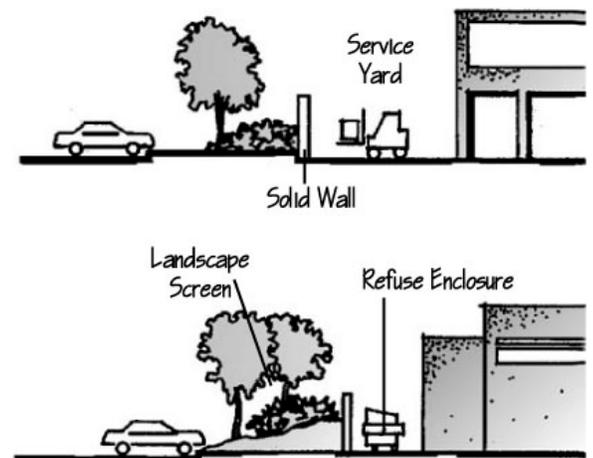
- ❑ Landscaping should be used to define areas by helping to focus on entrances of buildings; parking lots; defining the edges of various land uses; providing transition between neighboring properties (buffering); and providing screening for outdoor storage, loading, and equipment areas.
- ❑ Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.
- ❑ Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.
- ❑ Trees should be located throughout the parking lot and not simply at the ends of parking aisles.
- ❑ Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.



Long expanses of fence or wall surface should be offset and designed to prevent monotony.

Walls and Fences

- ❑ Walls serve as a major function in the industrial landscape and should be used to screen automobiles, loading and storage areas, and utility structures. However, if not required for a specific screening or security purposes, they should not be utilized. The intent is to keep the walls as low as possible while performing their screening and security functions.
- ❑ Where walls are used at property frontages, or screen-walls are used to conceal storage and equipment areas, they should be designed to blend with the sites' architecture. Both sides of all perimeter walls should be architecturally treated. Plant materials should be used in combination with such walls.
- ❑ When security fencing is required, it should be a combination of solid pillars or short solid wall segments and wrought iron grill work.
- ❑ Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony.

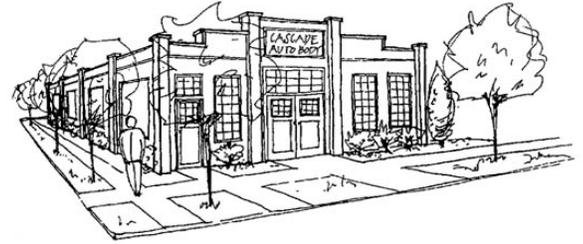


Screening should incorporate a combination of elements such as solid walls, berms, and landscaping.

Screening

- ❑ Screening for outdoor storage should be determined by the height of the material being screened. Exterior storage should be confined to portions of the site least visible to public view.

- ❑ Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping.
- ❑ Any equipment, whether on the roof, side of building, or ground, should be screened. The method of screening should be architecturally integrated with the building design in terms of materials, color, shape, and size. Where individual equipment is provided, a continuous screen is desirable.



Articulate street-facing walls with horizontal or vertical building elements to create a clear sense of entry.

Architectural Design

Office and industrial structures often present unattractive and monotonous facades. There are a variety of design techniques which can be utilized to help overcome this situation.

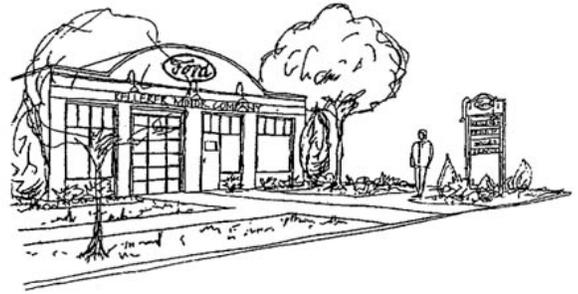
- ❑ Avoid long, “unarticulated” facades. Facades with varied front setbacks are strongly encouraged. Wall planes should not run in continuous direction for more than 50 feet without an offset.
- ❑ Avoid blank front and side wall elevations on street frontages.
- ❑ Building entries should be clearly defined within the architecture of the building.
- ❑ Architectural elements used in the front of the building should be incorporated into all rear and side elevations.
- ❑ Windows and doors are key elements of any structures form, and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety. Recessed openings help to provide depth and contrast in elevation planes.
- ❑ The use of the following design elements should be avoided: highly reflective surfaces at the ground level; large blank, unarticulated wall surfaces; exposed, untreated block walls; chain link fence and barbed wire; “stuck on” mansard roofs on small portions of the roofline; materials with high maintenance such as stained wood, shingles, or metal siding.
- ❑ Wall materials should be able to withstand abuse or accidental damage from machinery and vehicles.
- ❑ For all uses, no more than 25% of the front facade should be permitted to have metal facing.
- ❑ Berming in conjunction with landscaping should be used at the building edge to reduce structure mass and height along facades.



Image preference survey results indicated a preference for building designs that reflected the overall image of the community and which could be integrated with the surrounding environment.

Signage

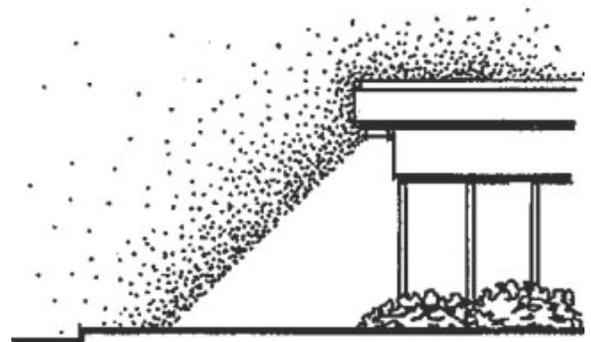
All developments should be designed with a precise concept for adequate signage. Provisions for sign placement, sign scale in relationship with the building, and sign readability should be considered in developing the signing concept. All signage should be highly compatible with the building and site design relative to color, material, and placement and should comply to the Village's sign regulations. The internal illumination of signs should be prohibited. Low monument signs are encouraged as well as integration with landscaping.



Signage should be integrated with the design of the buildings.

Lighting

- Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping and receiving, pathways, and work areas.
- The design of the light fixtures and their structural support should be architecturally compatible with the main buildings on-site. Illuminators should be integrated within the architectural design for the buildings.
- As a security device, lighting should be adequate but not overly bright. All building entrances should be well lighted.
- All lighting should be shielded to confine light spread within the site boundaries.
- All lighting must comply with the Village's adopted ordinances, codes, and regulations as they relate to lighting.



Confine light spread to within site boundaries.

❖ Office Research/Business Park

The following design guidelines are intended to direct the overall development in the areas delineated for office research/business park uses. This section contains the specific site guidelines that will implement the design philosophy on individual sites, ensuring that incremental development will result in a coherent whole. The section is arranged to address the following, and is designed to be complimentary to the aforementioned guidelines for office and limited industrial uses:

- Pedestrian and Auto Circulation
- Landscaping and Screening
- Architectural Design
- Parking
- Lighting
- Signage

Pedestrian Circulation

Pedestrian circulation should be facilitated throughout all office research/business park developments and to off-site trails and open space areas. As part of a coordinated circulation system, an accessible pedestrian network with attractive views should be provided on individual lots. Each lot should be connected to open space amenities and the trail system by walkways of minimum width of five feet. Circulation patterns should be easy for the user to interpret, with primary linkages among the individual lots provided in the required setback areas. Access points from building areas and parking areas should be easily identifiable.

Auto Circulation

The vehicular circulation system provides for the coordinated development and access of individual parcels in a safe and efficient manner. The following circulation and access measures are encouraged:

- Wherever practical, primary access to individual lots should be from minor roads, to ensure that major or collector roads are retained as safe and efficient thoroughfares.
- Entry courts are encouraged, to provide a transition from the entrance drive to the building entry and parking and loading areas.
- Landscaped medians in the entry drive are recommended for developments greater than ten acres, and are encouraged for smaller office developments. The length of the median should equal the depth of the required setback yard. Special paving within the entry drive is encouraged to differentiate entrances.
- Loading areas should be located to the rear or side of the building. Parking areas are encouraged at the rear or side of the building.
- Landscaped islands should be provided in parking areas to define circulation routes, screen parking, and provide relief from large vistas of pavement.

Landscape and Screening

A consistent standard of landscaping maintained throughout all proposed developments will establish an attractive visual identity for the development as well as for individual lots. In combination with common open space, well landscaped areas on each lot will create an aesthetically pleasing environment for visitors, consumers and employees.

- Planting is required for all landscape areas within lots, including utility and drainage easements and setbacks.



A clearly defined pedestrian circulation system should be integrated into each planned office research/business park development.



Example of building and landscape agreement viewed as favorable in the Image Preference Survey.



As presented above, primary entrances should be adequately screened from major public rights-of-way.

- ❑ Wherever possible, existing vegetation such as hedge rows and wetland plantings should be preserved and incorporated into the landscape design.
- ❑ Parking lots should be planted to minimize their presence and enhance their appearance. Parking lot screening from public rights-of-way and pedestrian walkways is required when existing site characteristics do not adequately screen parking areas. Parking areas in the rear and side of lots require less screening and are therefore encouraged. Landscaped islands within parking lots improve both appearance and circulation patterns.
- ❑ Trash enclosures, utility boxes, meters, pedestals, and loading/service areas must also be screened from adjacent properties, public rights-of-way, parking areas and pedestrian walkways. Screening for trash enclosures should consist of a solid wall of the same material as the principle building; roof equipment screening should consist of a parapet wall; and all other utility equipment and service areas should be screened with landscape material, equal in height or taller than the material being screened.

Architectural Criteria

Common architectural standards applied throughout a office research/business park will establish an attractive, unified visual image. While the following guidelines apply to every building in the development, architectural innovation is encouraged within the given framework.

- ❑ Buildings should be in scale with adjacent developments and with the ultimate character planned for each park. Building components, such as windows, doors, eaves, roof spans, etc., should be appropriately proportioned to one another.
- ❑ Facade articulation and visual interest can be increased by the introduction of windows, mullions, doors, and vertical or horizontal elements. Building length may be visually decreased by breaking up the facade with architectural elements.
- ❑ Awnings are encouraged as a means of adding visual interest and character to buildings. If used, awnings must be of cloth/canvas material and must be appropriate for and related to the proposed architectural style.
- ❑ When possible, building and building components should be of varied height to add variety and interest.



Example in which building design has minimal roof articulation and presence of large blank walls that should be avoided in future designs.



Positive example of how primary structures can be enhanced through "jogs" in the facade, use of horizontal design elements, and the integration of a windows.



Image viewed as favorable due to architectural interest, however, site could be enhanced by better integration of an overall landscape design plan.

- ❑ Business/office entrances should be emphasized with peaked roof details, porches, columns, archways, or other unique features..
- ❑ All cooling towers, mechanical equipment or appurtenances, vents, intakes or stacks, or other rooftop structures shall be screened from view on all sides of the building by a parapet wall. Screens shall be constructed of materials that are compatible with the primary facades.
- ❑ All accessory structures on a lot shall share a common architectural theme with the primary structure. Architectural expression shall be consistent in color, materials, and design.
- ❑ All structures within an office research/business park are encouraged to be constructed with masonry construction of stone or brick on 90% of all exterior walls. Painted siding may be used in leu of masonry materials for smaller office structures.
- ❑ Complete or partial pitched roofs are encouraged to enhance building appearance, with no exposed utilities or HVAC units.
- ❑ The use of divided windows with decorative window frames and thin profile mullions is encouraged. Decorative trim around all windows, doors, roof profile and wall corners is also encouraged.

Parking

Safe, well-designed and landscaped parking areas on individual lots will help to maintain the functionality and appearance of a office research/business park.

- ❑ Parking shall be provided on the same lot as the main buildings which require the parking.
- ❑ Parking areas are encouraged to be located to the side or rear of buildings on each lot. Limited visitor or short term parking may be located in front of the building if necessary, provided such parking is well screened from the right-of-way.
- ❑ The design of parking areas shall minimize conflicts between pedestrian and vehicular circulation.
- ❑ Landscaped parking islands shall be provided at both ends of rows of parking. A minimum of two trees is required per landscaped island. One island is required for every 25 parking spaces.



Example viewed as favorable due to a positive relationship between the natural amenities and siting of the structure.



Parking lots should be located at the side or rear of the lot, should be close to entrances, and should be designed to minimize conflict between vehicles and pedestrians.



Overall site design scheme viewed as favorable during the Image Preference Survey.

- ❑ Parking spaces must be a minimum of 9 feet wide and 18 feet in length. Aisle widths are determined by the angle of parking spaces:

Parking Angle (degrees)	Aisle Width (feet)
90	24
75	22
60	18
45	13.5



Example depicting minimal articulation in building design, minimal integration of landscaping. This should be avoided in future developments.

- ❑ A 25' wide fire lane should be provided within parking lots to provide adequate access for emergency vehicles.
- ❑ Cumulative parking requirements for mixed-use occupancies may be reduced where it can be determined that the peak requirement of the several occupancies occurs at different time (either daily or seasonally). The Shared Parking Report published by the Urban Land Institute shall be used as a guideline in the estimation of parking demand. Shared use agreements must be formalized via appropriate documents including letters of agreement between shared parking facility owners. A copy of such shared use agreements shall, upon execution, be filed with the Village of Mokena.

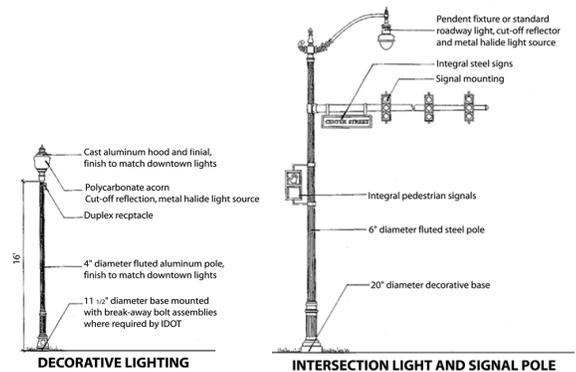
Lighting

Lighting has a significant influence on the appearance, sense of safety, and image of a development. The following guidelines will enhance the sense of site continuity and contribute to a pleasant, orderly environment.

- ❑ Low profile lighting shall be used to maintain a proper sense of scale. Maximum height of light standards are as follows:

Location/Purpose of Lighting	Maximum Height Above Grade (feet)
Roadway and parking areas	18
Pedestrian walkways	12
Sign and landscape lighting	2

- ❑ All lighting types within a office research/business park should be similar.
- ❑ Finishes of fixtures should be durable and easily maintained, in neutral colors.
- ❑ Excessive glare contributes to difficult and uncomfortable visual conditions and light spillage. All lighting shall be designed to minimize glare.
- ❑ Off-site light spillage is bothersome to adjacent users. All building or pole mounted lights should be aimed directly downward, and floodlights intended to light signage, landscape features, and facades should be aimed only at those features. Any light spillage should be limited to within a 100 foot band extending beyond the property line and should not exceed the following:
 - ❑ one tenth (0.1) footcandle horizontal maintained on grade at the 60 foot mark; and
 - ❑ one-one hundredth (0.01) footcandle horizontal maintained on grade at the 100 foot mark.
- ❑ All lighting standards within the proposed development sites must meet all relevant Ordinance and Code requirements adopted by the Village.



