



MONEE COMPREHENSIVE PLAN

YOUR
VISION
FOR
**YOUR
HOMETOWN**

BOARD APPROVED 3-24-2021



This is our time. Our time to write the next chapter for Monee together.



Acknowledgments

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The document is intended for double sided printing on letter sized paper.

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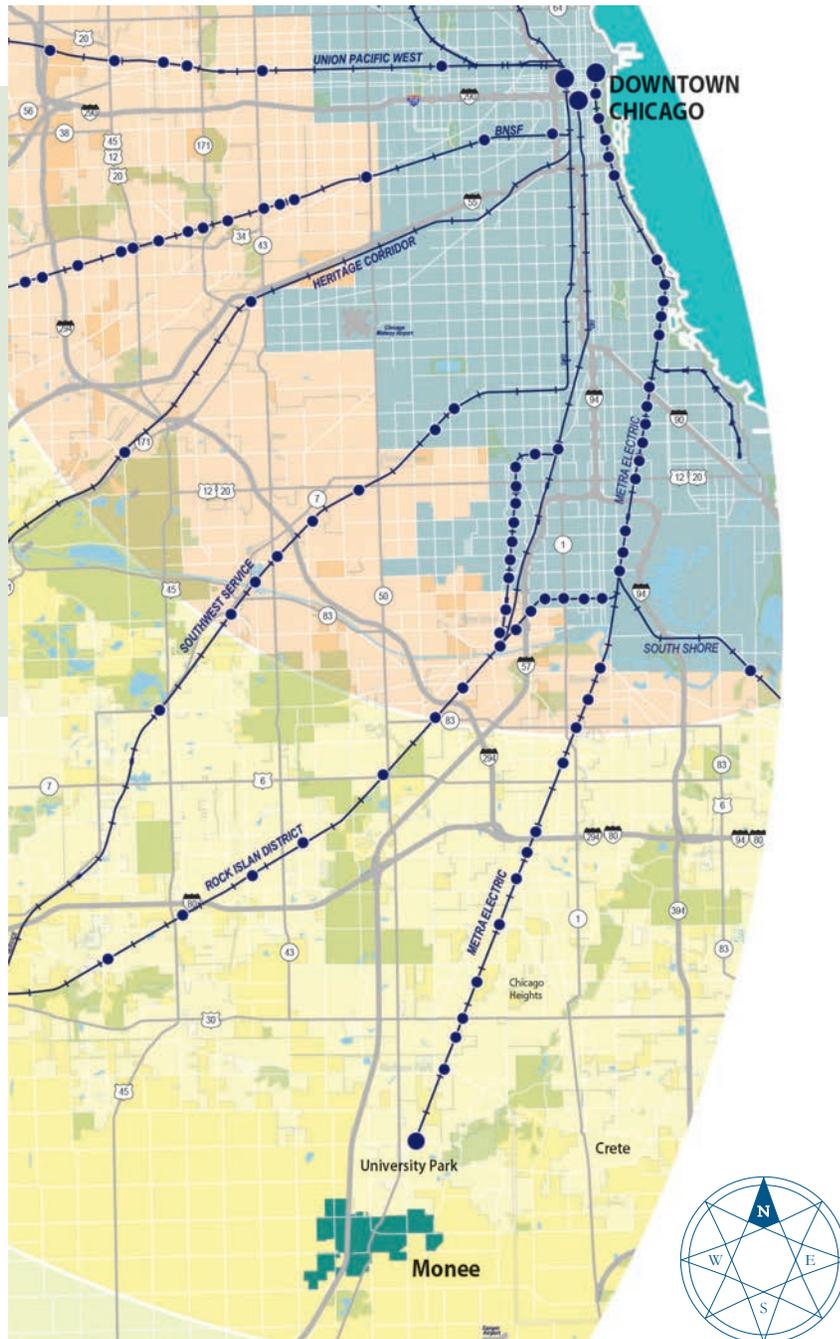
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Introduction

The Village of Monee is located in eastern Will County, about 35 miles south of Downtown Chicago. With over 5,100 residents, Monee's incorporated area is approximately 4.48 square miles in size today.

This Comprehensive Plan is a concise and implementation focused plan that is different from the typical text and policy laden documents. Key features of this plan include:

A Graphic Plan that is communicated primarily with illustrations that are supplemented with concise text.

An User-Friendly Plan that is easy to use both by Village and developers.

A Buildable Plan that gives a clear path for implementation.

A Colorful Marketing Tool to attract new development to the Village.

A Bold Plan that captures community vision and inspires leaders into action.

Monee was incorporated in 1874 around the Illinois Central Railroad, the "Main Line of Mid-America", which connected Chicago to New Orleans to the south.

The Village has retained a compact, small-town atmosphere which is distinct from the larger sprawling suburbs to the north. Older neighborhoods in Monee have walkable, gridded streets, small blocks, and homes in a variety of historic architectural styles.

The Village is largely surrounded by unincorporated areas of Will County to the east, west and south, with the Village of University Park to the north.

Monee also has strong transportation assets, including an interstate interchange at I-57 and Monee-

Manhattan Road, Governor's Highway and freight rail connections. The Village's main commercial corridors are S. Governors Highway and W. Monee-Manhattan Road.

With nearly 2.3 million square feet of recent industrial development, Monee is now part of an emerging industrial cluster along I-57.

This Comprehensive Plan offers an opportunity to balance Monee's strong economic development potential with the protection of its small-town charm, natural resources and quality of life for the community.

This is our time. Time to together write the next chapter for Monee.

Comprehensive Plan Vision & Goals

A Comprehensive Plan is a long-term plan that captures the community's vision for the future and helps guide growth & development for the next 10-15 years. This plan also aspires to embody the principles of CMAP's ON TO 2050 Plan.

Our Vision

“Monee will always be a family-friendly village with a hometown feel. Compact and walkable neighborhoods will welcome new residents to enjoy the small-town feel of this Will County community. Existing historic assets will be protected with investments in preservation, reuse, and streetscaping for future generations to enjoy. New development will be guided close to existing built-up areas to support compact and sustainable growth.

A new Town Center will become the mixed-use heart of Monee that could be anchored by new municipal uses. The Firemen's Park area will be redeveloped as the new recreational hub for the community. A new network for trails will connect all residents to Village destinations and regional open spaces. By implementing this bold community-authored plan, Monee will establish a strong regional identity as a “forever hometown” for existing and new residents.”

Following 10 Long-Term Goals for the Comprehensive Plan were identified by the community:

- 1. PRESERVE THE HOMETOWN FEEL OF OUR VILLAGE.**
- 2. CREATE A TOWN CENTER WHERE OUR COMMUNITY CAN GATHER.**
- 3. PROTECT OUR HISTORIC HERITAGE.**
- 4. PRESERVE OUR UNIQUE NATURAL RESOURCES.**
- 5. CREATE A TRAIL NETWORK THAT SERVES ALL OUR NEIGHBORHOODS.**
- 6. MAKE OUR STREETS SAFE FOR ALL MODES OF TRAVEL: PEDESTRIANS, BIKES & CARS.**
- 7. SUPPORT NEW TRANSIT OPPORTUNITIES FOR THE FUTURE.**
- 8. CAPTURE MARKET POTENTIAL FOR ALL USES.**
- 9. RESTRICT FREIGHT TRAFFIC FROM OUR NEIGHBORHOODS.**
- 10. NURTURE THE PLAN MOMENTUM & INVEST IN NEAR TERM PROJECTS.**

Each goal is addressed in detail in the following 10 Sections of the plan.



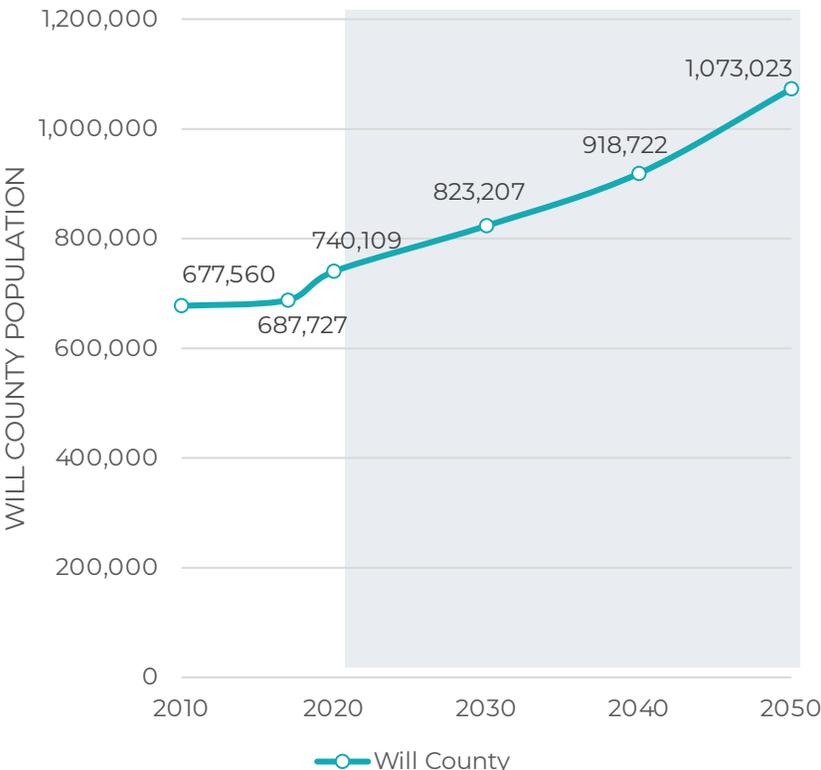
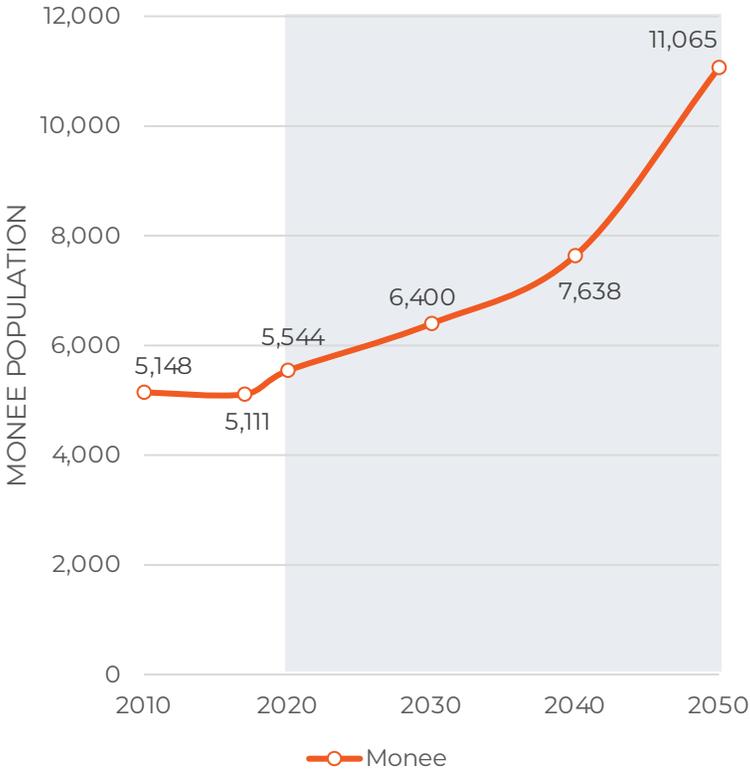
Demographic Snapshot of Monee