Examples of different lighting types that are similar in design. Decorative lights are used primarily on site along minor circulation routes; intersection lights are used at primary intersections within the office research/business park.

Signage

Guidelines for sign treatments ensure visual compatibility throughout a development site, while allowing for creative expression on individual lots.

- ❑ All signs are subject to the regulations of the Mokena Sign Code.
- ❑ Freestanding signs should be ground or monument signs. Pole and pylon signs are discouraged.
- ❑ All signs are encouraged to have a base and frame of masonry material complementary to the materials on the primary building with which the sign is associated.
- ❑ Signs should incorporate a minimum number of harmonious colors.
- ❑ All signs should be externally illuminated. Internal illumination is discouraged.



Example of business park sign integrated with landscaping and other design features viewed as favorable during the Image Preference Survey.

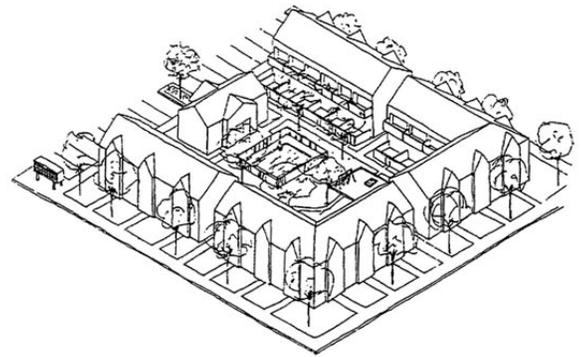
❖ Multiple-Family/Attached Residential

More and more communities are recognizing the benefits of encouraging a wide variety of housing options. Multiple-family and attached residential structures not only serve as a means by which to provide such a diversity of housing types. The following guidelines should be used to ensure that new multiple-family and attached residential developments fit well within the Village's planning strategies. The guidelines are arranged to address the following:

- Site Planning Principles
- Landscaping
- Architectural Design Standards

Site Planning

- Integrate the site plan of the multi-family residential development with the surrounding neighborhood.
 - ▶ Multi-family developments should provide pedestrian connections with the community.
 - ▶ Avoid separating the development from the neighborhood with high fences, walls, or parking lots.
 - ▶ Consider the established street, lot, and building patterns of the surrounding neighborhood, where they exist, in the new site design.
- Design the project in response to specific site conditions, including trees, streams, and other significant natural features.
 - ▶ Protect stream corridors that cross the site
- Provide a network of open space to accommodate a variety of activities.
 - ▶ The site plan should include usable open spaces that are easily accessible by residents and visually removed from parking lots.
 - ▶ Plan for pedestrian circulation that conveniently links residential units with common open space, recreation, and parking.
 - ▶ The open space network should be well lit at night without intruding into residential units.
- Setback buildings in conformance with the Village zoning requirements.
 - ▶ Setbacks provide the traditional residential neighborhood separation between dwelling and street. Use the setbacks to create a sense of entry and amenities for ground-floor residents.
- Maintain residential character in the height, bulk, and scale of the multi-family development.



Use the site plan to create a network of open space.



Setbacks create a sense of entry.



Multiple-family developments should be designed with the surrounding community in mind; providing transitions between residential uses of a smaller scale.

- ▶ Projects adjacent to single-family homes should be sited and designed to provide a transition to the smaller scale of the neighborhood.
- ▶ Employ techniques such as facade and roof modulation, landscaping, or setbacks to achieve a reduction in the visual mass of the buildings
- ❑ Orient residential developments to the street and make primary building entrances visible from the street.
 - ▶ Buildings in a multi-family development should visually relate to the neighborhood around them.
 - ▶ Provide street-facing entries to the individual units whenever possible, to strengthen the residential streetscape and create a sense of neighborhood among residents.
- ❑ Locate parking lots to the side or rear of buildings to minimize their visual impact on the site.
 - ▶ Locate garages and carports along non-street facing elevations.
 - ▶ Provide safe pedestrian pathways from parking areas to unit entrances.
 - ▶ Vehicle circulation should not conflict with pedestrian circulation or with children's play areas.
 - ▶ Consider incorporating several smaller lots as opposed to one larger lot into the site plan.
- ❑ Locate dumpsters and mechanical equipment away from the street front, or screen them from view.
 - ▶ Trash areas should not be generally visible from the sidewalk.
 - ▶ Place mechanical equipment in an unobtrusive location.

Landscaping

- ❑ Use landscaping to integrate the multi-family development with the surrounding community along public rights-of-way.
 - ▶ Sidewalks, planting strips, and street trees should be incorporated into the landscape plan for all new multi-family developments.
 - ▶ The size and scale of proposed buildings should be considered when selecting plant species.
- ❑ Provide landscaping of appropriate scale in the area of required setbacks in conformance with Village Code.



Incorporate sidewalks, planting strips, and street trees. Use landscaping to emphasize entries to residential units.



Entryway features that incorporate signage and landscaping help to define a neighborhood.

- ▶ Use landscaping in front and side yards to reinforce the neighborhood character of multi-family housing.
- ▶ Use landscaping to emphasize entries to residential units and create a sense of individual front yards.
- ▶ Choose plant materials which add color and form and which will complement the scale of the building at maturity.
- ❑ Enhance the site's interior network of open space with landscaping.
 - ▶ Focus landscaping to create attractive smaller spaces to view, move through, and use.
 - ▶ Define and separate public and private open space with landscaping.
- ❑ Provide the enhancement of parking and utility areas with landscaping.
 - ▶ Screen the view of parking lots within 20 feet of single-family residential uses, and parking lots visible from public rights-of-way, using shrubs, trees, low walls, berms, or a combination thereof.
 - ▶ Locate landscaping to soften the view of parking from dwelling units.
 - ▶ Reduce the scale and effect of large paved areas by visually breaking up the parking lot with landscaped islands.
 - ▶ Separate rows of more than 8 parking spaces with a landscaped island or node equal in size to one parking space, and 16 double row parking spaces with 2 nodes equal to 2 parking spaces.
- ❑ Select plant materials that are suitable for Mokena's climate zone and provide them with a viable irrigation system.
 - ▶ Consider selecting a variety of plant materials, some native and others from similar climatic zones.
 - ▶ Install a stationary irrigation system that provides full coverage of the landscaped area.

Architectural Design Standards

- ❑ Design with building forms that reflect the residential scale and rhythm of the community's single-family neighborhoods.
 - ▶ Use facade articulation to reduce the perception of bulk and to reflect the traditional rhythm of a residential streetscape.



The design integration of such natural water features as ponds and streams were viewed as favorable during the Image Preference Survey.



Multiple-family developments should provide site amenities and integrate designs with existing natural features.



Building designs of high quality materials that incorporated facade and roof articulations, reducing the appearance of bulk, were viewed as favorable during the Image Preference Survey.

- ❑ Use roof forms and detailing traditional to the residential character of the community.
 - ▶ In residential neighborhoods, choose traditional pitched roof lines such as gabled, hipped, or multi-gabled.
 - ▶ In commercial and transitional neighborhoods, use roof lines that reflect the surrounding architecture.
- ❑ Avoid blank walls facing the street - design street facades with entries, windows, and/or detailing.
 - ▶ Street-facing elevations of multi-family housing should be considered as primary facades.
 - ▶ Treat each street facade with the same level of formality afforded to single-family home design.
- ❑ Provide some form of usable exterior living space, such as courtyards, porches, patios, or balconies.
 - ▶ Outdoor living areas offer residents expanded space and sense of relief from the density of multi-family living.
 - ▶ Create common courtyards or patios conducive to outdoor socializing.
- ❑ Design building entrances that offer attractive, convenient, and safe access to the interior.
 - ▶ To reinforce neighborhood character, entrances should be highly visible from the public street, providing a visual transition.
 - ▶ Give entrances fronting the street special architectural emphasis.
 - ▶ Both front and rear entrances and access to them should be sufficiently lit for secure entry.
- ❑ Provide windows that allow maximum interior light, privacy, and exterior rhythm and interest.
 - ▶ Consider window design as an opportunity to provide variation and definition along street facades.
 - ▶ Choose window designs that reflect traditional residential styles in the community.
- ❑ Use exterior building materials that are typically residential in character.
- ❑ Use exterior color schemes that fall within a traditional range of basic colors and are respectful to the surrounding neighborhood.
- ❑ Install signage that meets minimum sign code requirements, is residential in scale and design, and uses materials consistent with the architectural fabric of the development.



Larger-scale multiple family residential developments should provide usable exterior space that is accessible by all tenants.



Entrances that are highly visible from public streets help to reinforce neighborhood character.



Landscaping helps to reduce the apparent bulk of multiple-family structures, and should be used to maintain the residential character of existing neighborhoods.

❖ Open Space/Preservation

High quality public and open spaces are essential in maintaining a community character and sense of place. The following standards should be employed with regard to the development of open and public spaces.

- ❑ Active and passive parks and other open spaces should be provided to serve the new and existing residents.
- ❑ Provide convenient sidewalks of adequate width to promote a safe and comfortable alternative to vehicular travel.
- ❑ Enhance and maintain a strong definition of the public street corridor with mature street trees, lighting, and continuity of building facades. In pedestrian areas incorporate amenities and site furnishings such as: water fountains, news racks, bike racks, and bike parking facilities.
- ❑ All residents should have safe and efficient access to usable open space, whether public or private, for recreation and social activities.
- ❑ Open spaces should provide a focal point for the community both visually and socially.
- ❑ Common open spaces should be conveniently located for the majority of units.
- ❑ For multifamily developments, private open spaces should be contiguous to the units they serve, have direct access from the unit and be screened from public view.



Planned open space should be encouraged in all developments as well as the preservation of the natural resources that prevail within the Village.



Mature street trees help to define the public street corridor and should be encouraged in all developments within the Village.

❖ Village Center

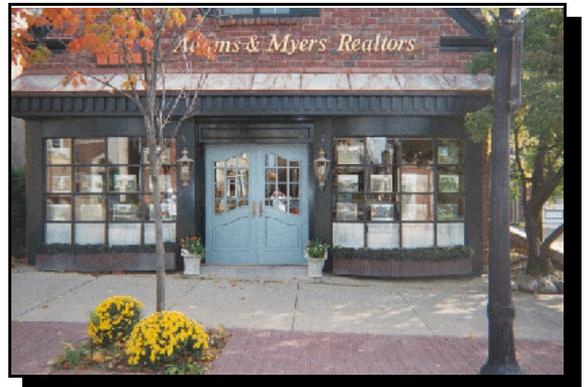
Commercial:

As described in the Future Land Use Plan, the Village Center commercial land use category represents the Village's original downtown commercial core, which historically was the primary center for business and civic activity. With the increase of auto-oriented commercial development, such traditional downtown cores have in many instances become "out-moded" and unviable. However, the traditional qualities of these centers often provide an opportunity to enhance and maintain a unique identity, which has numerous social and economic benefits. The following guidelines were developed to ensure that the traditional charm and pedestrian-oriented character of downtown Mokena is preserved and enhanced:

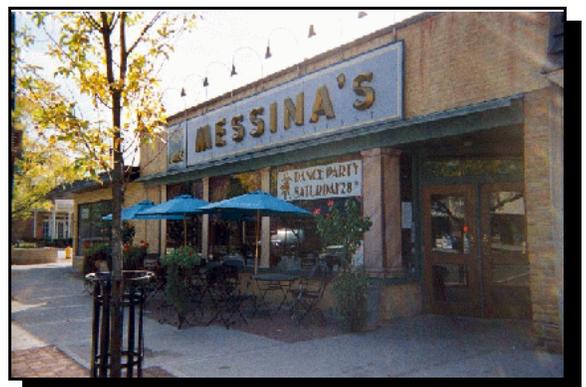
- ❑ In-fill development along downtown streets should maintain and reinforce the line of the storefront at the sidewalk edge, maintaining the existing height to width proportion of the street.
- ❑ Maximum building setbacks or "build-to" lines should be established in order to provide continuity and scale to the roadway.
- ❑ Maintain continuity and rhythm with building materials and architectural details.
- ❑ Encourage the location of off-street parking areas to the side or rear of buildings on each lot. Limited visitor or short term parking may be located in front of the building if necessary, provided such parking is well screened from the right-of-way.
- ❑ Create attractive street corridors by encouraging store front windows, covered walkways, and highlighted entrances.
- ❑ Encourage decorative roof elements and variations in roof height to add visual interest and variety to facades.
- ❑ Existing building or lot widths should be maintained and should be consistent with adjoining buildings. Proposed buildings that do not conform to this standard should implement designs that reflect the presence of this rhythm of width.
- ❑ New buildings should maintain the established horizontal and vertical lines on the facades of the block and the general alignment of building heights should be reinforced.
- ❑ The window heights of the new projects in the village center should be aligned with other windows heights along the street facade.



The use of high quality materials, such as brick, should be encouraged in the Village Center. The same quality of materials used at the ground level should be continued in additional stories above.



Results from the Image Preference Survey indicated a liking for first floor business that integrated large storefront windows into the overall design of the structure. The use of window mullions is encouraged as a means to break up large expanses of glass.



The introduction of such amenities as outdoor seating helps to create a lively environment, enhancing the overall "downtown" experience. Where feasible, outdoor seating should be encouraged in restaurant designs.

Residential:

Similar to the standards developed for the commercial uses located within the delineated Village Center, the following standards should be utilized to ensure the sensitive in-fill of the traditional downtown core.

- ❑ Wherever possible, front yard set backs should be minimized to enhance the relationship between the individual units or structures and the street. Front yard setbacks of any new construction should continue the prevailing setback patterns of adjacent buildings.
- ❑ The scale of the structures should be within a human scale, reflective of traditional neighborhoods, so as not to overwhelm or dominant its surroundings.
- ❑ The mix of materials on the facades of structures and garage doors should be consistently applied and should be chosen to work harmoniously with adjacent materials
- ❑ Roof lines should be representative of the design and scale of the structure and the surrounding dwellings
- ❑ The design of accessory structures should be architecturally compatible with the main structure, particularly where visible from the street.



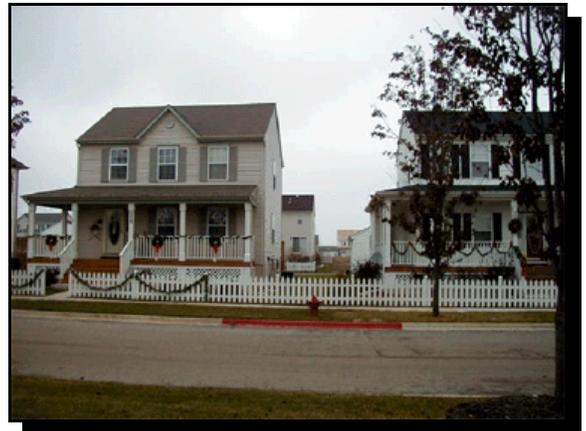
Where feasible, amenities such as common open space and benches help to create additional opportunities for congregation, helping to create a sense of community.



Traditional downtown front yard setbacks should be maintained; encouraging a minimized setback enhances the buildings relationship to the street.



Residential dwelling units above first-story retail is encouraged in the Village Center, and was supported during the Image Preference Survey.



Single-family residential infill within the Village's downtown area should reflect the historical design character of the Village.

CHAPTER VII:

VILLAGE OF MOKENA DOWNTOWN

Early settlers of Mokena chose this location because of its transportation connections. The first commercial establishment was a hotel and tavern that housed and fed railroad workers constructing the Rock Island Railroad. The Front Street Commercial District, Mokena's Central Business District, grew as farmers from the surrounding area traveled to Mokena to utilize the completed Rock Island Railroad to transport their produce. Commercial development in Mokena continued to center on the railroad station as the Front Street retail business district grew.

Today, Mokena's Front Street Business District still focuses on the train station. However, many of the commercial buildings and their occupants have changed. Although a few traditional anchors like the drug store and family restaurants remain, light industrial uses and services occupy most of the ground floor space along Front Street. Although additional businesses extend south along Wolf Road, there is not the vibrant mix of pedestrian oriented personal and government services, convenience retailers, entertainment opportunities, offices, and residences that characterize the Chicago region's most successful downtowns. The community of Mokena and its leaders have expressed a strong interest in recapturing the vitality that once characterized the Downtown and have commissioned this subarea plan to identify the land use and economic development policies necessary to accomplish their vision for Downtown. The section that follows reviews and builds on the downtown planning completed by Business Districts, Inc. and TAI in 1998.

❖ Physical Conditions

Mokena's Downtown district includes all properties along Front Street bounded by Schoolhouse Road to the east and Wolf Road to the west where commercial development extends south nearly to Boyer Court. This linear

configuration presents many challenges to creating the pedestrian character sought for Mokena's Downtown.

Residential areas adjacent to Downtown are well-maintained traditional neighborhoods with sidewalks and a variety of housing sizes. These homes are Mokena's oldest neighborhood and its pleasant, pedestrian scaled, historic character should be maintained.

Except during special events, existing street and private lot parking appears to be adequate. With the addition of new retail suggested by this plan that could change. Added convenience for shoppers and visitors is also desirable. Therefore, the land use plan recommends better utilization of Front Street parking for new retail businesses and provides replacement commuter parking near a relocated station.

As in many older communities, Mokena's downtown building stock is a mix of charming vintage structures; obsolete, unattractive, poorly maintained buildings; a few modern properties with dedicated parking; and vacant sites. The future land use and framework plan maps that follow recommend revitalization and redevelopment strategies to preserve the best vintage structures while adding modern, pedestrian scale, higher density residential buildings.

❖ Business Mix Analysis

To help understand the current business climate in Downtown Mokena, each business in the area was assigned to one of three categories:

Retailer	A business that collects sales tax on the majority of its transactions.
Service	A business that charges no sales tax for the assistance it provides its customers.
Commercial/Industrial	A business that does not provide products to consumers.

There are currently 65 businesses in Downtown Mokena. Although these businesses occupy different size spaces and contribute different business volumes, each business counted as one unit for this analysis.

As is apparent, retail activity no longer dominates this area. In fact, retail space may have fallen below the critical mass necessary to identify the area as a retail center. The Urban Land Institute defines its smallest shopping center, the neighborhood center, as 30,000 to 100,000 square feet of retail space in addition to an anchoring grocery store. The average neighborhood center is about 60,000 square feet.¹ Although square footage was not measured, it is apparent that the retail businesses in the pedestrian oriented Downtown Area would total less than 30,000 square feet.

Most communities consider service, commercial and industrial businesses to be less desirable than retail businesses because they do not provide sales tax revenue. In an anti-tax political environment, each storefront occupied by a service business is a lost opportunity to generate sales tax funds needed for Village services. Additionally, the continuity of a shopping trip is interrupted when the shopper must pass numerous non-retail businesses between stores. Still, services play an important role in central business districts because they attract customers who otherwise would visit a different shopping destination. Consider the patient who leaves the doctor's office, immediately fills a prescription, and then picks up dinner. This cause and effect relationship between service providers and increased retail sales occurs only when the stores are present that complement services.

Likewise, the addition of office space and light industrial provides noontime customers for retail businesses. The key to integrating services into Downtown Mokena is maintaining a balance of uses dominated by retail businesses.

❖ Downtown Residential Market

Mokena is fortunate to have residences immediately adjacent to its downtown. In the future, developers should be encouraged to increase residential development in and near Downtown. Nearby residents create a lively environment by intensely using the downtown and form a core customer base for the same restaurants and shops that serve the daytime office market. In vital downtown environments, upper stories in new development add important residential units. These units appeal to both "empty nesters" leaving the homes where they raised their children and young singles seeking affordable, low maintenance housing. It is the combination of both age groups that broadens the customer base in a community. The older residents are additional daytime customers and early diners and the younger customers are weekend shoppers and late diners. The presence of pedestrians Downtown through the evening causes stores to offer longer hours and attract even more customers. This dynamic relationship of more customers causing stronger businesses is the result of adding residential development to Downtown.

¹ Dollars & Cents of Shopping Centers: 1999; Urban Land Institute; 1999; p. 3.

❖ Trade Area

Retail businesses in a commercial area draw 50-80% of their customers from a primary trade area determined by physical and psychological characteristics of the surrounding neighborhoods. Physical features that constrain or expand a trade area include access to major roadways, edges caused by water, large rail yards or vast tracts of vacant land, and nearby competition. Psychological factors include a sense of affiliation (e.g., that is my town), perception of safety, and confidence in the quality of the merchandise selection offered by stores in the area.

In Mokena's Downtown, both physical and psychological factors determine the extent of its primary trade area. Because Front Street only extends from Schoolhouse Road to just past its intersection of Wolf Road, it does not attract traffic beyond users of the Metra Station and the few downtown businesses. Consequently, it has a low traffic count, less than 5,000 cars per day, and few opportunities to intercept residents of other nearby communities. Residents of nearby Frankfort also have their own Downtown, an attractive, historic crossroads, which provides retail and services not currently offered in Mokena's downtown district. Consequently, the primary trade area for Mokena's Downtown is relatively small, as a majority of the "customers" that utilize Mokena's downtown district live in close proximity to the downtown. With the Village Hall, Library and Post Office nearby, residents of Mokena are drawn to the area to use those services and therefore feel an ownership of the Downtown that makes them primary trade area customers. Within that primary trade area there is a smaller core of residents with pedestrian access to Downtown. Recent studies by Metra suggest that the intense pedestrian access area is ½ mile (80% of those residents walk to the Metra Station) but that people living up to a mile away are also a significant pedestrian market (approximately 40% walk to the station.)

❖ Primary Trade Area Key Demographics

	<i>Primary Pedestrian</i>	<i>Secondary Pedestrian</i>	<i>Primary Trade Area</i>
	0.5 Miles:	1.0 Miles:	Mokena
Population			
Current Year	2,495	10,058	14,583
Median Age	31.6	31.3	34.2
Population Density per Mile	2,002	1,873	1,625
Households			
Current Year	903	3,345	4,703
Average HH Size	2.76	3.01	3.10
Employment & Establishments			
Employees/Daytime Population	5,420	8,224	8,940
Total Establishments	257	532	617
Income			
Median HH Income	\$55,190	\$57,377	\$51,254
Per Capita Income	\$18,963	\$19,899	\$22,197
Average HH Income	\$54,330	\$59,237	\$64,645

Source: Demographic data copyright 2001 by Experian/Applied Geographic Solutions.

These are attractive demographics because they reveal a very desirable, young market with higher than average income and a strong daytime population. It is possible to estimate the potential Downtown Mokena purchasing power of this market by looking at their overall spending and assigning a reasonable percentage of that spending to Downtown Mokena. If the stores and restaurants in Downtown are improved to the level of more vital downtowns, the primary pedestrian market could be expected to make approximately 20% of its total retail purchases Downtown, the secondary pedestrian market 15% and the remaining residents of Mokena 10%. Additionally, the Downtown employees would purchase lunches and incidentals.

This chart illustrates the Primary trade area's total purchasing power and the potential Downtown Mokena sales. It also details the potential for the important food and gift categories.

	<i>Primary Pedestrian</i>	<i>Secondary Pedestrian</i>	<i>Primary Trade</i>	<i>Potential Resident</i>	<i>Potential Employee</i>	<i>Total Downtown</i>
Buying Power (000)						
Total Retail Expenditures	\$17,898	\$70,302	\$97,635	\$14,174		\$20,655
Total Food And Beverages	\$7,059	\$27,743	\$38,534	\$5,593		\$5,593
Restaurants	\$2,490	\$9,794	\$13,612	\$1,975	\$5,588	\$7,563
Gifts	\$1,300	\$5,101	\$5,292	\$849	\$894	\$1,743

Source: Demographic data copyright 2001 by Experian/Applied Geographic Solutions, Business Districts, Inc.

Since sales in vital downtowns are about \$300 per square foot, this spending power would support nearly 70,000 square feet of retail space. It is expected that a significant proportion of that space would be restaurants and other food oriented businesses. Much of the remaining space would contain convenience businesses and unique decorative accessory and gift shops. It is important to note that as additional employees and residents are introduced through the development outlined in the land use plan, additional retail space should also be added. If those residents are demographically similar to the existing population, about 3.5 square feet can be added for each additional resident. Similarly, each additional employee would support an additional ½ foot of retail space. The proposed land use plan provides for 16.4 acres of neighborhood commercial use, and 9.2 acres for “village center” commercial use.

Shopping districts also attract consumers from outside their target market. These **secondary trade area** residents are initially attracted by a unique offering and then make convenience purchases at other nearby stores. The store with the unique offering might attribute 50% of its sales to this secondary trade area while adjacent convenience businesses only realize 10% of their sales from these customers. The secondary trade area for Downtown Mokena includes the area within a 20-minute drive time. As this chart reveals that is a large market with significant spending potential.

	<i>Secondary Trade Area</i>
	20-Minute Drive
Population	
Current Year	22,5024
Median Age	32.9
Population Density	1,444
Households	
Current Year	73,046
Average HH Size	3.05
Employment & Establishments	
Employees/Daytime Population	89,623
Total Establishments	7,107
Income	
Median HH Income	\$59,237
Per Capita Income	\$25,041
Average HH Income	\$76,957
Resident's Buying Power (000)	
Total Retail Expenditures	\$1,728,634
Food And Beverages	\$684,587
Food Away From Home	\$241,855
Gifts	\$125,274
Employee Buying Power (000)	
Food Away From Home	\$56,014
Gifts	\$8,962

Source: Demographic data copyright 2001 by Experian/Applied Geographic Solutions.

Generally, when the sales in a vital downtown shopping district are analyzed, 15 to 20% of the sales volume comes from customers living in this secondary trade area. It is important to attract these sales because they improve the profitability of the businesses in the shopping district. Assuming that the revitalized Downtown Mokena follows this pattern, it could support an additional 17,000 square feet of retail development.

Downtown Framework Plan

❖ Introduction

The Downtown Framework Plan is a planning tool consisting of general land use policy statements intended to direct both development and redevelopment efforts within the Village of Mokena's downtown. It is a description of general planning principles that have been used in the creation of the Land Use Plan for the downtown. The accompanying Framework Plan map (*see exhibit*) establishes the fundamental development guidelines from which more specific land use recommendations have been made.

While the particulars of the land use plan may change over time, the principles illustrated on the Framework Plan map, should continue to provide the foundation of which subsequent changes will be evaluated.

The essential elements of the Framework Plan for the downtown are grouped according to the following functional categories:

- Wolf Road Corridor
- Front Street Corridor
- McGovney Street Extension
- Transitional Use Areas
- Metra Train Station/Parking
- Gateways/Focal Points
- Pedestrian/Bicycle Linkages and Access
- Redevelopment/Enhancement Areas

❖ Wolf Road Corridor

Wolf Road acts as a gateway to the downtown providing a primary means of access to Front Street, which houses a majority of Mokena's downtown establishments. This plan for the downtown area incorporate the land use recommendations of the 1993 Wolf Road Sub-area plan, and advances the overall development strategy and design standards through specific streetscape and parking lot improvements. Aesthetic improvements along the Wolf Road

corridor are of primary importance as it has the potential to impact the perception of the downtown.

Along with proposed streetscape improvements south of the NIRC Rock Island Line, three (3) gateway/focal points are proposed; two (2) as secondary and one (1) as primary. Located at primary access points, these gateways will serve as identifying features that signify the boundaries of the downtown; the establishment of place. The gateways should be emphasized with features that present a unifying theme for the entire downtown area (*see Gateways/Focal Points section of this plan*).

❖ Front Street Corridor

Front Street is the defining street of the Village's downtown core, and its role in the success of the downtown cannot be stressed enough. Recognizing this, the Village has taken efforts to improve the quality of Front Street, aesthetically improving the character and increasing the functionality of this corridor. Streetscape improvements in the form of theme lighting, furnishings, paths/sidewalks, plantings, and street trees should serve as a catalyst to encourage both new development and redevelopment efforts within the downtown.

The "Central Business District Hub" has been identified at the intersection of Mokena Street and Front Street. Due to access and its proximity to the commercial establishments, parking lots, and Metra Station, this corner has been identified as the primary focal point of the downtown. Efforts should be taken to enhance this corner, making it distinct from other locations within the downtown. Architecture, furnishings, plantings, water features, and defined public space are examples of how this can be accomplished.

❖ McGovney Street Extension

McGovney Street currently dead ends an approximate half-block east of Mokena Street. Willow Avenue currently extends from 88th Avenue westerly to Schoolhouse Road, where it dead-ends just east of the downtown. Utilizing Walnut Lane, the easterly extension of McGovney Road is proposed to line up with the intersection of Willow Avenue and Schoolhouse Road. Connecting McGovney Street to Willow Avenue will strengthen the downtown by serving as a major access road to the Central Business District (CBD), and by connecting the CBD with the redevelopment areas.

Not only will it create greater opportunities for the redevelopment of the properties located to the southwest of the Schoolhouse Road / NIRC Rock Island Line intersection (identified as a primary redevelopment area on the accompanying Framework Plan Map), but this extension will also increase the access to and throughout the downtown by creating better east-west access. Greater access will also be provided to the proposed relocation of the Metra Station and the associated parking lots, making utilization of these sites more feasible.

❖ Transitional Use Areas

Transitional use areas, as delineated on the accompanying Framework Plan map, recognize the historical and architectural significance of existing residential areas on the periphery of the downtown core commercial area, which because of their location adjacent to downtown businesses and primary roads in the downtown, are subject to commercial and higher density residential development. The evidence of these changes that are occurring include inappropriate demolition of older single family homes for multiple family and business uses that do not reflect the character of Mokena's historic center and tend to degrade the aesthetic quality of the larger downtown area. Four transitional areas, east of Division Street, have been identified on the Framework Plan Map as having the potential for additional office/business and multiple-family infill development and redevelopment:

As presented, transitional areas are distinct from redevelopment and/or enhancement areas in that no immediate action is foreseen or required. Whereas the existing uses do not pose any threats to the overall health of the downtown, they are not viewed as the "best" or most appropriate use for the area. Over time, and as situations change, the properties delineated as transitional uses are envisioned to be "phased out" from their existing uses to either small scale business, multiple-family, or small scale office uses. When feasible, the architecture of the existing structures would remain, so as to have minimal impact on the existing fabric of the community and historic quality of the downtown.