Historic and Projected Population Change

CMAP projections indicate that the population in Monee could double between 2020 and 2050.

The population in Monee grew rapidly between 2000 and 2010, increasing from 2,900 residents to 5,100 residents. However, since 2010 the population has held relatively stable. CMAP projects the population in Monee will increase to approximately 11,100 by 2050. The CMAP projected compound annual growth rate for the Village is twice that of Will County, 2.3% and 1.2% respectively.

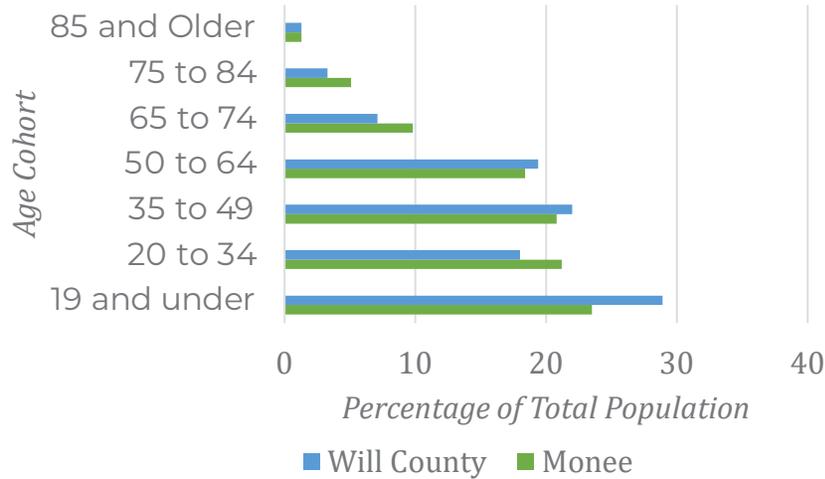
HISTORIC^[1] AND PROJECTED^[2] POPULATION CHANGE



Source: CMAP, Census Population Estimates, SB Friedman
 [1] Historic population data based on Census Population Estimates
 [2] Projected population data based on CMAP On to 2050 estimates

Demography Age, Race & Ethnicity (2013-17)

AGE COHORTS



MEDIAN AGE

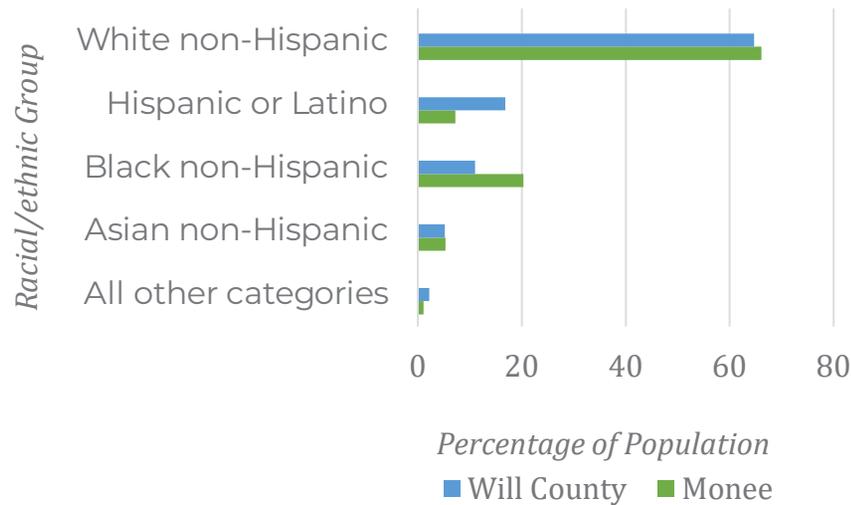


CHANGES IN AGE COHORTS OVER TIME						
	2000		2010		2017	
	Monee	Will County	Monee	Will County	Monee	Will County
19 and under	23.1 %	32.6 %	27.1 %	31.8 %	23.5 %	28.8 %
20 to 34	23.3 %	20.3 %	23.0 %	17.7 %	21.2 %	18.0 %
35 to 64	38.0 %	38.8 %	33.1 %	41.3 %	39.2 %	41.4 %
65 and Older	15.6 %	8.3 %	16.8 %	9.2 %	16.1 %	11.8 %
Median Age	36.7 years	33.3 years	35.0 years	35.4 years	41.9 years	37.3 years

Source: CMAP June 2019 Community Snapshot, 2000 Census, 2006-2010 and 2013-2017 American Community Survey five-year estimates.

Between 2000 and 2017, median age in both Monee and Will County have continued to increase and Monee's median age is now higher than Will County.

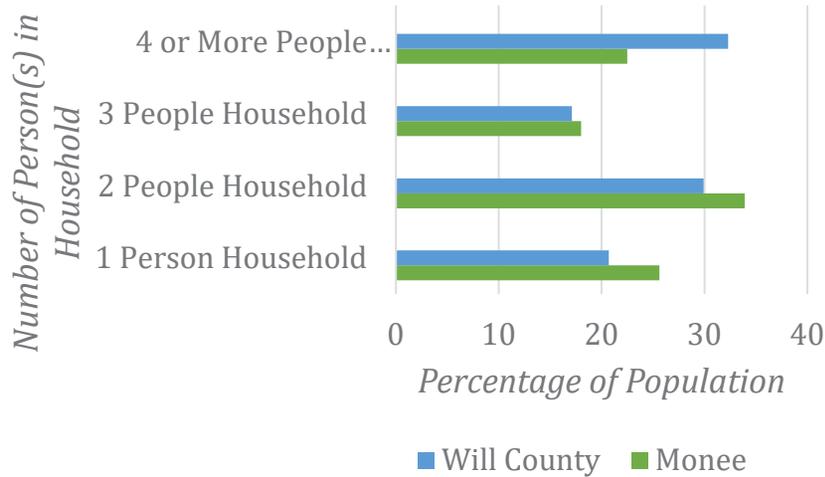
RACE AND ETHNICITY



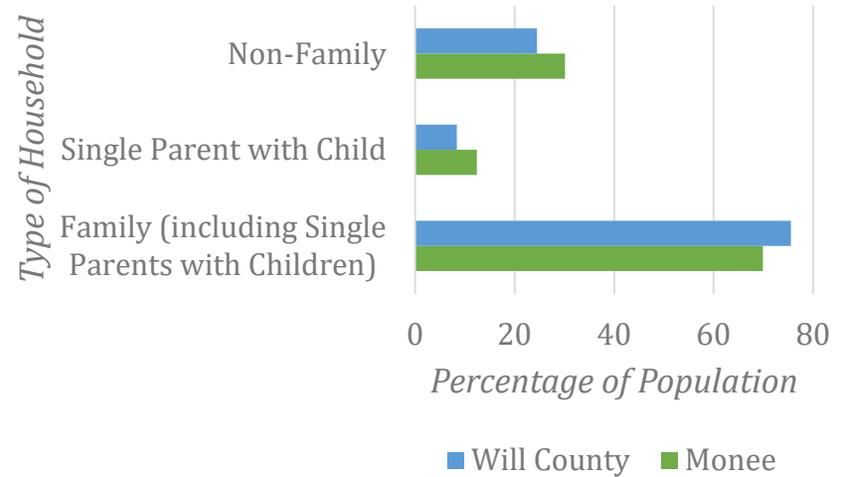
Source: CMAP June 2019 Community Snapshot, 2013-2017 American Community Survey five-year estimates.