❖ Metra Train Station / Parking

Mokena has the advantage of having two (2) Metra train stations located within the Village; one (1) located in Hickory Creek, and the other located in the downtown. As shown on the accompanying Framework Plan map, the station located within the downtown area is proposed to be relocated to the east and within a "visual corridor" formed by the extension of Division Street. From an urban design perspective, this arrangement, together with the new plaza at the end of Division, on the south side of Front Street, forms a strong unifying element for the downtown, and point of reference or orientation for residents.

The proposed new location not only relates better to the overall downtown development plan, but also creates an additional focal point around the station. Relocating the Metra Station should also help with redevelopment efforts east of Mokena Street by lengthening the perceived distance of the Front Street commercial corridor, further reducing the congestion and delays caused by train arrivals and departures.

The existing Metra Station parking is inefficient and "breaks-up" the continuity of the downtown. By relocating the existing parking lots adjacent to the relocated Metra Station, prime redevelopment opportunities are created on the north and south

sides of the railroad tracks. The opportunity for shared parking between downtown businesses, the Metra Station, and potential community center will also be created. The Village is concurrently undertaking a comprehensive Downtown Business District Parking Study by Parsons, Inc. to examine existing parking and future needs based on the plan for downtown.

❖ Gateways / Focal Points

Several focal point/gateway identities are indicated within the downtown and along the major corridors that define entrances to Mokena's downtown. A range of design and appearance improvements should be undertaken at each focal point/gateway location. The design of primary gateways should be distinctive and be of a larger scale than secondary gateways.

As discussed in the *Interim Report*, the following are key elements which may be used to define each type of gateway:

- ❑ Landscaping - distinctive accent plantings should be provided at each gateway location;
- ❑ Medians - where feasible, new landscaped medians could be provided within existing rights-of-way for approximately one block long;
- ❑ Entry Sign - distinctive identity signs/banners announcing entrance to the community and special sub-areas of the Village;
- ❑ Lighting - special or unique lighting fixtures could be provided to highlight and accent each gateway feature.

A primary gateway has been identified at the intersection of Front Street and Wolf Road. Secondary gateways have been identified at the intersections of Second Street and Wolf Road; LaPorte Road and Wolf Road; Mokena Street and Front Street; Front Street and Schoolhouse Road; and the proposed extension of McGovney Street and Schoolhouse Road.

❖ Pedestrian/Bicycle Linkages and Access

Safe and accessible pedestrian paths and bikeways provide additional means of accessibility to the downtown, improving the visibility and attractiveness of the area. The Streetscape improvements along Front Street have included the new construction of sidewalks. Similar efforts should continue along the Wolf Road corridor and the secondary streets located within the downtown.

The enhancement and strengthening of pedestrian/bicycle linkages have been identified between the following locations:

- ❑ Village Hall and the downtown
- ❑ The CBD hub and potential recreation facility
- ❑ The Metra Station/potential community center area and the recreation facility

Along with the creation of new and enhancement of existing paths, such features as bicycle racks and pedestrian scale signage should be utilized. Increased efforts should also be made to minimize potential conflicts between pedestrian, bicycle, and vehicular traffic through the use of crosswalks and designated bike lanes with adequate separations between designated pedestrian paths.

❖ Redevelopment/Enhancement Areas

Redevelopment areas are areas that are either currently in disrepair, house inappropriate uses, offer infill opportunities, or offer redevelopment potential once the existing uses are relocated.

A total of seven (7) primary and secondary redevelopment areas have been identified on the accompanying Framework Plan map. Of these, five (5) have been identified as primary, and two (2) as secondary. Primary redevelopment areas are viewed as the most important and immediate efforts should be taken by the Village to facilitate redevelopment at these locations, and are envisioned to occur with a 3 - 5 year time frame. Secondary redevelopment areas are envisioned to be completed after the primary redevelopment efforts have been satisfied, and are to occur beyond a 5 year time frame.

Those areas identified as primary redevelopment areas include the existing Metra Station parking lots, the old Wallpaper Factory, and the industrial sites located along Walnut Lane. Secondary redevelopment areas include an existing strip center located to the northeast of the Front Street/Wolf Road intersection, and a vacant parcel located to the southeast of the Front Street/Division Street intersection.

Commercial enhancement areas have also been delineated on the Framework plan map. These areas are distinct from redevelopment areas in that efforts should be placed on improving the quality of the existing development on these parcels. Efforts to achieve this include facade improvements, increased site plantings, uniform signage and lighting, improved accessibility, coordinated/shared parking and changes in use.

Other noted redevelopment opportunities include a community plaza located north of the relocated Metra Station, and the potential for a community/cultural center located on the north side of the McGovney Street extension, south of the proposed Metra Station. The Village does not currently house a community/cultural center, and as expressed at the public listening sessions the residents in attendance would like the Village to explore its feasibility. As stated at the public meetings, the development of a community/cultural center could help to not only bring Mokena residents to the downtown, but also those from neighboring communities, which could result in increased economic activity in the downtown.

❖ **Future Land Use Categories**

Traditional Single-Family Residential

This residential category is intended to preserve the historic, traditional pattern of single family development in the older parts of downtown Mokena. These areas are intended to provide and maintain affordable home ownership opportunities in existing single family neighborhoods where adequate public sewer and water systems exist.

Multiple-Family Residential

This land use category allows for single-family attached residences such as duplexes, triplexes, quadruplexes, townhome buildings, and low rise multiple-family residences of 3-4 stories. This category allows for a higher density form than the single-family residential category, permitting opportunities for people whose lifestyles benefit from common exterior maintenance and a more affordable housing alternative. This category also may act as a transition between lower density residential categories and non-residential uses.



Above are examples of the appropriate character of multiple-family condominium developments within the downtown.



Examples of appropriate transition between existing single-family and multiple-family developments.



Above and below are examples of the appropriate character for multiple-family developments within the downtown.



Front loaded garage doors that dominate the streetfront facade should be avoided in all multiple-family developments.



Above are additional examples of the appropriate character of multiple-family condominium developments.

Institutional / Public

Public uses are properties owned and operated by a federal, state, or local government including schools, maintenance facilities, and public cemeteries. Institutional uses are private uses that generally serve the public, including churches and private schools. The intent of this category is for public or quasi-public uses which provide educational, religious, medical, cultural, or social services.

Neighborhood Commercial

This land use category is intended to promote the establishment of local commercial centers which provide goods and services primarily for the convenience of the residents of the surrounding neighborhood. It is not intended to permit major commercial or service establishments that would attract substantial amounts of trade from outside the neighborhood.

Village Center Commercial

The Village Center commercial category is intended to preserve and strengthen the retail and service function of the downtown commercial district as the center for business and civic life. Retail shopping and convenience stores, offices, restaurants, entertainment uses, personal and business services, and apartments above first floor are compatible uses.

Village Center Mixed Use

This category recognizes the historical and architectural significance of existing residential areas on the periphery of the downtown core commercial area, which because of their location adjacent to downtown businesses and primary roads in the downtown, are subject to commercial and higher density residential development. Village Center Mixed Use areas are intended to permit the conversion of homes for a limited range commercial and residential uses, while requiring that the residential character of the structure and site be essentially maintained.

CHAPTER VIII: WESTERN GROWTH AREA

The conceptual development map for the Western Growth Study Area provides a framework to assist the Village in planning and regulating development. Land use categories have been developed and arranged with the intent of providing for a more rational and gradual transition between different areas of the community, while allowing for a variety of land uses necessary to ensure the development of a balanced community. The guiding principle for the development of this plan is the concept of “open space communities” - the promotion of single-family residential development that integrates existing open space and conserves natural corridors. Common elements of design include the clustering of homes, minimized road widths, an interconnected and integrated road system, innovative subdivision layouts, and path and trailway connections.

Key principles in the design of “open space communities” include the following:

- ❑ Open space detention areas should be designed and situated to serve as focal points which are accessible for enjoyment by all residents;
- ❑ Site plans/layouts should organize and arrange dwelling units so that they are adjacent to or near open space;
- ❑ Whenever and wherever feasible, open space should be linked into a continuous greenway.

Under the concept of “open space communities,” the same number of homes that would be constructed under a conventional development plan (typically as single-family-detached units) are grouped more closely together on downsized houselots, with the remaining area of the parcel left as permanently preserved open space. The undeveloped portion of the parcel is then either managed by a homeowner's association, deeded to the municipality or a land trust, or retained by the original owner who has surrendered (sold) all of the development rights.

All recommended residential densities described in this plan are based upon the “gross buildable acreage,” or “net” acreage of a site. The gross buildable part of land is determined by subtracting those portions of the property which cannot or should not be developed due to the presence of such features as floodplains, wetlands, poor soils, endangered wildlife and natural areas, and prime woodland areas.

The land use categories described on the following pages are illustrated on the maps accompanying this text.



Examples of development plans that incorporate the key design elements and characteristics of “open space communities”

❖ **Low Density (Single-Family Residential)**

The intent of this category is to provide single-family residential dwellings which maintain a rural character. Densities shall not exceed 1-2 dwelling units per net acre (represented on the map as *1-2AC* and *20,000 square feet*).

To preserve areas where high quality environmental features are present, clustering is encouraged.

❖ **Medium Density (Single-Family Residential)**

This land use category promotes a residential character of low to medium density residences on lots where adequate public sewer and water systems exist or can be made available. The intent is to provide a range of single-family residential subdivisions on fully improved lots that respect the natural topography and vegetation, and offer amenities to foster quality neighborhoods. Net densities shall not exceed 2-4 dwelling units per acre (represented on the map as *17,500*; *15,000*; and *12,500 square feet*).

To preserve areas where high quality environmental features are present, clustering is encouraged.

❖ **Mixed-Use Residential**

The mixed-use residential category encourages the development of a variety of single-family housing types within a given development plan. It is intended to promote the clustering of single-family residences and permit a range of housing options including attached single-family homes; townhomes; and patio homes. In exchange for the permitted development flexibility, development plans are expected to incorporate amenities such as, but not limited to, common open space; the preservation of trees and other natural areas; greenways; pedestrian/bike paths; and/or a higher standard of quality in architecture, natural landscaping, and site layout.

❖ **Neighborhood Commercial**

This land use category is intended to promote the establishment of local commercial centers which provide goods and services primarily for the convenience of the residents of the surrounding neighborhood. It is not intended to permit major commercial or service establishments that would attract substantial amounts of trade from outside the neighborhood.

❖ **Office Park**

This land use category provides opportunities for employment and provision of services in locations with good accessibility. It is intended to provide for office, research facilities, and related uses. Development should occur under a master plan site approach that provides for the development of large parcels incorporating high quality design standards for building, landscaping, and signs. Building scale and design should help to accentuate the transition between this use and the existing and proposed residential uses, as should careful site planning with landscape buffers where appropriate.

❖ **Open Space**

This category identifies lands that are sensitive to development, and which contain unique environmental characteristics that should be preserved. These characteristics include: wetlands, floodplains, woodlands, and prairies. In addition to their sensitive nature, these areas provide the Village with such natural functions as flood storage and conveyance, pollution control, and wildlife habitat areas.

The intent of this land use category is to conserve and maintain public and/or private permanent open space used for active and passive recreational purposes.

❖ Institutional / Public

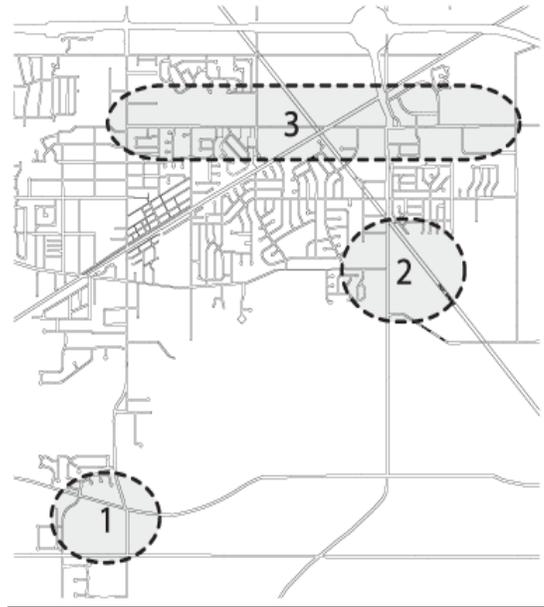
Public uses are properties owned and operated by a federal, state, or local government including schools, maintenance facilities, and public cemeteries. Institutional uses are private uses that generally serve the public, including churches and private schools. The intent of this category is for public or quasi-public uses which provide educational, religious, medical, cultural, or social services. Identified institutional/public uses include the existing cemetery, the proposed water tower sites, and the fire district property.

CHAPTER IX: SPECIAL AREA PLANS

The design theory behind the development of the following special area concept plans is that of place making, understanding that there is a certain “value” added to a development when it is able to distinguish itself from other developments in a positive way. The concepts and design considerations presented promote the creation of aesthetically pleasing and comfortable environments with increased architectural quality that unifies the development site. Combined with increased pedestrian activity opportunities and the incorporation of site amenities such as open space, plazas, and other common and accessible features, the prescribed concepts encourage the creation of an environment that is a distinct place with its own unique style, which ultimately makes it a desirable destination to visit and return to.

The development concepts presented for the following *Special Areas* will serve to help better define the types and character of development that are appropriate for each area listed below:

- Route 30 and Wolf Road
- La Grange Road and La Porte Road
- 191st Street Corridor



Location map of Special Areas addressed in plan

The sections to follow are written to compliment the design guidelines addressed earlier in the Comprehensive Plan, as well as offer more detail than that addressed in the Village-wide framework plan.

❖ Route 30 / Wolf Road Development Concept Plan

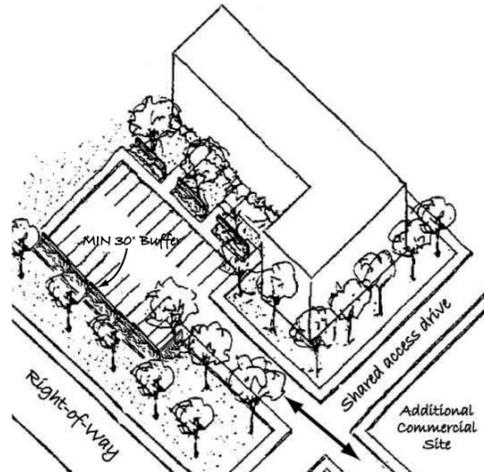
Both Route 30 and Wolf Road are major regional thoroughfares that supply large volumes of traffic throughout the Village. As addressed in the Framework Plan Map for Mokena, the southwest corner of this intersection offers commercial opportunities of a “Community Level,” which generally have a market/service radius of 3 to 5 miles. The types of development that would locate here support the community population as a whole as well as those outside the community, often through the development of large-scale anchor stores with supporting small-scale retailers.

Retail opportunities have been identified at both the southeast and southwest intersections of Owens Road and Route 30. These sites are envisioned to promote small-scale retail and sit-down restaurants that are compatible in design and function with the surrounding neighborhood. The development of a medium-sized anchor, such as a Barnes & Noble or Borders bookstore, could also be supported on either site. Approximately 52 acres of undeveloped land exists at the southwest corner of Route 30 and Wolf Road; north of the Plank Road Trail, east of the identified floodplain/ wetlands. This is proposed to support primarily large-scale retail development, ranging from 50,000 sq. ft. to 200,000 sq. ft in size, and/or entertainment uses such as a movie theater, that is designed to respect the existing site conditions and neighboring uses.

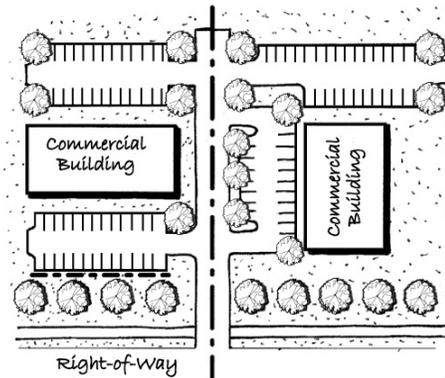
The rise of large-scale retail developments are in response to the rapidly changing retail industry that has become very concentrated with every increasing store sizes replacing the traditional department store and shopping centers, offering variety at lower costs to consumers. In contrast to the traditional center with a number of smaller businesses, large-scale projects generally generate high per square foot retail sales, thus offering even greater benefits in term of increased sales taxes, for which the municipalities capture a percentage, and higher property taxes, for which benefit school districts benefit to a greater extent than villages. Large-scale development in Mokena offers the opportunity for the Village to capture sale taxes “leaking” out of the community to other community that have desired shopping centers, as well as the ability of capturing sales taxes from residents outside Mokena. The location of retail centers in Mokena lessens the length of shopping trips for residents and thereby provides added convenience which in turn can enhance quality of life by creating more time for other pursuits.

Access, Parking, and Circulation

- ❑ Primary access for the development sites located at the southeast and southwest corners of Owens Road and Route 30 should be from Owens Road.
- ❑ No more than two (2) new curb cuts should be provided for access to the large-scale retail opportunity site fronting Route 30. Such access should be directly aligned with the proposed access points along the north side of Route 30.
- ❑ No more than three (3) new access points should be permitted along the west side of Wolf Road.
- ❑ Wherever and whenever feasible, all newly proposed access points must be aligned with existing and/or proposed access points.
- ❑ All proposed access points for non-residential use that do not align with existing or proposed points of access, are permitted to serve only "right-in and right-out" access, unless it can be determined that full access will not impede traffic and development in the area.
- ❑ Shared parking is encouraged between neighboring uses.
- ❑ Wherever and whenever feasible, vehicular and pedestrian cross access should occur between adjacent uses.
- ❑ Interconnected sidewalks must be provided for all uses and, when feasible, should connect to existing sidewalks.



Screened parking and cross access, when feasible, should be encouraged in all development proposals



Shared central access is encouraged from principle rights-of-way.

Architecture and Site Design

- ❑ All structures proposed to be located at the southeast and southwest corners of Owens Road and Route 30 should be oriented with their primary entries facing the central, shared parking field. All structures should be similar in style, design and architecture, however, it should not be so similar as to create monotony.
- ❑ A wide, interconnected sidewalk network should be encouraged for all uses located at the southeast and southwest corners of Owens Road and Route 30. Outdoor seating, plazas, and courtyards are encouraged to increase opportunities for social gatherings and to create activity and a lively environment.
- ❑ For all large-scale developments, primary entrances should be oriented towards the primary access roads.
- ❑ All materials and colors should complement all other proposed surrounding uses.
- ❑ All structures should be designed to incorporate landscaping features and open space.
- ❑ Buildings should be designed and oriented so as to frame the primary entrances to the associated parking fields.
- ❑ Each distinct development area should contain one (1) building that serves as focal point for the site, incorporating unique architectural features and/or a unique design. Such building should be oriented at a key focal point viewable from either Owens Road, Route 30, or Wolf Road.
- ❑ Where feasible, detention should be shared among surrounding uses, and should be designed as attractive amenities incorporating best management principles, including the use of native prairie plants to enhance water quality. Wet bottom ponds are preferred.



Entry buildings should be oriented to frame central access points to development sites.



Buildings should incorporate architectural variations and roof articulation in order to create interest in design.



Wide sidewalks are encouraged as a way to create street/storefront interest and activity.

Setbacks and Landscaping

- ❑ A minimum forty (40) foot setback from the right-of-way containing a landscaped buffer must be provided along Route 30.
- ❑ A minimum forty (40) foot setback from the right-of-way containing a landscaped buffer must be provided along Owens Road.
- ❑ A minimum forty (40) foot setback from the right-of-way containing a landscaped buffer must be provided along Wolf Road.
- ❑ A minimum sixty (60) foot landscape buffer must be provided between residential structures and retail/commercial uses and associated parking lots.
- ❑ A minimum sixty (60) foot setback containing a landscaped buffer must be provided between all proposed commercial uses and the Plank Road Trail.
- ❑ Increased landscaping and berming must be provided between incompatible proposed and existing uses.
- ❑ All principle access lanes for large-scale developments must contain a landscaped median.
- ❑ Street trees must be provided for all development proposals.
- ❑ All areas proposed to accommodate parking must provide landscaped islands and trees.
- ❑ All areas proposed as detention must contain landscaping along the periphery.



Consistency in the use of landscaping, unique light fixtures, planters, and varied paving materials not only increase the attractiveness of parking lots, but help make a development unique.



Development proposal should incorporate courtyards, open space, and/or plazas which are accessible by users of the site.

Open Space/Natural Areas

- ❑ Site layouts and building orientations must respect existing site conditions
- ❑ Open space, either natural or man-made (such as plazas, outdoor seating areas, etc) should be incorporated into all proposed uses.
- ❑ Proposed detention areas should be designed as to serve both functional and aesthetic purposes.
- ❑ All delineated floodplains and wetlands must be preserved and protected from adverse implication of proposed development.



Site amenities such as gazebos, outdoor seating, and/or fountains are encouraged in development proposals.

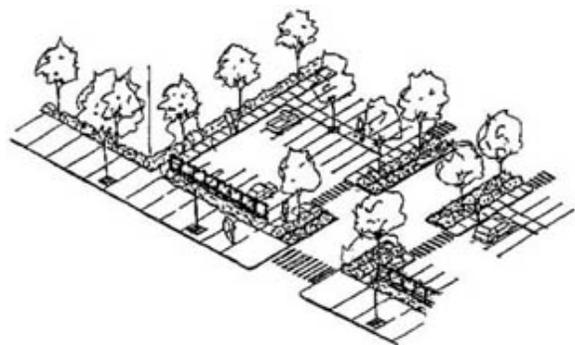
❖ La Grange Road / La Porte Road Development Concept Plan

La Grange Road is a major north-south arterial that serves the greater northeastern Illinois region. La Porte Road is a heavily traversed east-west road that extends through Mokena, providing access to the neighboring communities of New Lenox and Frankfort. With its current configuration, La Porte Road has an easterly terminus at La Grange Road, however, future plans include its extension further east to 88th Avenue. This extension combined with the already dominant presence and importance of La Grange Road corridor will provide additional opportunities to expand Mokena's residential, commercial, and office base.

As identified in the Village-wide framework plan, the general area surrounding the La Grange/La Porte Road intersection offers opportunities for "Community Level" commercial centers that mix large-scale anchors with small-scale retailers. The types of development envisioned would be similar to that which already exists in Frankfort, southeast of said intersection. Retail and restaurant opportunities have been identified along all properties fronting La Grange Road, with a potential redevelopment area identified at the northeast intersection of the ComEd utility easement and La Porte Road. Along with retail, office uses could be supported and are shown just north and east of the existing day-care facility on the north side of La Porte Road. Further east, along the future extension of La Porte Road, a mixed use of single-family and townhomes are proposed, with a road network that connects to the existing unincorporated single-family neighborhood to the north.

Access, Parking, and Circulation

- ❑ Primary access for all uses along La Grange Road should come from La Grange Road whenever possible.
- ❑ Proposed access for development at the southwest corner of La Grange and La Porte Roads must be aligned with currently provided access points for the existing development(s) in Frankfort, along the east side of La Grange Road.
- ❑ All proposed access to sites along the north side of LaPorte Road must be aligned with existing access points to sites south of LaPorte Road. Special consideration must be given to coordinating future LaPorte Road access with the existing Citizen's Utility access
- ❑ Wherever and whenever feasible, all newly proposed access points must be aligned with existing and/or proposed access points.
- ❑ All proposed access points for non-residential use that do not align with existing or proposed points of access, are permitted to serve only "right-in and right-out" access, unless it can be determined that full access will not impede traffic and development in the area.



Cross-access, screened parking lots, and shared central access points from principle roads are encouraged in all development proposals along La Grange and La Porte Roads.

- ❑ Shared parking is encouraged between non-residential neighboring uses.
- ❑ LaPorte Road and Cherry Street should be extended from their current terminus to the street grid network.
- ❑ Wherever and whenever feasible, vehicular and pedestrian cross access should occur between adjacent uses.
- ❑ Interconnected sidewalks must be provided for all uses and, when feasible, should connect to existing sidewalks.
- ❑ A minimum of three (3) connections should be provided for any residential development that will locate to the south of the Aurby Hill (unincorporated) development located to the northeast of the development concept site.



Large expanses of pavement in parking lots must be broken up with landscape islands, trees, and plantings.

Architecture and Site Design

- ❑ All restaurant uses should relate to the primary street, with parking provided behind the structure.
- ❑ Buildings should be oriented to “frame” proposed secondary roads by building at the setback line.
- ❑ A wide, interconnected sidewalk network should be encouraged for all commercial/restaurant uses consisting of multiple structures. Outdoor seating, plazas, and courtyards are encouraged to increase opportunities for social gatherings and to create activity and a lively environment.
- ❑ If applicable, all bank proposals should orient their drive-through behind the principle building, minimizing the view from principle roads.
- ❑ Each distinct development area should contain one (1) building that serves as focal point for the site, incorporating unique architectural features and/or a unique design. Such building should be oriented at a key focal point viewable from either La Grange Road or La Porte Road.
- ❑ Where feasible, office uses should be oriented towards a shared central courtyard.
- ❑ For all large-scale developments, primary entrances should be oriented towards the primary access roads.
- ❑ Drive-thru lanes should be oriented away from the principle street whenever possible.



Large-scale development structures should include architectural variations and setbacks to minimize the apparent mass of the structure.



Building orientation should provide attractive image to the principal street.

- ❑ All materials and colors should be compatible with all other proposed surrounding uses.
- ❑ All structures should be designed to incorporate landscaping features and open space.
- ❑ Buildings should be designed and oriented so as to frame the primary entrances to the associated parking fields.
- ❑ Where feasible, detention should be shared among surrounding uses.



Shared detention that is aesthetically pleasing should be encouraged among adjacent development sites.

Setbacks and Landscaping

- ❑ A minimum forty (40) foot setback containing a landscaped buffer must be provided for all non-residential uses along La Porte Road.
- ❑ A minimum thirty (30) foot setback containing a landscaped buffer must be provided for all residential uses along La Porte Road.
- ❑ A minimum fifty (50) foot setback containing a landscaped buffer must be provided for all uses along La Grange Road, south of La Porte Road.
- ❑ A minimum sixty (60) foot setback containing a landscaped buffer must be provided for all uses along the eastern side of La Grange Road, north of La Porte Road. Setbacks must be consistent with the established setbacks that currently exist.
- ❑ Increased landscaping and berming must be provided between proposed and existing incompatible uses.
- ❑ All principle access lanes for large-scale developments must contain a landscaped median.
- ❑ Street trees must be provided for all development proposals.
- ❑ All areas proposed to accommodate parking must provide landscaped islands and trees.
- ❑ All areas proposed as detention must contain landscaping along the periphery, and should be designed as attractive amenities incorporating best management principles, including the use of native prairie plants to enhance water quality. Wet bottom ponds are preferred..



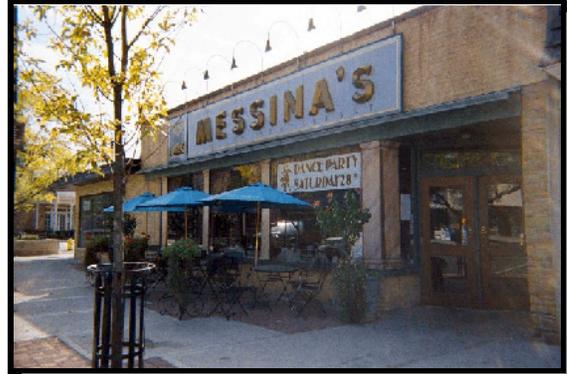
Buildings should be designed with the pedestrian in mind offering visual interest and opportunities for social gatherings



Townhome developments should be consistent in their use of materials. Front loaded garages viewable from rights-of-way should be discouraged.

Open Space/Natural Areas

- ❑ Site layouts and building orientations for all uses must respect existing site conditions.
- ❑ Existing tree masses and tree lines should be maintained with any development proposed south of the existing unincorporated residential development located to the northeast of the development concept site. Along with preserving and protecting the natural environment, this will serve to act as a transition between existing and future residential development, offering interest and opportunities for the development of a park.
- ❑ Open space, either natural or man-made (such as plazas, outdoor seating areas, etc) should be incorporated into all proposed uses.
- ❑ Proposed detention areas should be designed as to serve both functional and aesthetic purposes, and should incorporate best management principles, including the use of native prairie plants to enhance water quality. Wet bottom ponds are preferred to provide potential recreation opportunities.
- ❑ All delineated floodplains and wetlands must be preserved and protected from adverse implication of proposed development.



Outdoor seating options, wide sidewalks, and awnings are encouraged in restaurant and commercial development designs.



❖ 191st Street Corridor Development Concept Plan

General Land Use Concept

The 191st Street corridor serves as the major east-west road bisecting the Village of Mokena from Wolf Road to 80th Avenue. Currently containing a mix of uses ranging from single-family to large-scale industry, the corridor continues to experience increased development pressures. The intent of the 191st Street corridor plan is to enable the Village to enhance the area and encourage and guide the types, character, and quality of development that the Village desires, rather than merely reacting and responding to development proposals. Furthermore, the design and development guidelines have been presented previously in the Comprehensive Plan should be used in conjunction with the more detailed land use plan and development concepts provided in this section to serve as a tool for analyzing issues related to general site planning principles, parking and circulation, landscaping and screening, signs and lighting, and general architectural design considerations.

The 191st Street corridor development area encompasses the area generally bound by Interstate 80 to the north, 80th Avenue to the east, Wolf Road to the west, and 191st Street to the south, with several redevelopment opportunities identified outside this area. As identified in the Village-wide Framework Plan, the 191st Street corridor provides employment/business, mixed-use, residential, commercial, and various redevelopment opportunities. Several noted areas have been identified as key commercial development opportunities for the corridor. The intersection of 191st Street and Wolf Road has been identified as an area that could support a “Neighborhood Level Commercial Center,” which is directed towards the provision of neighborhood services, satisfying the needs of the immediate neighborhood in which it is located. A “Power Center” has been identified at the general intersection of La Grange Road and 191st Street. This area has the ability to support larger developments geared towards the Village and surrounding communities; often referred to as commercial destinations. The market/service radius extends beyond a 5 mile radius, typically attracting two (2) or more large-scale anchor stores and supporting small-scale retailers. It should be noted however, that this area is within the shadow of established regional market, defined by a 20 minute drive of numerous existing large-scale uses that have already been developed within the neighboring communities, which may limit the types and timing of development at this site. It is also in direct competition with the significant potential new retail development at the intersection of Wolf Road and Route 30, which, due to location and exposure, is a more desirable location for larger-scale development opportunities.