Demography Households & Income (2013-17)

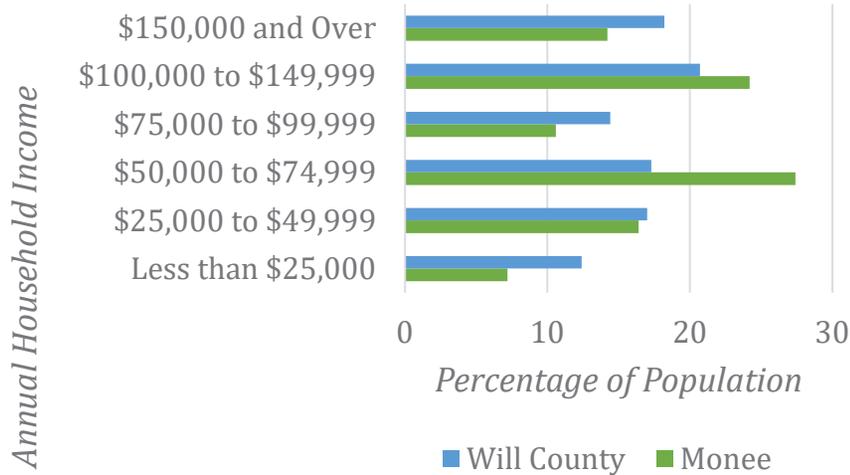
HOUSEHOLD SIZE



HOUSEHOLD TYPE



HOUSEHOLD INCOME



MEDIAN INCOME



\$80,782

WILL COUNTY



\$73,845

MONEE

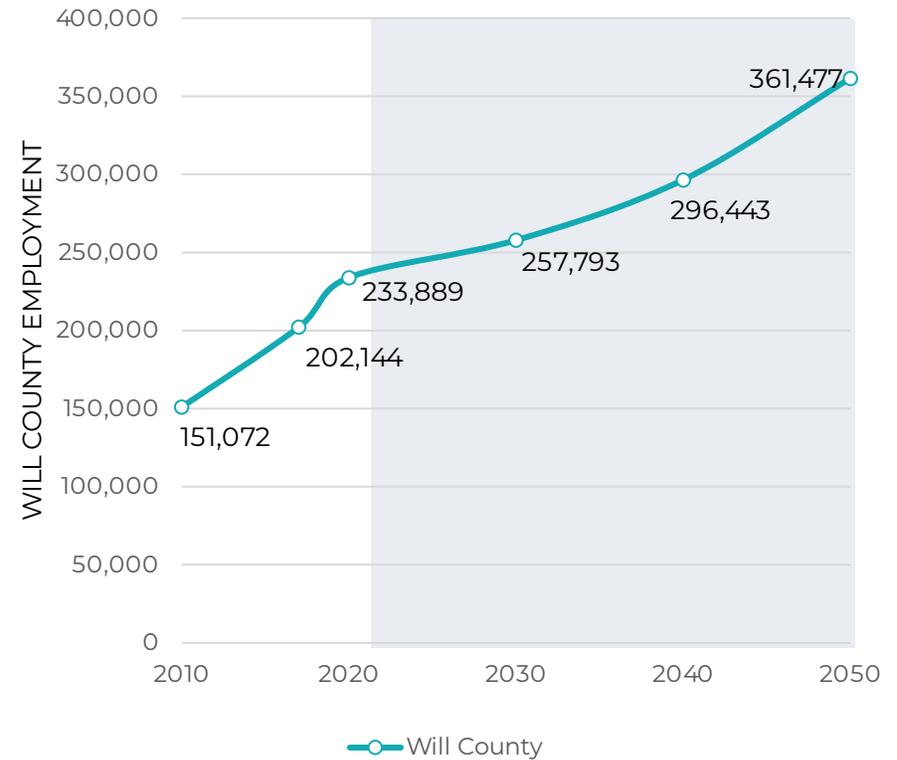
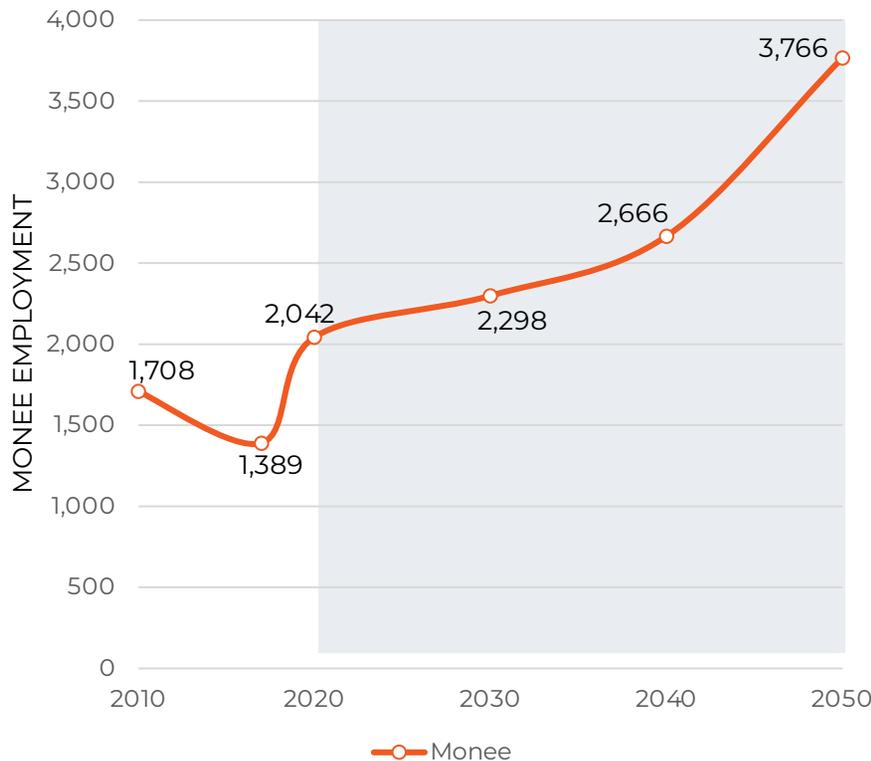
Census data shows that most households are family households, including single parents with children.

Employment Historic and Projected Change in Monee

CMAP projects employment within the Village will increase by nearly 2,000 employees by 2050

In 2017, there were 1,400 employees working in Monee. According to Longitudinal Employer Household Data, the total number of employees within the Village declined from 1,700 employees in 2010 to 1,400 in 2017. CMAP projections indicate the Village will begin to see an employment increase, with approximately 3,000 employees in the Village by 2050.

HISTORIC^[1] AND PROJECTED^[2] EMPLOYMENT CHANGE



Source: CMAP, Census, Longitudinal Employer Household Data, SB Friedman

[1] Historic employment data based on LEHD On The Map data through 2017

[2] Projected employment data based on CMAP On to 2050 estimates

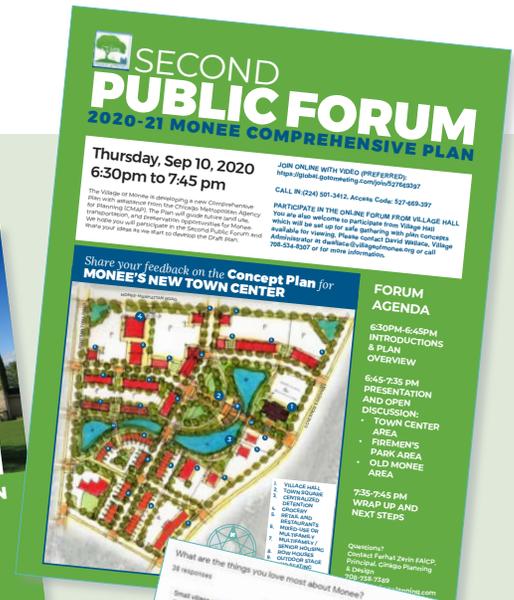
A Plan shaped by the Community

The Village of Monee initiated the development of a new Comprehensive Plan in partnership with the Chicago Metropolitan Agency for Planning (CMAP) in early 2020. The first Steering Committee meeting was held on February 6, 2020, to formally kick-off the project.

By spring of 2020, the unprecedented impacts of the pandemic crisis required a shift in the planning process, from in-person meetings to virtual outreach, phone conversations, and online forums. Despite all the challenges posed by the pandemic, the plan received robust community participation from residents, local business leaders, historic preservationists, staff, and Village leaders through the end of 2020.

Community Engagement included the following as the plan was developed through 2020:

- 7 Steering Committee meetings
- 3 online public forums
- 116 respondents to a community survey
- 13 phone interviews
- Web outreach through the plan website
- Email correspondence through the entire process
- Regular working meetings with staff



Online forums, surveys, & mailed flyers marked new ways for community engagement during the pandemic.

Community Feedback Highlights

A full summary of community feedback is provided in detail in Appendix A. Key highlights are described here.

Community quotes have been incorporated throughout the document, as shown in the graphic below:



IDENTITY What should Monee be known for in the Chicago Region?

SMALL TOWN / HOMETOWN

- Small Village with a Country Feel
- Hometown feel
- Small town feel with big city amenities
- Diverse small town with big city connections
- A great place to live
- A GREAT place to call home
- Tiny Town with great potential
- Small intimate scaled town

PEOPLE / COMMUNITY

- A safe community
- Great for seniors, a place to retire
- A diverse community with shared values
- Diverse, multicultural, welcoming community
- Big hearts and great neighbors
- strong friendships in the community
- Good people
- Family atmosphere

NATURE / COUNTRY

- Near farmland and nature
- Wide open spaces, close to rural areas

AFFORDABILITY

- Affordable homes on large lots

LOCATION

- Easy access to the city
- Location, location, location! Close to Metra and highways

GROWTH Should Monee stay compact or grow outwards?