A unique opportunity for Mokena is the option for a mixed-use “Transit Oriented Development (TOD),” which is identified at the area surrounding the Metra Train Station in the core of the Hickory Creek development neighborhood. As discussed earlier in the Comprehensive Plan, TOD’s generally include a compact mix of different land uses that are oriented to public walkways, minimizing automobile parking to promote pedestrian activity, and a concentration of residences and jobs in proximity to transit stations and commercial businesses. Specifically, this area is envisioned to support such uses as upscale, professional office developments, multiple-family uses which may include senior and executive style housing opportunities, further providing neighborhood services within walking distance from the residential uses.

The Land Use Plan for the 191st Street corridor also addresses major transportation improvements which have been proposed to increase access to otherwise difficult sites, with the intent of improving the overall traffic flow within the Village. Key transportation elements are identified as follows:

- ❑ The potential northerly extension of Midland Avenue (one block east of Wolf Road) to serve the developments north of 191st Street and east of Wolf Road. It should be noted that this may not be feasible due to the existing floodplain just north of 191st Street.
- ❑ The northerly extension of 104th Street under or over Interstate 80. This will increase local access to the development sites within the corridor.
- ❑ The northerly extension of Everett Lane to provide access to sites at the northwest corner of La Grange Road and 191st Street.
- ❑ The potential easterly extension of 187th Street (at the eastern terminus) across the Rock Island Railroad Line right-of-way. This will provide additional access to sites located along Old U.S. Route 45 and 187th Avenue, as well as provide an additional means of ingress/egress to the area generally north of Hickory Drive and Old U.S. Route 45. In order for this extension to occur, the Village would need to work with Metra to determine feasible crossing locations and techniques.
- ❑ The northerly extension of Darvin Drive. This will provide better access to the developable parcels further north of 191st Street, south of Interstate 80. The easterly extension of 189th Street could then occur and end at Darvin Drive.
- ❑ Future extension of Cherry Street (from its current terminus south of 191st Street) to align with Hickory Creek Drive.

The following section is designed to supplement the *Design and Development Guidelines* section presented earlier in the Comprehensive Plan.

Access, Parking, and Circulation

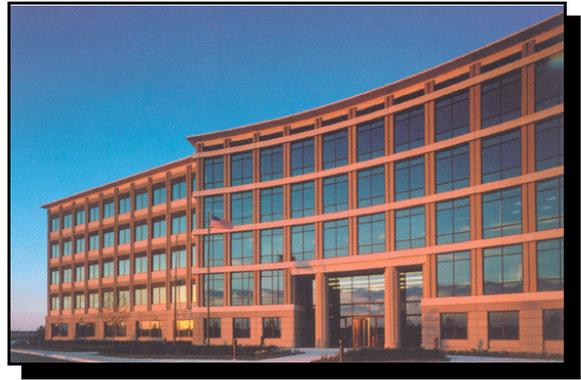
- ❑ Parking standards should follow the standards of the underlying zoning within the corridor
- ❑ Parking should be discouraged in the front yard setback of lots fronting directly on 191st Street. Parking should be encouraged in the side and rear yards whenever feasible.
- ❑ If parking occurs in the front yard of properties fronting 191st Street, increased landscaping and buffering is required to screen the parking fields.
- ❑ Cross-access is encouraged between similar and compatible uses.
- ❑ Proposed road extensions and points of access must respect existing site conditions and floodplain/wetland areas.



Screening on the periphery and internal landscape islands and plantings must be incorporated into all parking lot designs.

Architecture and Site Design

- ❑ All principal uses should relate to the primary street it fronts, with parking encouraged behind the structure when feasible.
- ❑ Buildings should be oriented to “frame” proposed secondary roads by building at the setback line.
- ❑ A wide, interconnected sidewalk network should be encouraged for all commercial/ restaurant uses consisting of multiple structures. Outdoor seating, plazas, and courtyards are encouraged to increase opportunities for social gatherings and to create activity and a lively environment.
- ❑ Where feasible, office uses should be oriented towards a shared central courtyard.
- ❑ For all large-scale developments, primary entrances should be oriented towards the primary access roads.
- ❑ All structures should be designed to incorporate landscaping features and open space.
- ❑ Buildings should be designed and oriented so as to frame the primary entrances to the associated parking fields.
- ❑ Where feasible, detention should be shared among surrounding uses.



An increased level of architectural quality is required for all new developments within the 191st Street corridor.



All site developments must incorporate landscaping features and open space which compliment the principle structure.

Signs

- ❑ Signs should be located entirely within the front yard of the use(s) it applies to.
- ❑ Signs should be restricted to ground and wall signs. Pylon or pole signs within the corridor should be discouraged.
- ❑ If pole signs are required, they should not exceed a height of 20 feet and should only be allowed on lots with a minimum frontage of 100 feet.
- ❑ Signs should be oriented in a manner that does not obstruct the view of any authorized traffic sign, signal, or other traffic control device.
- ❑ Larger sign areas and heights may be permitted on parcels fronting Interstate 80.



Ground level and wall signs that incorporate landscaping and designs compatible with the principal structure's architecture are encouraged.

Setbacks and Landscaping

- ❑ All new developments along 191st Street should have a building setback minimum of 75 feet from the right-of-way. This setback should be applied to the planned right-of-way widening along 191st Street.
- ❑ All new developments along 187th Street should have a building setback of 50 feet from the right-of-way. This setback should be applied to the planned right-of-way widening along 187th Street.
- ❑ Landscaping should follow the Village's landscape regulations.
- ❑ A 25 foot wide buffer is required between all residential and non-residential uses. Such area should include provisions for landscaping, fencing, berms, or a combination thereof and is required by the developer/development creating the incompatible situation.
- ❑ Future improvements for 104th Avenue should include boulevards and plantings in sections to be determined by the Village..

Open Space/Natural Areas

- ❑ Site layouts and building orientations for all uses must respect existing site conditions.
- ❑ Existing tree masses and tree lines should be maintained with any new development proposed.
- ❑ Open space, either natural or man-made (such as plazas, outdoor seating areas, etc) should be incorporated into all proposed uses.
- ❑ Proposed detention areas should be designed to serve both functional and aesthetic purposes. Wet-bottomed ponds are preferred.
- ❑ All delineated floodplains and wetlands must be preserved and protected from adverse implication of proposed development.
- ❑ When feasible, all proposed developments should provide a bikeway/path that will link to existing and/or proposed bike paths.



Setbacks and buffers must incorporate plantings and trees in order to enhance the proposed use and surrounding area.



Shared detention is encouraged among uses; wet-bottom ponds are encouraged.



New development proposals should incorporate functional open space and landscaping in the overall site layout.

Development Concepts

Within the overall plan for the 191st Street corridor, two (2) development sub-areas were further identified (delineated on the 191st Street Land Use map as *Site A* and *Site B*).

Development Opportunity Site A:

Site A is generally bound by Interstate 80 to the north, La Grange Road to the east, 104th Avenue to the west, and 191st Street the south. This area includes the future Mokena Crossings Business Park and is shown to support office, business park, general commercial, and multiple-family uses. The majority of Site A lies north of 191st Street and contains a considerable floodplain, Commonwealth Edison utility right-of-way easement, and railroad that constrain the development potential of certain parcels, while also defining certain natural boundaries between different land uses. For example, the presence of the floodplain and utility easement along 104th Street provides an area well suited for multiple family use that will serve as a transition between existing residential to the west and business uses to the east. Given its proximity to existing and planned residential uses, the location of the area along the open space provided by the greenway corridor, created by the floodplain, and proximity to the proposed Village wide bike path system, the proposed multiple family area may be well suited for a senior housing development consisting of assisted and independent living, or age restricted housing. Alternatively, an upscale townhome development or office complex would be appropriate if the senior housing is not feasible. The illustrative site plan, attached as *Site Area "A"*, describes certain development principles that should be followed by any development proposal, including minimizing access to 104th Street, providing an interconnected street system, orienting dwelling units to open spaces, preserving existing trees and creating a pedestrian oriented project that reduces reliance on cars by creating continuous sidewalks linking to open spaces and regional bike trail to create a greater sense and opportunity for community.

The dominant feature of the plan for Site A focuses on establishing a high quality setting for the development of a "business park," and office sites that provide opportunities for location of business consisting of research, office and high tech manufacturing/warehouses and firms involved in the telecommunications industry or large scale business services centers. As established previously in the Future Land Use Plan element, the development of a high quality business park is dependant upon creating a project with high amenity value consisting of a well landscaped image, where buildings are located on larger lots with less impervious coverage, extensive landscaped building setbacks with pedestrian and bike trails, and storm water detention facilities that are focal points for the entire project, as well as providing natural wildlife habitat. A regional storm water system should be planned in advance to provide a coordinated approach to storm water management that will enhance the development potential of key parcels, while creating more useable, attractive water/open space features.

Properties north of 187th Street provide opportunities for higher quality corporate office buildings that desire greater visibility and identity offered by the I-80 corridor. While I-80 also provides good visibility for high quality hotels that could compliment the establishment of a high quality business area, the remote location along 187th Street, which is a considerable distance from the LaGrange interchange, would likely make this area unsuitable for hotels. A more desirable site for a hotel use, as illustrated on *Site Area "A"*, is the commercial opportunity area north of 191st Street, adjacent to Mindy's restaurant. Creating a full access road in alignment with Everett Lane, together with a frontage road that will be established by IDOT as part of the widening of 191st Street, will provide an opportunity to establish several more "outlot" retail and restaurant sites, while serving a larger commercial use to the rear of the site. The high visibility of this site and proximity to LaGrange and I-80 interchange offers excellent location advantages for a hotel or 50,000+ sq. ft. retail anchor store.

Undeveloped land within Site A, lying south of 191st Street consists of over 20 acres of commercially viable property. However, the success of development on this site is dependant upon the location of a large anchor store in combination with retail stores and office uses not currently available within the regional commercial centers of adjacent communities. Access to this parcel from LaGrange Road should be provided by a minimum of one full access intersection with Bormet Drive, which would be shared with the gas station on the corner, and a secondary access to align with Birch Avenue on the south. Shared storm water detention should be developed as an expansion of the current facility provided on the gas station property. The primary access from 191st Street should occur from Everett Lane bordering this site on the west. A secondary access to 191st Street may be appropriate. In addition to a large retail anchor store, this property has the potential for the development of additional "outlot" retail and restaurant sites that would benefit from high visibility along 191st Street and LaGrange Road. The character of businesses along 191st Street should mimic the quality of adjacent existing businesses, including the Bank of Homewood and Mr. Benny's restaurant on Everett Lane.

Development Opportunity Site B:

Site B is generally bound by Interstate 80 to the north, La Grange Road to the west, 191st Street to the south, and a boundary line created by extending a line south from the intersection of the Rock Island Railroad Line and Interstate 80. This area includes an existing multiple-family development, existing commercial and industrial uses (including the Ozinga Plant), as well as the Metra Train Station and associated parking. This area is further shown to support additional commercial uses, a Transit Oriented Development (TOD), and opportunities for office and business park uses.

The principle objective of the plan for Site B is to create a better inter-relationship between existing and planned uses in a coordinated approach that provides a unique environment for new employment and commercial uses that has as its focus as a mixed use TOD development adjacent to the Metra station. As identified previously in the market study for the Comprehensive Plan update, the Hickory Creek shopping center has succeeded with limited entertainment uses, but is experiencing difficulty maintaining a healthy retail base. As an "un-anchored" center, it competes with other more successful centers in adjacent communities that are anchored by large retail uses. One of the key recommendations for Site B is to create a project that integrates the existing shopping center into a new development opportunity on the larger property behind it, by establishing a strong pedestrian and road connection and adding retail space along this road to strengthen this relationship and remove the negative image of the service entrances at back of the existing retail center. The TOD site identified on the land use plan is intended to provide an opportunity for the creation of an upscale "professional office center," organized in a traditional "town center" design, with the ability to create attractive office and condominium buildings, and buildings with a mix of office, condo, and retail/service business (such as dry cleaners, cafes, video stores, beauty shops, ice cream parlors, etc...) that cater to the everyday needs of Metra commuters and employees and residents of the Hickory Creek area. The residential component of this site would be an ideal location for the creation of "executive condos" that offer high quality, fully furnished living units, with pool, tennis and other health club facilities, to executives of nearby businesses that are relocated for short term job assignments (usually 6 months to 1 yr). The creation of a central green, wide sidewalks and attractive streetscape will help establish this TOD center as a unique business environment, that will also provide location for community events. To minimize the amount of land devoted to surface parking, and in turn encourage open spaces, parking structures should be considered, particularly along the portion of Hickory Creek Drive across from the Metra parking lot. Structured parking would not only serve new development, but could provide an opportunity for expanded commuter parking development in partnership with Metra.

The illustrative plan for Site B also recommends maintaining and expanding the shopping center along 191st Street by introducing new, smaller anchor tenant buildings for such business as a Walgreens, CVS Pharmacy, video store or other retail tenant seeking 10,000 to 20,000 sq. ft., and restaurants.

The northern section of Site B, north of the railroad, provides an excellent location for a hotel due to high visibility at the LaGrange Road and I-80 interchange, the relative ease of access along Old US Rt. 45, and proximity to the successful bowling alley/restaurant already drawing large crowds and offering services to hotel guests. Other uses appropriate for this area including additional restaurants, hotels and offices. Due to the current single road access provided by old Rt. 45, and occasional flooding that occurs along the creek that crosses Old Rt. 45, the Village must pursue the extension of 187th Street across the railroad tracks to provide a secondary means of access to businesses west of the tracks. The 187th Street extension would also help establish a grid street network connecting the various uses within the Hickory Creek area. Enhancing the character of Old Rt. 45 should also be a priority to create a more attractive entry to future development, with specific attention given to mitigating the negative image of the Ozinga plant.

** Detailed plans for Site A and Site B have been included which include additional design and development standards which should be considered when analyzing development proposals in these areas.*

CHAPTER X: PLAN IMPLEMENTATION

The Comprehensive Plan is a policy, an expression of community intentions and aspirations. However, the plan is not an end unto itself, it also must be understood as part of a broader growth management process.

The growth management process describes the system necessary to assure effective management of development. It is a conscious program intended to influence the rate, amount, type, location and/or quality of future development within a local jurisdiction. Growth management brings together the comprehensive plan and the tools of implementation. In the implementation phase decisions are made about funding and regulatory controls.

Planning in Mokena does not end with the adoption of this Comprehensive Plan Update. Rather, it is the beginning of a process of continuing implementation whereby the Plan serves as a guide for public and private decisions affecting the future of the community. This requires that both Village officials and residents be familiar with and generally support the major tenets of the Plan. It is important, therefore that the Plan be well publicized, understood and supported by the entire community. On the other hand, the Plan is not static. It must be re-examined periodically and updated as conditions and community aspirations change.