RESIDENTIAL GROWTH

In the survey, residents were asked where they would prefer to see new residential growth. They were given five options, and instructed to choose all that they felt applied. Below are the questions and the tally of selection preferences:

1. Near existing residential areas to keep the village compact (41.9%)
2. East towards Steger-Monee Road and Crete (32.4%)
3. West towards Harlem Ave. and Green Garden Township (27.6%)
4. South towards Pauling Road and Peotone (41%).
5. North towards University Parkway and University Park. (4.8%).

There was clear support for the Village to stay compact and to plan sustainable future growth near the existing residential areas. There was also support for filling in residential development to the east, south and west, with minimal support for new residential growth to the north.

Residents also had the opportunity to add additional comments. Major comments included: fill in existing residential areas, add more residences in the Peotone school district, limit westward growth to 80th Avenue and take care of what we already have.

INDUSTRIAL Growth

Residents were also asked to weigh in on future industrial development by responding to the following three possibilities:

1. On west side of I-57 (42.3%)
2. On east side of I-57 (21.2%)
3. Not west of current Amazon Distribution Center (32.7%)

Additional comments included: north of Monee Manhattan Road along I-57, as close to existing freight distribution centers as possible, and in existing industrial areas. Some comments also stated that they would prefer no new industrial and freight uses in the Village.

Community Feedback Highlights

OLD MONEE

How to preserve Monee's history?

- Streetscaping: decorative lights, paving and landscaping (75.7%*)
- Restaurants and shops (56.8%*)
- Storefront business, bakery, ice cream shoppe, something for "the kids" - an old-fashioned arcade, Escape Room type thing, mixed use building, barber shop and doctor's offices
- A candy shop or ice cream store, or an old auto shop, or museum
- Protection for old homes (37.8%*)
- New park (27%*)

(* Community Survey result, see Appendix A)

CREATION OF A "HISTORIC DISTRICT"

- Incentivize older homes to keep the heritage look and feel during remodeling
- Create an historic district is crucial to preserve our history.
- Preserve some of the houses AND OLD buildings
- GOOD idea to CREATE A designated historic district, that DOES NOT have major restrictions.
- Grants to improve homes & businesses

REUSE OF OLD BUILDINGS

- Find uses for the empty retail businesses

PARKING

- Parking is limited due to buildings that have been transformed into multi-family units with residents who have no other place to park but on the streets where it takes away from the ability to use areas for additional retail parking.

TRAILS & SIDEWALKS

- Main Street, Oak Street as well as a walking trail
- NEED Accessibility & sidewalks
- Develop a Historic District designation in collaboration with the Monee Historical Society to protect the scale and character of the area.
- Reuse of existing buildings along Oak and Main Streets into multifamily or mixed use.
- Look further at the viability of street level commercial uses.
- Ensure that all streets have a sidewalk on at least one side.
- Identifying opportunities for streetscaping, trails and public parking.
- Extend the sidewalk from the Village Hall to Will Center Rd.
- Walking and bikes trails are essential
- Should put a trail around the park. And then those trails can also lead into the other subdivisions or community areas and be a hub of local trails.
- Sidewalks on at least one side on all streets

TOWN CENTER AREA

What should be the anchor for the new Town Center?

- Grocery store (89.2%*)
- Aldi, Trader Joe's, BERKOT'S
- Restaurants, shops (67.6%*) & OTHER COMMERCIAL
- Small local restaurants, not more fast food
- COFFEE SHOP
- Movie theater with second run movies (to keep prices down)

- HARDWARE STORE
- Local entrepreneurs.
- Higher quality offices.
- Family entertainment.
- "Affordable Family Fun" would be a good brand for the Town Center to go with Monee's small town feel.
- Offer fun family nights and great options for eating out.
- Public square (51.4%*)
- Pond WITH TRAILS to walk around,
- Facilities for kids to play.
- Illinois native plant gardens, trees, and prairie species
- FARMER'S MARKET
- Multifamily Housing (13.5%*) / MIXED USE DEVELOPMENT
- SENIOR HOUSING
- Pedestrian scaled development with stores at the ground level. 2-3 story mixed-use buildings.
- 2 story buildings with commercial below and condo/apartments above Senior housing would be great for local businesses
- RENTAL HOUSING

MUNICIPAL / CIVIC USE

- Public library
- Library integrated with a coffee shop or small sandwich shop.
- Municipal "hub"
- Village Hall
- An Arts center
- Small theatre
- An outdoor area for concerts, a bandstand and seating!
- A new post office.
- A civic campus", with a new municipal facility that can combine different services: village hall, police station, public works, etc. Example to look at: Romeoville Village Hall that has one consolidated facility.

NEW PUBLIC SQUARE

Community feedback showed great support for a **public square** as a major open space and civic anchor for the Town Center. Feedback suggestions include the following:

- Detention ponds, trails, outdoor seating, a potential music band shell, children's play areas and other amenities. The square can be programmed for seasonal events (farmers markets, concerts, arts festivals etc.).
- The pedestrian oriented front door of the Town Center should be towards Egyptian Trail Road.
- Vehicular access should be provided from Monee-Manhattan Road and Governor's Highway.
- A new public library branch that can be part of a larger mixed-use development.
- Building height should be limited to 3 stories.
- Senior housing opportunities.

COMMUNITY FEEDBACK

“Being part of this planning process has been exciting and has provided staff with exceptional insight for the future development of the community.”

David Wallace
Village Administrator

GOAL 1

PRESERVE THE
HOMETOWN
FEEL OF OUR
VILLAGE.



LAND USE PLAN 1

Planning Area Boundary Area

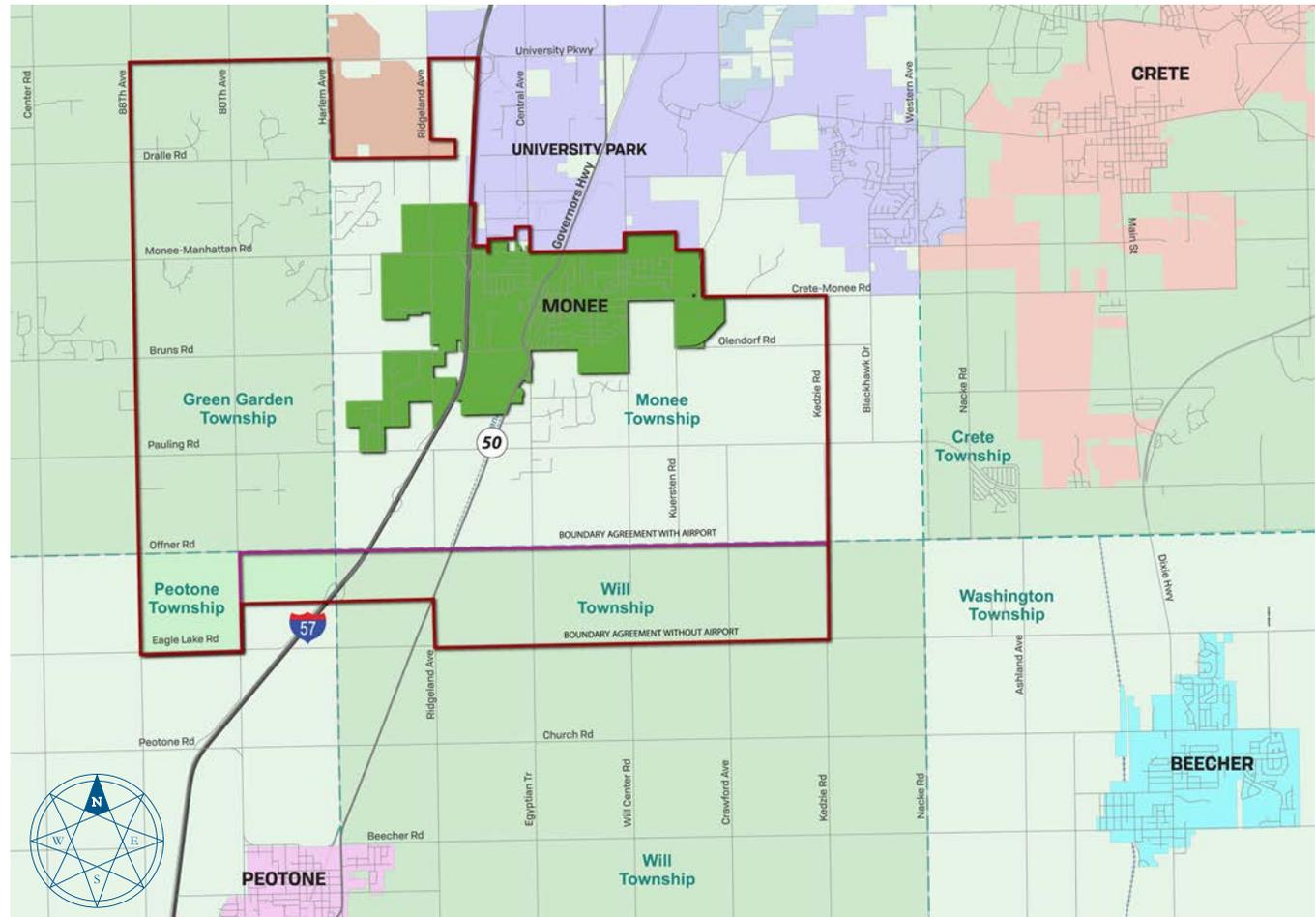
The Planning Area Boundary for the Comprehensive Plan have been determined by the following factors:

North Boundary is determined by Boundary Agreement with the Village of University Park adopted in 1982

South Boundary is determined by Boundary Agreement with the Village of Peotone adopted in 2002. There are two options related to “with or without the South Suburban Regional Airport” being constructed, per the agreement.

East Boundary is determined as Kedzie Avenue per Village feedback. There are no current boundary agreements with the Village of Crete to the east.

West Boundary is determined as 88th Avenue per Village feedback. There are no current Boundary Agreements to the west with the Villages of Frankfort and Manhattan. The 2009 West Sector Framework Plan for Monee extended the Planning Boundary up to LaGrange Road. This was contingent on the proposed Bel Meade annexation that did not occur. New residential development has significantly slowed down since 2009 in this area. Given current residential growth trends, it appears unlikely that the Village will grow that far west in the near term. Based on these factors, the Village has selected 88th Avenue as the eastern boundary for the Planning Area.



The 33.6 square miles Future Planning Area is about 7.5 times larger than the existing 4.48 square mile incorporated municipal area.



South Suburban Airport (SSA) and Planning Boundary

The South Suburban Airport (SSA) can have major impacts on Land Use and Transportation for Monee.

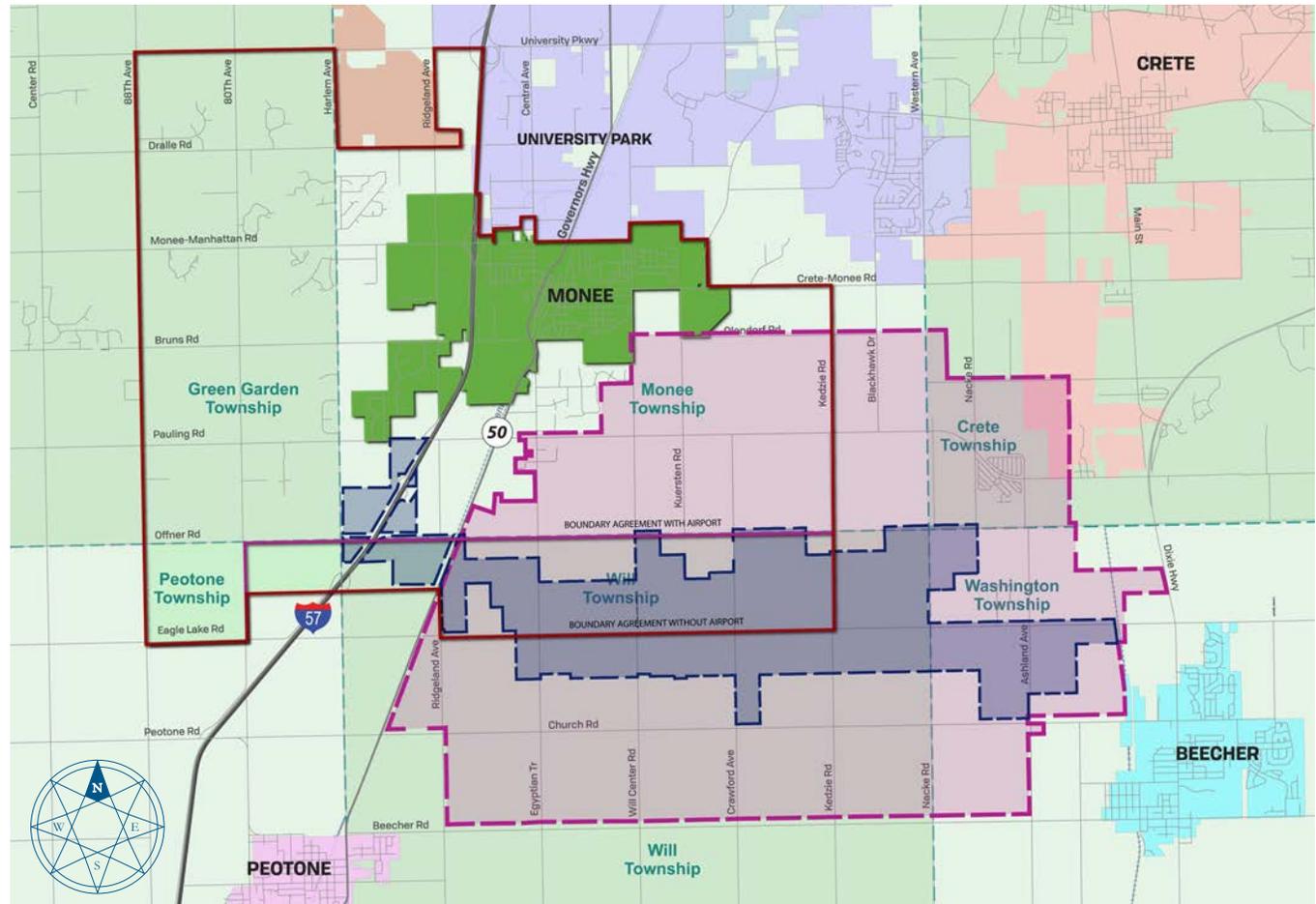
The map to the right shows the following SSA boundaries in relation to Monee's Planning Area:

SSA Inaugural Airport Boundary (IAB): The Illinois Department of Transportation (IDOT) owns about 5,000 acres of the proposed 6,000-acre "inaugural footprint" for the airport.

SSA Ultimate Airport Boundary (UAB): According to the 2012 SSA Airport Access Plan, the land acquisition area for the UAB comprises approximately 20,000 acres. The center of the site is approximately 35 miles south-southwest of the Loop, 42 miles south-southeast of Chicago O'Hare International Airport and 29 miles south of Chicago Midway International Airport. The site is located mostly in the townships of Will and Monee, with smaller portions located in Crete and Washington townships.

The SSA is currently not included in CMAP's ON TO 2050's list of regionally significant projects.

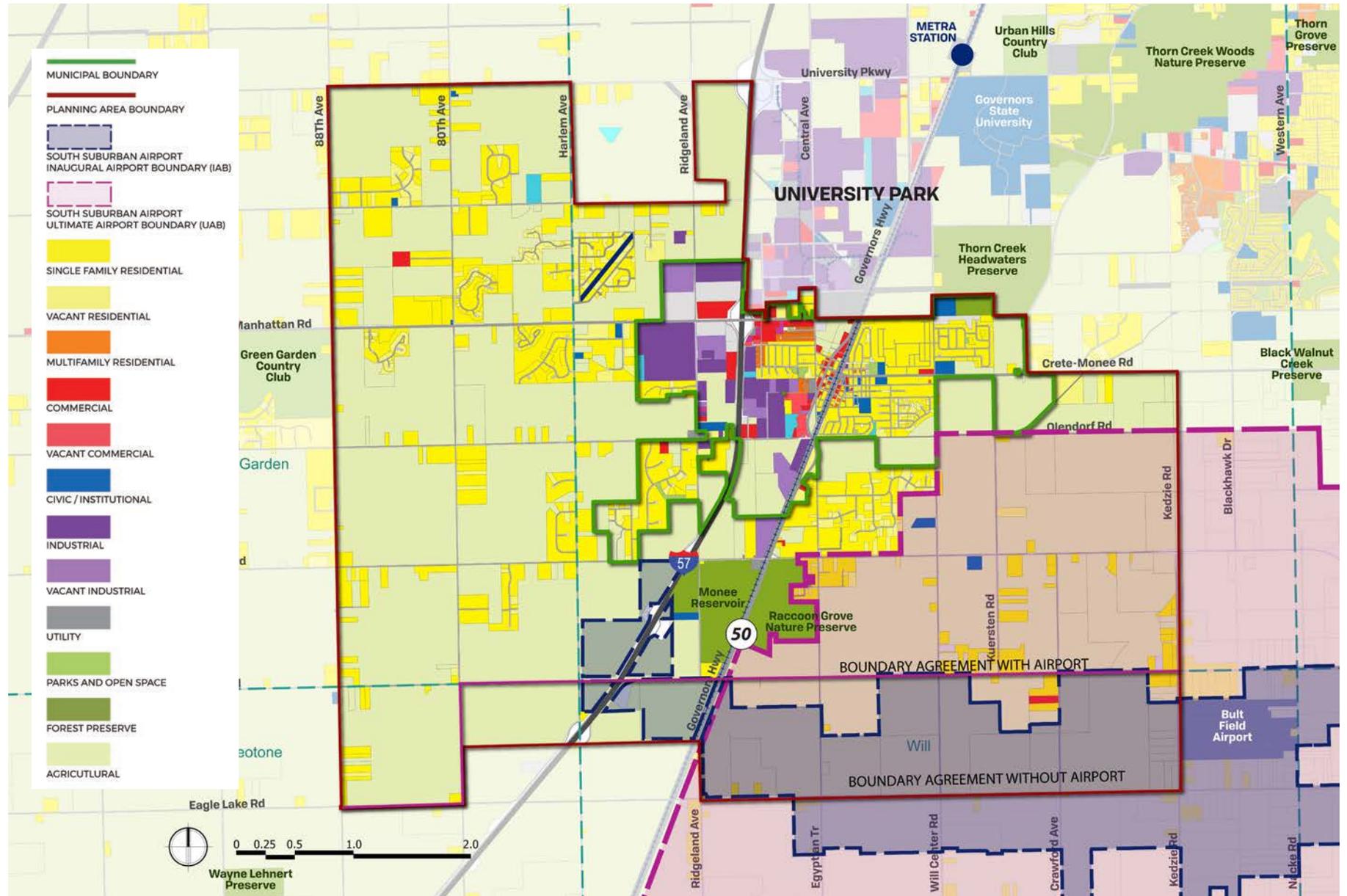
See page 24 for details on feedback from the SSA on future plans for the airport area.



The 20,000 acre "Ultimate Airport Boundary" for the SSA is located to the southeast of Monee's existing municipal boundary.