Plan implementation consists of a wide range of activities, some of which are pro-active while others are reactive. Both, however, are vital to implementing the Plan. Pro-active activities are those in which the Village initiates actions through a proposal, plan, improvement or regulatory change. Reactive activities are those in which other parties approach the Village with a proposal on which the Village must act. Development review is an example of reactive implementation while the downtown streetscape improvements and enhancements are an example of proactive implementation.

Plan implementation begins with the adoption of the Plan by the Village Board. Upon adoption of the Plan, the policies and recommendations must be carried out. Because the implementation phase will require time and effort on the part of Village Staff, the Village Board should establish a priority list for all activities to be undertaken. To implement the Comprehensive, the Village should consider the following activities:

- Update and revise the Zoning Ordinance to reflect issues and policies addressed in the Plan
- Modify the Subdivision Ordinance
- Adopt an Official Map
- Adopt a 3 to 5 year capital improvements program and mid-range budget. Involvement of the Planning Commission in the Village's capital improvements programming and budgeting process should be considered to assure that proposed capital projects are consistent with the objectives and policies of the Comprehensive Plan, and that Plan recommendations involving capital projects are implemented. The Commission should not necessarily prepare the annual update of the capital improvements program, but should review and make recommendations to the Mayor and Village Board on appropriate items in cooperation with those village agencies traditionally responsible for capital improvements program preparation.
- Prepare and annually update an implementation program. Such program should identify and define each planning and community development activity to be carried out during a particular fiscal year, the individual responsibilities of the Staff in each activity, and the specific involvement of the Planning Commission where appropriate.

- ❑ Prepare a fiscal impact analysis of key growth areas to determine the long term impact on Village finances and services.
- ❑ Develop a comprehensive appearance plan to address the appearance and image of the community. This plan could result in the need for codes and ordinances to insure proper landscaping, building appearance, signs, and other key components of the Village's built environment.

Comprehensive Plan Monitoring and Update

As Heraclitus put it, "there is nothing permanent except change." This Comprehensive Plan is based on currently available information regarding community desires, development trends, and understanding of environmental issues. Over time, most if not all of these assumptions will change.

The Plan Commission, with staff assistance, should conduct an annual review of development activity in the Village. This activity should be compared with the Comprehensive Plan for consistency. When development has been approved that is inconsistent with the Comprehensive Plan, then it is clear that the plan needs to be updated to reflect current community thoughts regarding growth management.

For a municipal Comprehensive Plan to remain as an effective tool in guiding development, it must be kept current. Given the rate of development anticipated in the near future, it is recommended that the Village review and update the Future Land Use Plan and the transportation components of the plan as needed, but at least every two to three years. The entire Comprehensive Plan should be reviewed and updated every five years.

APPENDIX

The Village of Mokena
Comprehensive Land Use Plan Update

August 2002

APPENDIX A: DEMOGRAPHIC AND ECONOMIC TRENDS

Planning for the future of Mokena requires an evaluation of the trends in terms of physical characteristics (natural and man-made), as well as the condition of the local population and economy. Such trends are likely to have a significant effect on long-range growth and development. These factors influence the land use plan and policies of the Village of Mokena, as provided in this plan.

❖ Demographic Trends

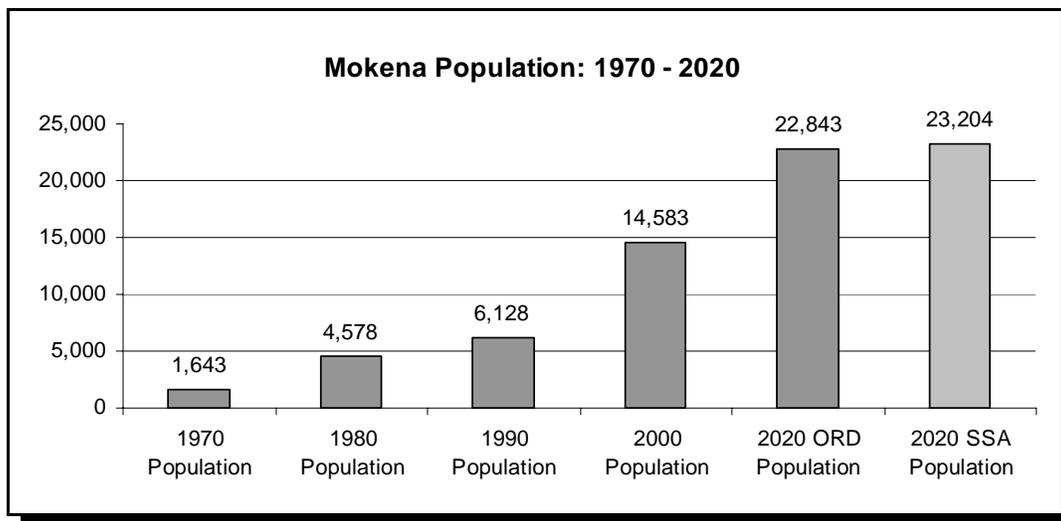
This section describes the conditions of the community which existed at the time of the preparation of the plan.

Population

Mokena is part of the southwest suburban Chicago corridor, which is one of the fastest growing areas in the Chicago metropolitan area. Between the years of 1970 and 1990, the population of Will County grew by 44 percent, in comparison to the 4 percent increase of the six county Chicago Region (Cook, DuPage, Kane, Lake, McHenry, and Will). Northeastern Illinois Planning Commission (NIPC) population forecasts for the year 2020 identify an increase of

47 percent from Will County's current population of 502,266, resulting in an estimated population of 738,406. If the construction of a third regional airport in the south suburban region occurs, NIPC forecasts are even greater, resulting in a population of 822,743 for the County.

The Village of Mokena is one of the fastest growing communities in Will County. Over the last 30 years, the Village has witnessed an accelerated growth in population. In 1970, the Village had a population of 1,643 people, which was more than three times the population at its time of incorporation in 1880. Annexation of adjoining land continued, as did the increased demand for housing, and by 1980, the population almost tripled. Between the years of 1990 and 2000, the Village experienced a 138 percent increase in population, with US Census Bureau data identifying a current population of 14,583 residents. Increased future population growth is anticipated through the year 2020, as NIPC projects a population of 22,843 for the Village; an approximate 57 percent increase from the year 2000.



Source: US Bureau of the Census (1990 - 2000); Northeastern Illinois Planning Commission (2020)

*The Northeastern Illinois Planning Commission prepared two (2) sets of 2020 population projections for the region; one assumes the improvement of O'Hare Airport in Chicago (ORD), and one assumes the construction of a third regional airport in the south suburban region (SSA).

Population						
	Mokena	Frankfort	New Lenox	Orland Park	Tinley Park	Will County
1990	6,128	7,180	9,627	35,720	37,121	357,313
2000	14,583	10,391	17,771	51,077	48,401	502,266
1990 - 2000 Percent Change	138.0%	44.7%	84.6%	43.0%	30.4%	40.6%
2020 Projections*:						
ORD Scenario	22,843	30,990	42,858	68,820	72,867	738,046
SSA Scenario	23,204	35,552	43,664	68,820	76,309	822,743
2000 - 2020 Percent Change (Using ORD Scenario)	56.6%	198.2%	141.2%	34.7%	50.5%	46.9%

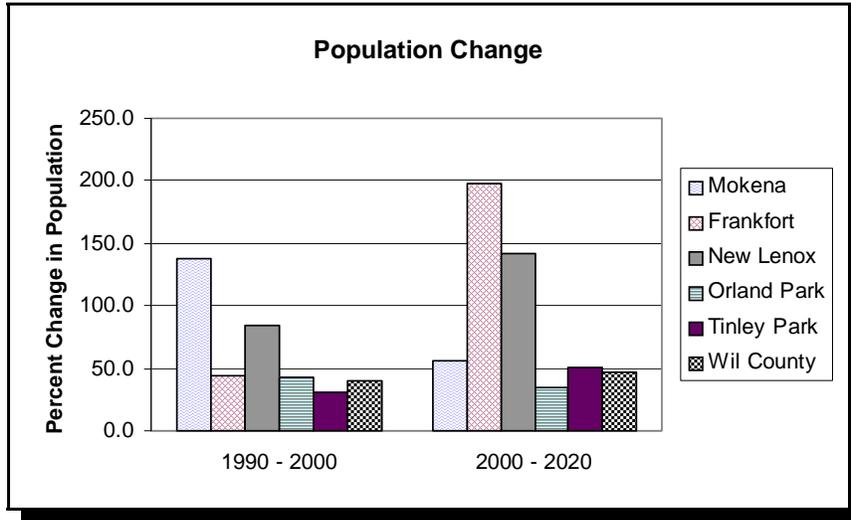
Source: US Bureau of the Census (1990 - 2000); Northeastern Illinois Planning Commission (2020)

* The Northeastern Illinois Planning Commission prepared two (2) sets of 2020 population forecasts for the region; one assumes the improvement of O'Hare Airport in Chicago (ORD), and one assumes the construction of a third regional airport in the south suburbs (SSA).

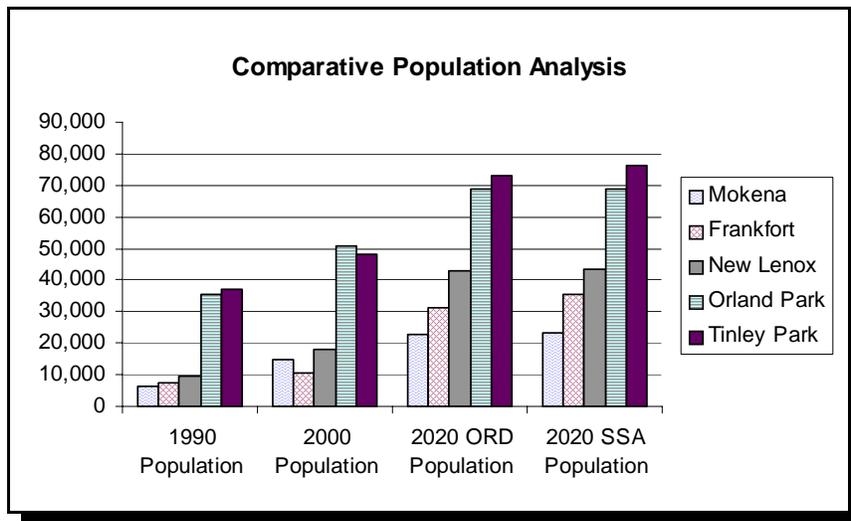
In comparison to the adjacent communities of Frankfort, New Lenox, Orland Park, and Tinley Park, Mokena had the largest percentage increase in population between the years 1990 and 2000, more than tripling that of Will County. Combined, the total population amongst these five communities is 142,223; Mokena accounts for 10.3 percent of this total and 2.9 percent of the total population for Will County.

Population forecasts for the year 2020, using the O'Hare Airport expansion (ORD) scenario, indicate an approximate 57 percent increase in

Mokena's population from current 2000 census figures. In comparison to the identified neighboring communities, the Village ranks third, with the Villages of Frankfort and New Lenox ranking first and second, respectively. The total estimated population figures for these five communities is 238,378; Mokena accounts for 9.6 percent, which is slightly lower than the numbers for the year 2000. In relation to Will County, Mokena accounts for 3.1 percent of its total population, which is a slight increase from the year 2000 figures.



Between the years 1990 and 2000, Mokena had the largest percent change in population, followed by New Lenox, Frankfort, Orland Park, and Tinley Park, which was the only community exhibiting a lower percent gain than Will County. For the years 2000 to 2020, forecasts indicate that Mokena will rank third in percentage changes in population, behind Frankfort and New Lenox. Orland Park is the only community projected to have a lower percentage gain than Will County.



Mokena, Frankfort, New Lenox, Orland Park, and Tinley Park have all experienced population increases between the years of 1990 to 2000. Population forecasts for the year 2020 (in both airport scenarios) indicate continued increases, with Mokena ranking the lowest in population totals.

Household Size

Over the past several decades, the average number of persons per household has been declining in the United States. Smaller households have been a result of lower birth rates, delays in marriage, and increasing numbers of “empty nester” households as the large Baby Boom generation ages. Between the years of 1990 and 2000, the average number of persons per household in Mokena increased from 3.00 to 3.10 persons, suggesting an increase in younger families with more children. A similar increase occurred in New Lenox, however,

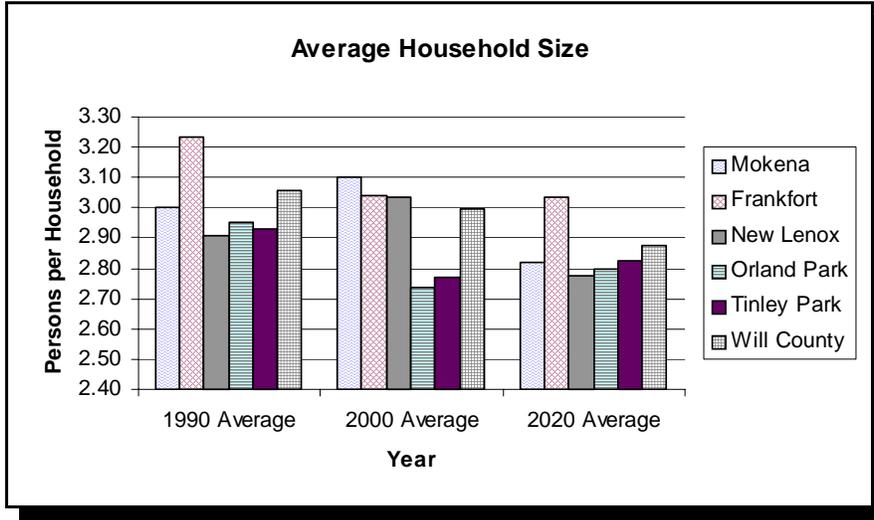
Frankfort, Orland Park, Tinley Park, and Will County all mirrored the declining US trend.

Whereas the average number of persons per household has increased for the Village between the years of 1990 and 2000, NIPC projections anticipate a decline by the year 2020 to an average of 2.82 persons per household. The numbers are anticipated to decline for Frankfort, New Lenox, and Will County as well, with Orland Park and Tinley Park showing slight increases.

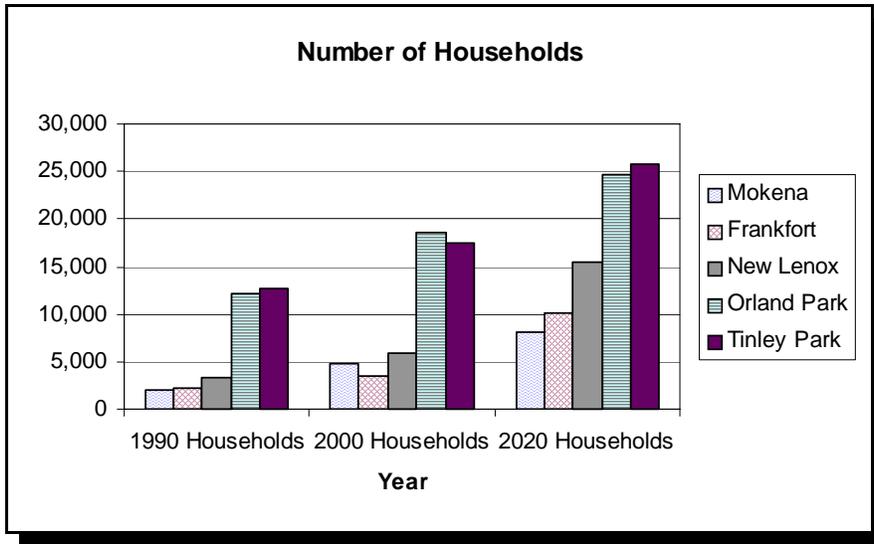
Average Household Size						
	Mokena	Frankfort	New Lenox	Orland Park	Tinley Park	Will County
1990 Population	6,128	7,180	9,627	35,720	37,121	357,313
1990 Households	2,041	2,221	3,313	12,096	12,678	116,933
1990 Average Persons per Household	3.00	3.23	2.91	2.95	2.93	3.06
2000 Population	14,583	10,391	17,771	51,077	48,401	502,266
2000 Households	4,703	3,418	5,853	18,675	17,478	167,542
2000 Average Persons per Household	3.10	3.04	3.04	2.74	2.77	3.00
2020 Population (Using ORD)	22,843	30,990	42,858	68,820	72,867	738,046
2020 Households	8,109	10,214	15,444	24,605	25,768	256,826
2020 Average Persons per Household	2.82	3.03	2.78	2.80	2.83	2.87

Source: US Bureau of the Census (1990, 2000); Northeastern Illinois Planning Commission (2020)

* The Northeastern Illinois Planning Commission prepared two (2) sets of 2020 population forecasts for the region; one assumes the improvement of O'Hare Airport in Chicago (ORD), and one assumes the construction of a third regional airport in the south suburbs (SSA).



As summarized, the average number of persons per household for Mokena increased between the years of 1990 and 2000, with 2020 projections anticipating a slight decline. Slight declines are also anticipated in Frankfort, New Lenox, and Will County.



Between the years of 1990 and 2000, the number of households in Mokena, Frankfort, New Lenox, Orland Park, and Tinley Park all increased. This trend is anticipated to continue through the year 2020.

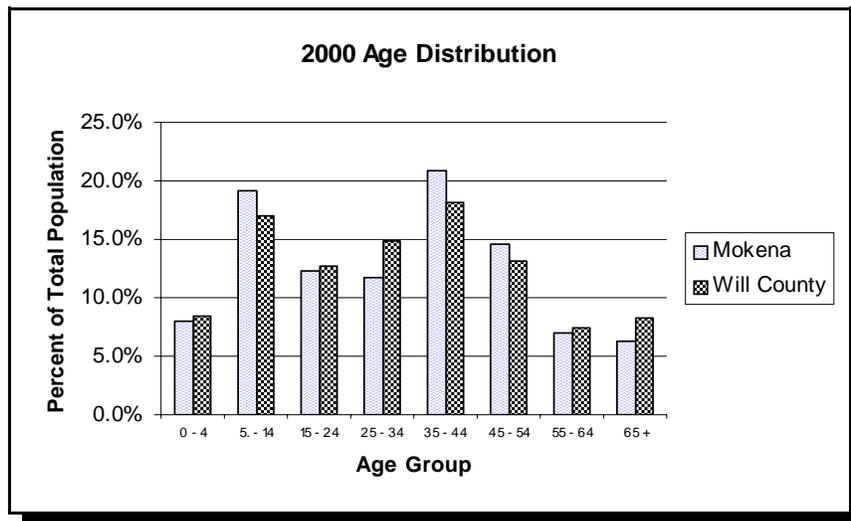
Age Distribution

The age distribution of residents is an important factor in determining the need for services within the community. This analysis is based on a breakdown of population by age group from the 2000 Census.

Between 1990 and 2000, Mokena saw an increase in the proportion of persons over 35 years of age, with a slight decrease in the proportion of persons over 65 years of age. These years also reflected a decline in persons between the ages of 15 and 24.

Age Distribution						
	Mokena				Will County	
	1990	Percent of 1990 Total	2000	Percent of 2000 Total	2000	Percent of 2000 Total
0 to 4	676	11.0%	1,169	8.0%	42,028	8.4%
5 to 15	934	15.2%	2,801	19.2%	85,544	17.0%
15 to 24	908	14.8%	1,797	12.3%	63,984	12.7%
25 to 34	1,162	19.0%	1,717	11.8%	74,300	14.8%
35 to 44	1,073	17.5%	3,052	20.9%	91,118	18.1%
45 to 54	605	9.9%	2,118	14.5%	66,286	13.2%
55 to 64	361	5.9%	1,018	7.0%	37,396	7.4%
65 and Over	409	6.7%	911	6.2%	41,610	8.3%
Total	6,128	100.0%	14,583	100.0%	502,266	100%

Source: US Bureau of the Census (1990, 2000)



For the year 2000, there are slight differences in the age distribution between Mokena and Will County. Mokena had a decline in percentage between the 15 to 24 and 25 to 34 age groups, and between the 55 to 64 and 65 and over age groups. For the same age factions, Will County experienced increases.

❖ Economic Trends

Mokena's location adjacent to Interstate 80 at the border of Cook and Will Counties has always made it attractive for commercial development. The interstate provides easy access to national markets as well as the metro region. Because of state authorized assessment practices, Will County commercial property taxes are nearly 50% lower than Cook County property taxes, providing a cost advantage to property owners that is passed on to tenants in lower rents. The commercial rail service and two Metra stations further enhance the location.

As a result of these development advantages, employment centers have developed along Mokena's arterials and expressway corridors, Interstate 80, LaGrange Road, and Route 30. Established flexible space commercial sites also exist along the 191st Street corridor. Build to suit sites along the balance of 191st Street promise sites for future expansion, further strengthening the commercial development potential of Mokena.

These employment centers are important because they support restaurant and convenience retail businesses that create more jobs and, in addition to supporting employees, serve the local residential population. With nearly 9,000 jobs, Mokena has a strong economic base and offers residents the opportunity to live and work in the same community. In comparison, New Lenox and Plainfield, both similar size communities, have 4,000 and 5,000 jobs respectively. Mokena's young, growing population also supports retail development. Young populations tend to have a higher per capita consumption, and the addition of new homes means increased spending, both important elements for attracting retailers.

The limit on Mokena's retail development is the tendency of retailers to cluster near regional centers. Just north of Mokena is Orland Square Mall, one of the Metro Region's most successful centers. Its associated cluster of businesses ranges from big box specialty stores through mass merchandisers and extends within two-miles of Mokena's northern border. This "shadow" of Orland Park greatly impacts the retail development potential of Mokena because most large-scale, major retailers will not build within a 20-minute drive of an existing store. For Mokena, the only major intersection outside of that shadow is Route 30 and Wolf Road.

Consequently, the community's ability to attract high sales tax generating retailers is more limited than communities without a major retail center so near.

Past development practices also place limits on the Mokena's potential to attract high volume retail businesses. Numerous prime commercial corners are occupied with non-commercial uses or structures that obscure sight lines to large tracts with development potential. For example, there is a private sewer treatment plant at the intersection of LaPort and LaGrange Road. A multi-story bank across the street occupies the highly visible corner of a 20 acre development site. Commercial threats also occur in the form of unanchored shopping centers. Without such uses as a grocery store or large-scale retailer, tenants are often service businesses or destination retailers with low crossover shopping. The result is high tenant turnover, associated high vacancies and an image of decline that has a direct impact on the attraction of new retailers.

These factors limit Mokena's opportunities for future retail development to the creation of centers that effectively serve the needs of nearby neighborhoods. The Village must plan for this neighborhood commercial development by reserving land for convenience or grocery anchored centers near new development and underserved existing development. Furthermore, it must improve the position of the downtown as the central place for business.

In comparison to many suburban communities, Mokena has a strong economy. It is well positioned to attract employment that allows residents to live and work within the Village. It also has land that can be reserved to provide convenient neighborhood shopping. Recognizing this, the Village needs to take an active role in capitalizing on these opportunities. Economic development should be communicated as a general concept rather than a development specific issue.

Analysis of the development pressures in the region, along with the internal economic trends in Mokena, provides insight into critical factors that must be dealt with in planning for the future of the Village. This section considers economic trends that affect the growth and development of the Mokena area.

Household Income Trends			
	1990	2000	2005
Median Household Income (\$)	42,120	51,254	53,199
Average Household Per Capita Income (\$)	14,695	22,197	26,433
Average Household Income (\$)	44,295	64,645	76,783

Source: Experian/Applied Geographic Solutions, 2001

In comparison of 1990 versus 2000 data, the Village has experienced increases in median household income, average household per capita income, and average household income; increases of 22%, 51%, and 46% respectively. The dramatic increase in the difference between median and average income shows the impact of new residents who purchased homes valued much higher than Mokena's vintage housing stock. Projections for the year 2005

suggest that the new development will continue to bring wealthier residents to Mokena. Between the years 2000 and 2005, the *median household income* is projected to increase approximately 4% to \$53,199; and average household income is projected to increase approximately 19% to \$76,783.

Employment by Occupation					
	1990	Percentage of Total	2000	Percentage of Total	1990 - 2000 Change
Administrative Support/Clerical	527	17.18%	909	17.14%	382
Executive, Administrative & Managerial	432	14.09%	745	14.04%	313
Farming, Forestry & Fishing	22	0.73%	40	0.76%	18
Handlers, Cleaners & Helpers	172	5.60%	295	5.56%	123
Machine Operators & Assemblers	112	3.64%	191	3.61%	79
Other Service	236	7.71%	408	7.70%	172
Private Household Service	6	0.21%	11	0.21%	5
Production, Craft & Repair	429	14.00%	740	13.96%	311
Professional Specialty	392	12.77%	678	12.79%	286
Protective Service	54	1.77%	95	1.80%	41
Sales	443	14.45%	769	14.50%	326
Technicians & Support	100	3.27%	179	3.37%	79
Transport and Material Moving	140	4.57%	241	4.55%	101
Total	3,067	100%	5,301	100%	2,236

The above Employment by Occupation chart summarizes the number of persons within the Village of Mokena who are employed in the listed professions. The total category represents the total employed population of age 16 and over.

Source: Experian/Applied Geographic Solutions, 2001

For the year 1990, there were 3,067 total employed Village residents. The largest percentage of this total was employed in the *Administrative Support/Clerical* category; 17.18% of the total employed population. The *Sales* and *Executive, Administrative & Managerial* categories followed at 14.15% and 14.09% respectively.

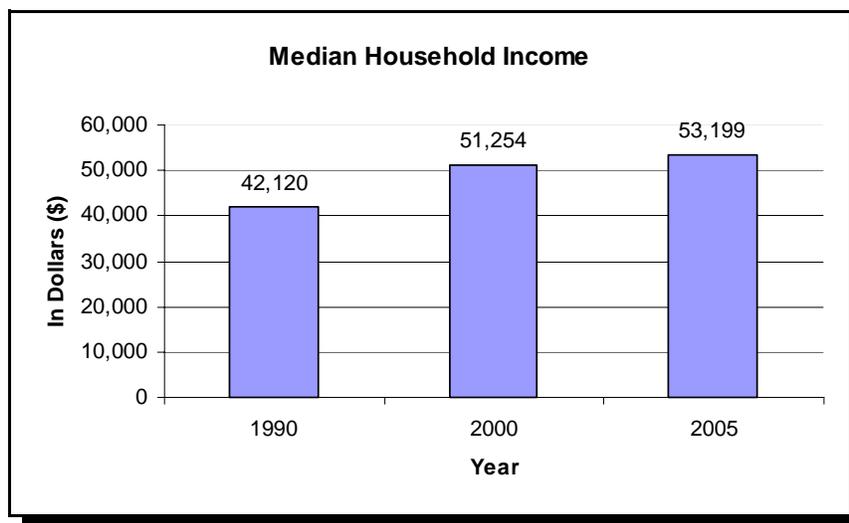
For the year 2000, the total number of employed residents increased to 5,301, with the largest

percentage of this total again employed in the *Administrative Support/Clerical* category; 17.14% of the total employed population.

In comparing 1990 versus 2000 data, all categories remained in the same ranking order. The numbers are on average with the 73.46% population increase in the total number of employed residents within the Village.

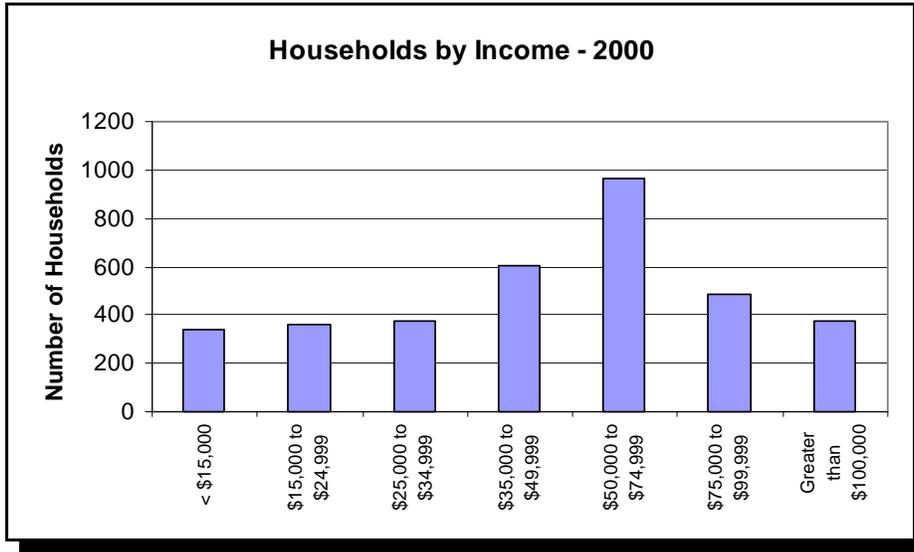
Households by Income					
	1990	2000	1990 -2000 % Change	2005	2000 - 2005 % Change
Less than \$15,000	218	339	55.5%	341	0.6%
\$15,000 to \$24,999	251	360	43.4%	394	9.4%
\$25,000 to \$34,999	325	373	14.8%	409	9.7%
\$35,000 to \$49,999	544	606	11.4%	669	10.4%
\$50,000 to \$74,999	469	962	105.1%	1,052	9.4%
\$75,000 to \$99,999	196	483	146.4%	562	16.4%
Greater than \$100,000	56	378	575%	348	-7.9%
Total Households	2,055	3,501	N/A	3,775	N/A

Between the years of 1990 and 2000, the Village experienced increases in all household income ranges, with the largest percentage increases in categories over \$100,000. Projections for the year 2005 show continued increases for all ranges below \$100,000. All categories over \$100,000 are projected to decline.



Between the years of 1990 and 2000, Mokena has experienced an increase in its median household income. Future projections into the year 2005 see a continuation in this trend, with median income levels reaching \$53,199 per household.

Source: Experian/Applied Geographic Solutions, 2001



Households by income categorizes the number of households per combined income totals. For the year 2000, the income range with the largest number of households was the \$50,000 to \$74,999 category. Above this range, from \$75,000 to greater than \$100,000, were 681 households. Below this range, from \$15,000 to \$49,000 were 1,678 households.