Existing Land Use Map



Existing Land Uses (see Section 8 for full detailed assessment of existing industrial, residential, office and retail uses)



RESIDENTIAL

Monee experienced tremendous growth from 2000-2007, permitting as many as 90 units per year. From 2000 to the Recession (2008), the Village approved an average of 38 permits annually.

Following the Recession, there have only been two permits approved annually, on average. Development has increased over the last five years, with four units permitted in 2015 and a post-Recession high of eight units in 2017.

There has been no new multifamily development in Monee and limited single family permitting since 2010. The downward trend since the Recession matches the trend for the surrounding unincorporated land in Monee Township, which has also seen a substantial reduction in permitting activity.



INDUSTRY

The pace of industrial development in Will County has remained strong over the last two decades. Much of the development is attributable to land availability, highway access and key existing assets including intermodal centers and industrial parks. The County has 187.9 million square feet of industrial development. The Village contains 5.5 million square feet of the county wide total, or 2.9% of all industrial space.

Nearly 2.3 million square feet of industrial development occurred in Monee since 2010, which is 4.4% of the 52.5 million added county wide during the same period. This suggests that Monee could be part of an emerging industrial cluster in Will County as the Village is capturing a greater share of the County's new development than its existing inventory share (2.9%).



RETAIL

Very little retail exists in the Village and surrounding areas of Will County. The closest concentration of retail product is located 6-miles north in Matteson.

The retail in Monee and surrounding Villages is mostly smaller-scale local retailers and very few national retailers.

Despite very limited retail within the Village, there is 13.6 million square feet of retail within a 10-mile radius. Most of the retail is to the north near U.S. Route 30. The only retail building currently under construction within the radius is a 7,500-square-foot property in Monee. There are 238,000 square feet planned within the same extent.



OFFICE

Very little office product exists in Monee relative to Will County.

Office clusters in Will County are located in Romeoville, Joliet and near Tinley Park. County wide there is very limited office development currently in the pipeline and none in the Village.

Will County's office inventory historically has been predominately professional office properties. Existing clusters align well with industrial nodes, although most proposed office space is either flex or medical office. Monee is the only major industrial node without an office presence.



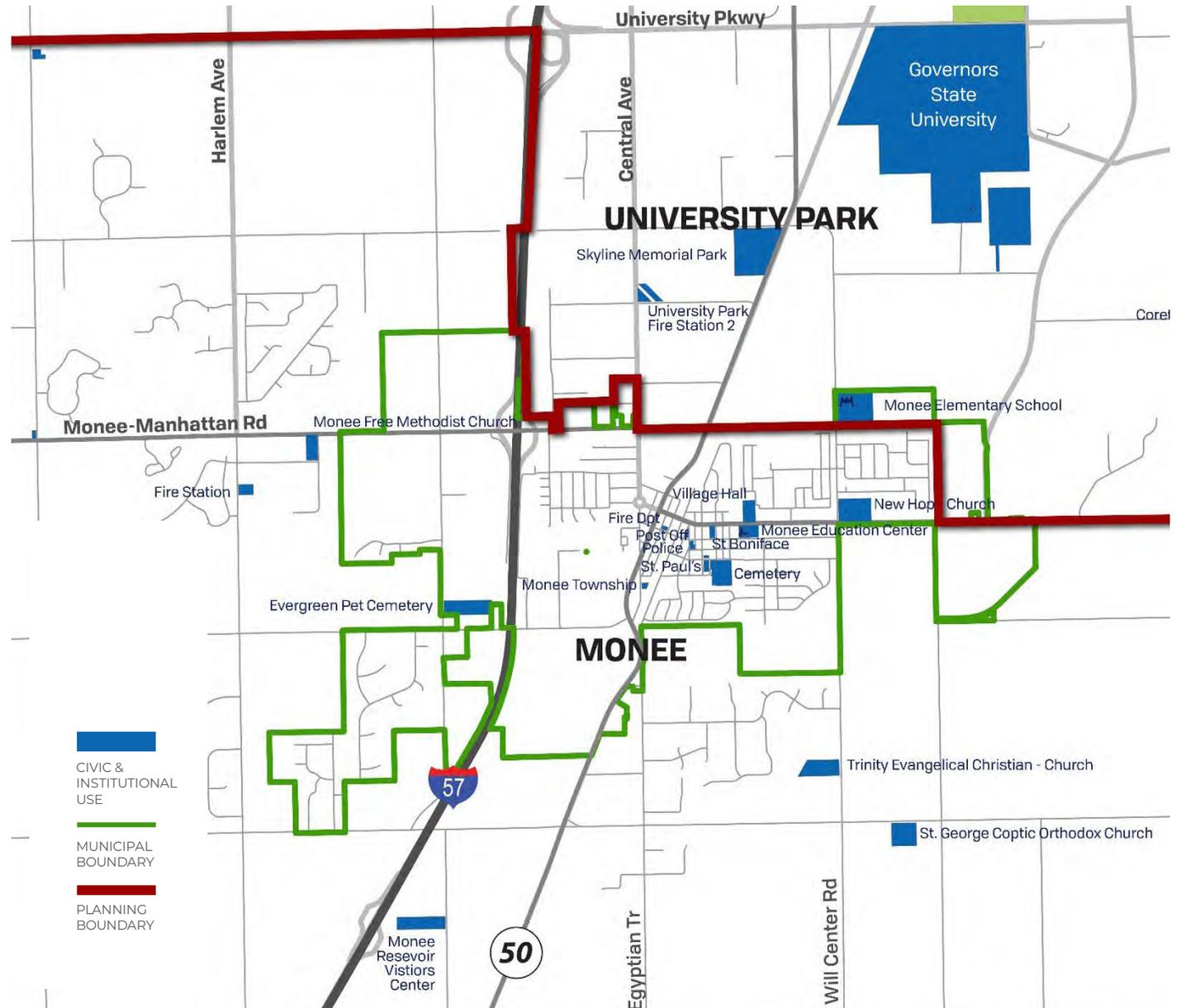
Existing Civic & Institutional Uses

Civic and institutional uses are concentrated in the heart of town, near the Village Hall and old Main Street area.

Governor's State University (GSU) in University Park to the north, is a major anchor in this region. Set amongst 750 acres of prairie, GSU is a 4 year public university serving over 5,000 students.

Monee is home to 9 churches, serving both incorporated and unincorporated areas.

St. Boniface & St. Paul's, two of Monee's oldest churches



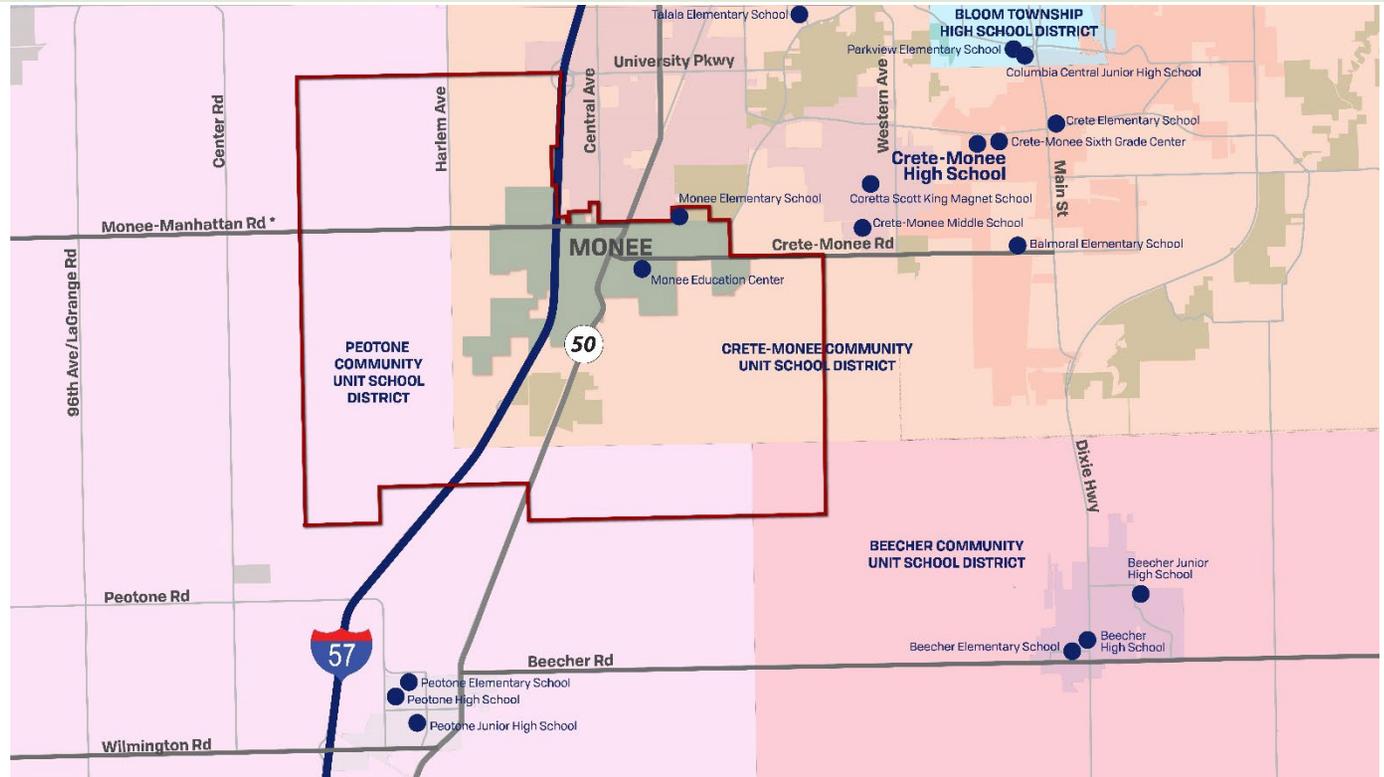
Existing Schools & School District Boundaries

Monee Elementary School and the Monee Education Center are the only public schools in Monee today.

Students have to travel to the Village of Crete for Middle School and High School.

The Planning Area falls within the Crete-Monee Community Unit and the Peotone Community Unit School Districts.

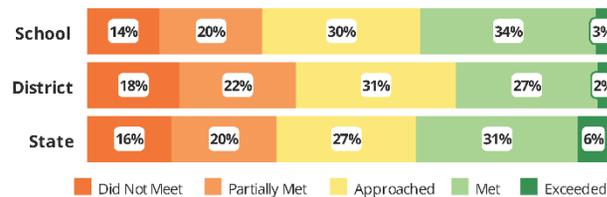
A major reconstruction program is currently underway at the Crete-Monee Community Unit School District.



2018-19 Illinois at-a-glance report cards, for Monee Elementary School (below) and Crete-Monee High School (right)

Academic Success

All Illinois students in grades 3-8 take the PARCC assessment each year. High school students take the SAT in Math and English Language Arts.



Source: Crete-Monee School District 201-U

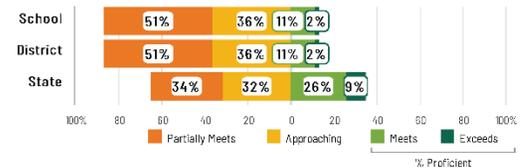
Academic Success

High school students take the SAT in English Language Arts and Math. The display shows SAT ELA & Math results in four performance levels.

English Language Arts



Mathematics

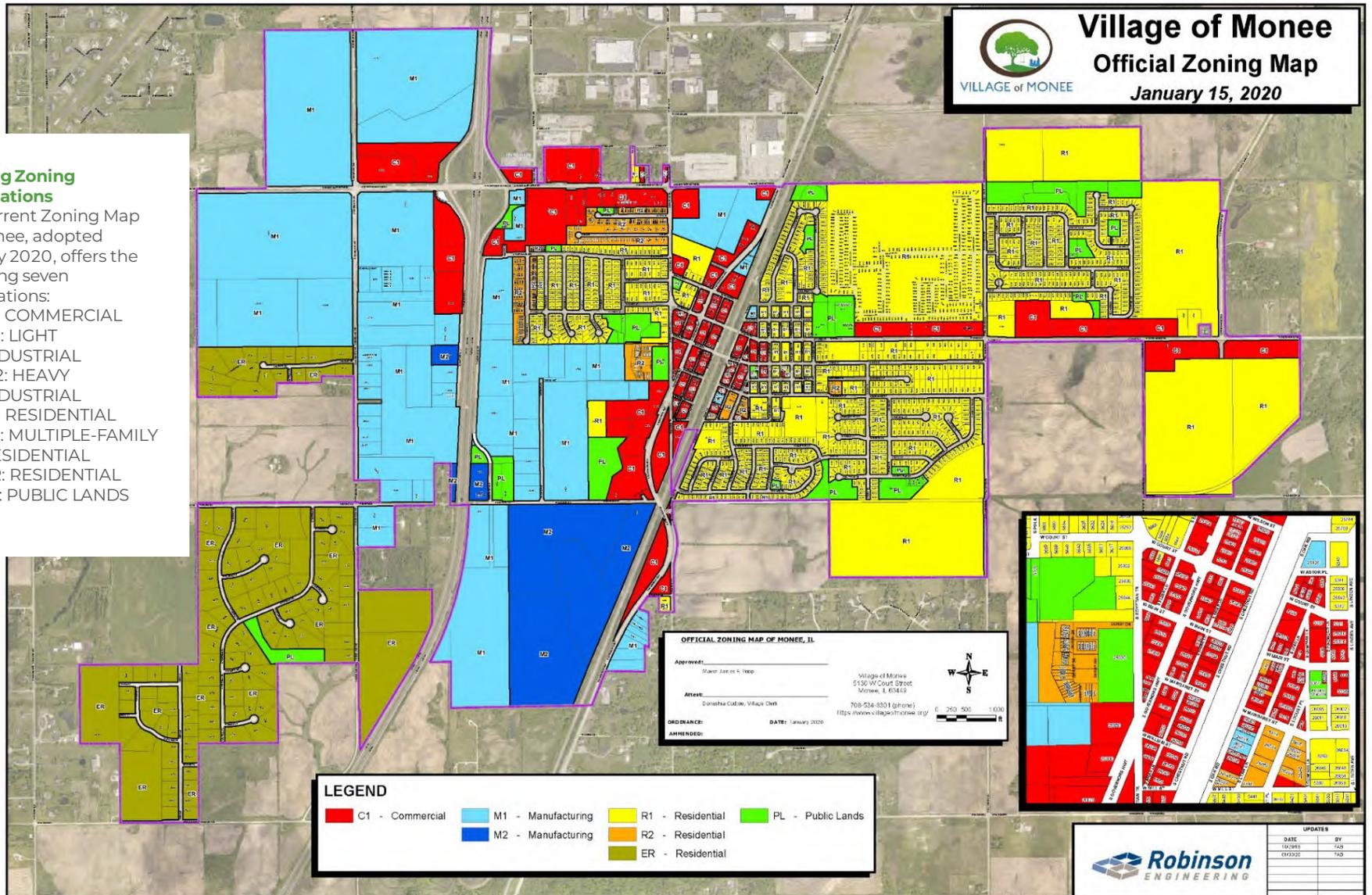


Existing Zoning Map

Existing Zoning Designations

The current Zoning Map for Monee, adopted January 2020, offers the following seven designations:

1. C1: COMMERCIAL
2. M1: LIGHT INDUSTRIAL
3. M2: HEAVY INDUSTRIAL
4. R1: RESIDENTIAL
5. R2: MULTIPLE-FAMILY RESIDENTIAL
6. ER: RESIDENTIAL
7. PL: PUBLIC LANDS



Village feedback on issues related to Existing Zoning are discussed on the following page.

Existing Zoning Major Issues & Opportunities

Discrepancies between the Zoning Map, the Zoning Ordinance, market trends, and community vision will need to be addressed to attract desired development.

Commercial Uses

- C1-Commercial is the only designation for Commercial uses per the Zoning Map. The ordinance has C2-Business Office and C3-Commercial Center districts, but no parcels are assigned these designations in the Zoning Map.
- The C1 designation applies to both small neighborhood scaled uses around Main Street and to larger retail uses on major roads including Manhattan-Monee Road and Crete-Monee Road. This zoning designation is incompatible with the predominantly residential uses and small commercial uses in the Main Street area.

Town Center

- The planned Town Center area is now zoned M1 Manufacturing, with some smaller commercial and residential zoned parcels. This would need to be changed to meet community vision for a mixed-use district.

Residential Uses

- There is minimal areas zoned as R2 for multifamily uses today.
- Estate residential with larger lots are all to the west of IL 57 in newer subdivisions.
- Older subdivisions are generally zoned R1 with typical lots sizes.

Manufacturing Uses

- Majority of land along I-57 is currently zoned M1: Manufacturing. Land around the Manhattan-Monee interchange is zoned C1 Commercial. Parcels to the west have already started to shift to warehousing uses.
- The ordinance has a M1-A Manufacturing Overlay District designation. No parcels in the Zoning Map have been assigned this designation.

Agricultural Uses

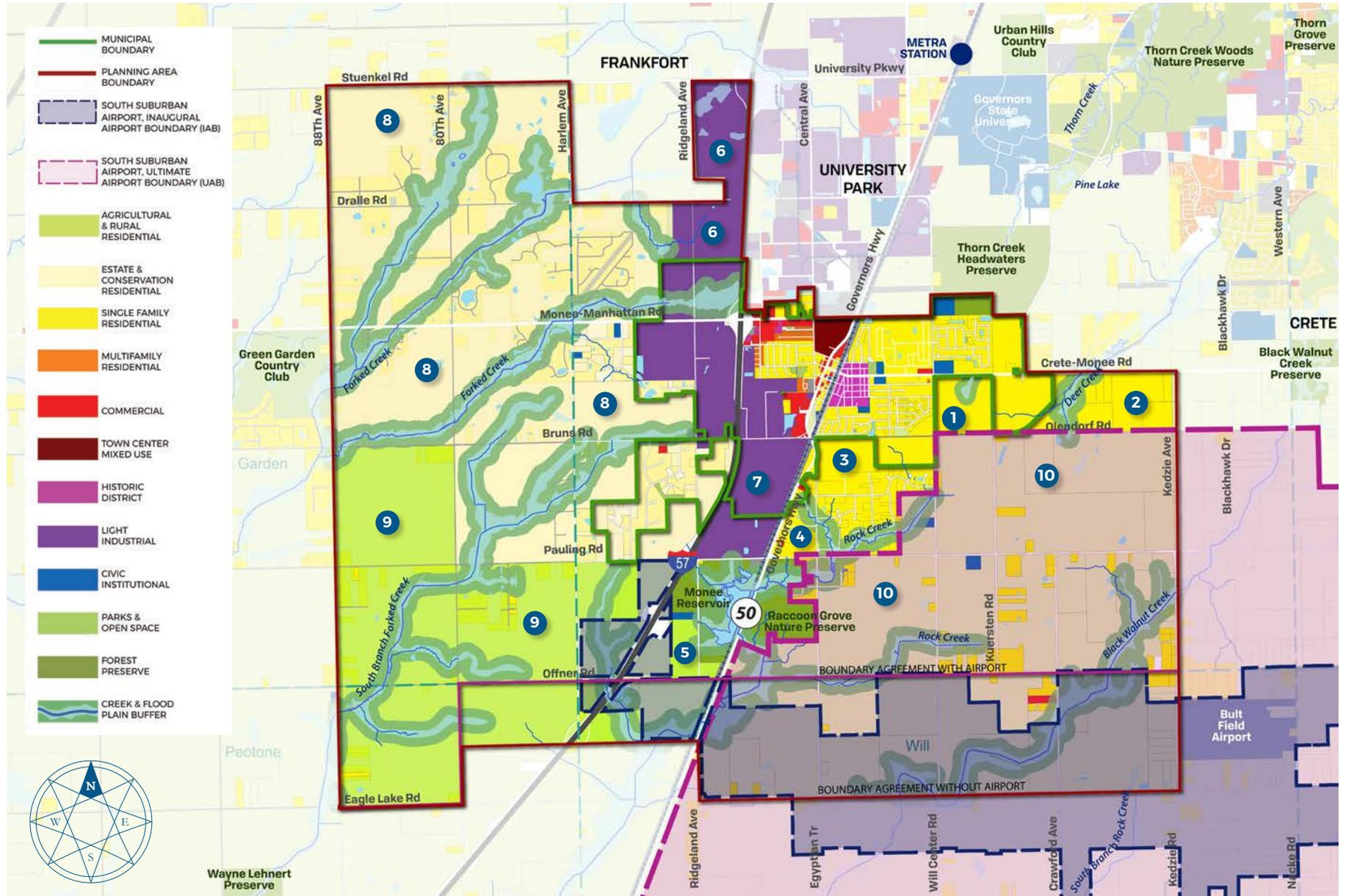
- There is not AG zoning designation in the current Zoning Code.

EXISTING ZONING REGULATIONS

ZONING DESIGNATION	GENERAL USES	BLDG HT	MIN. LOT AREA	LOT AREA: MIN. WIDTH	LOT AREA: MIN. DEPTH	LIVABLE FLOOR AREA MIN. OR F.A.R.	LOT COVERAGE
C1: COMMERCIAL	All permitted commercial uses	2 stories or 40'	30,000 sf	100'	-	1:0	-
C2: BUSINESS OFFICE	Office Uses	2 stories or 40'	30,000 sf	-	-	1	-
C-3 COMMERCIAL CENTER	Commercial Center Uses (no details provided)	35 STORIES OR 400'	200 ACRES	-	-	-	-
M1: LIGHT INDUSTRIAL	Light industrial uses that can be located close to residential and commercial uses	50'	-	-	-	-	-
M2: HEAVY INDUSTRIAL	Heavy manufacturing uses	50'	-	-	-	-	-
R1: SINGLE FAMILY RESIDENTIAL	Detached Single Family	2 stories or 30'	11,000 SF	75' min.	No min. reqd.	1,650 SF	NA
R2: MULTIPLE-FAMILY RESIDENTIAL	Apartments and Single Family uses	2 stories or 30'	16,000 SF	100' min.	NA	1,550 SF	40% max.
ER: RESIDENTIAL	Detached Single Family on larger lots and rural setting	2.5 stories or 35'	1 acre	100'	1,800 sf	-	-
PL: PUBLIC LANDS		-	-	-	-	-	-

The Village should update the Zoning Ordinance to be consistent with Comprehensive Plan recommendations that are discussed in more detail in the following sections.

Future Land Use Map



Future Land Use Map

There is strong community support for the Village to stay compact and plan for sustainable growth near incorporated areas that are already developed.

The plan directs potential new near-term development in Areas 1-7. Area 8 reserves over 6,300 acres of vacant land for estate and conservation residential uses that can occur in the long-term. Area 9 preserves over 3,200 acres of farmland for the foreseeable future. Land uses recommended for these areas also reflect the following overall plan principles:

- Direct industrial and freight related uses to areas with good access from I-57. Minimize impacts on existing and future residential areas.
- Conserve agricultural land, especially along the southwestern part of the planning boundary, to maintain Monee's rural and small-town feel.
- Build new neighborhoods close to existing neighborhoods, parks, schools, and other amenities. Discourage isolated developments in the middle of farmland.
- Conserve natural resources, especially the Forked Creek waterways. Ensure that future growth areas align with water availability and efficient water use.

Near-Term Development Areas

Area 1 and 2

Single Family Residential uses are recommended on these large parcels south of Crete-Monee Road and east of Will Center Road. These areas should have R1 single-family zoning to be consistent with existing adjacent neighborhoods. More residential growth here would benefit the Monee Elementary School on Will Center Road to the north. Areas immediately adjacent to the UAB to the south can be used for detention and open spaces to avoid new lots right next to the SSA.

Area 3

Single Family Residential uses are recommended with potential R1 zoning. The Village should evaluate the benefits and costs for the annexation of existing unincorporated residential subdivisions to the south.

Area 4 and 5

These are the only two undeveloped areas next to the Monee Reservoir outside the Ultimate Airport Boundary (UAB). Area 4 is also located in a potential shallow aquifer area which may pose water contamination issues (see Appendix B). New residential neighborhoods in Area 4 could bring residents close to this regional open space destination. However, new development must conserve the natural resources in the area. The Village could also consider leaving this area undeveloped in the future.

Area 5 is recommended to remain as agricultural uses to create a protective buffer for the Monee Reservoir to the south from future South Suburban Airport development.

Area 6

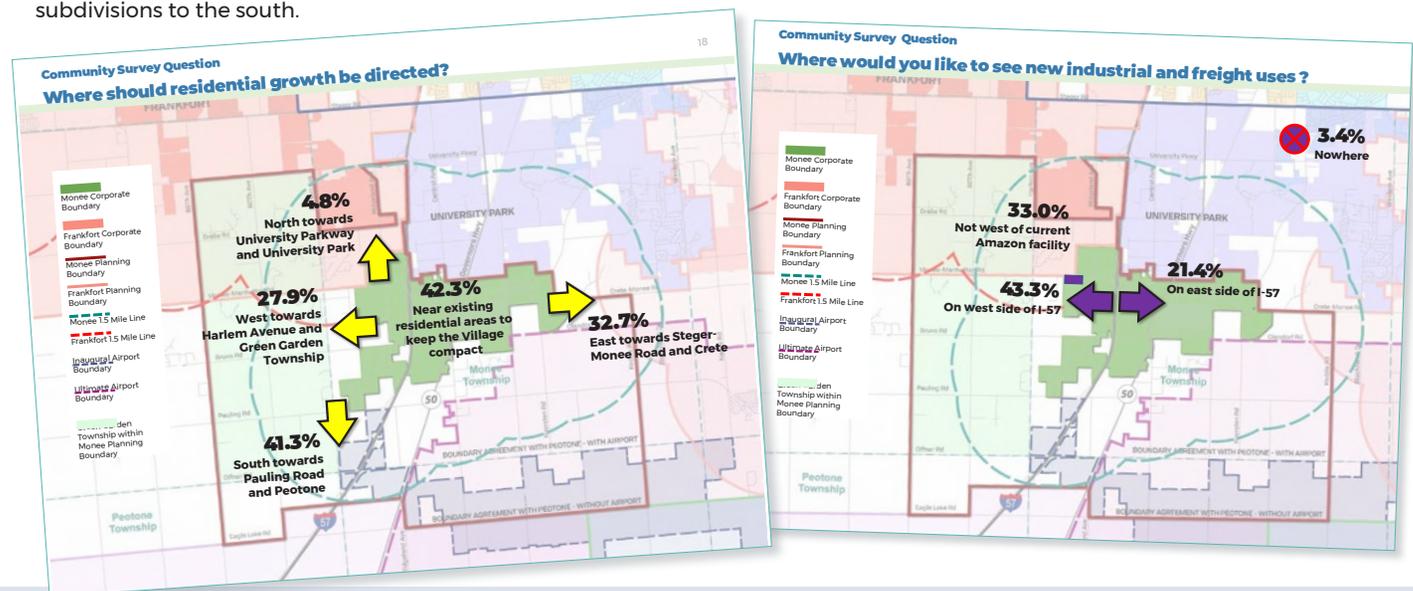
There is significant undeveloped land along I-57 between the new

Bailey Ridge Corporate Center to the University Park interchange to the north. This area is suitable for freight and industrial uses with good access along Ridgeland Road. Land uses to the east of I-57 in University Park are predominantly freight related and industrial.

Monee should consider negotiating a boundary agreement with the Village of Frankfort if the Village intends to annex this land to capture future industrial growth.

Area 7

There is significant vacant land in this area between I-57 and Governor's Highway that is recommended for light industry. The area is currently zoned for manufacturing uses. New development should address any potential negative impacts on homes to the east of Governor's Highway and on the Monee Reservoir to the south.



Community survey feedback on future growth (see Appendix A for full results)

Future Land Use Map (contd.)

Long-Term Development Areas

Area 8

There are over 6,300 acres of undeveloped land between Harlem Avenue and 88th Avenue, the western edge of the planning boundary. The area already has a low residential density and conservation-oriented subdivisions, and falls within Green Garden Township. There are also significant creekways and floodplains in the area that have not been impacted by development yet. Low density and conservation-focused residential uses should be continued in these areas.

These areas in the western part of the planning boundary should be reserved for new low density single-family development that is consistent with existing homes with ER zoning. New development should incorporate the conservation design guidelines laid out in Section 10.

However, given the lack of market demand for large homes on large lots, this area may not see significant development in the near term.

Agricultural Areas

Area 9

There are over 3,200 acres of farmland in the southwest part of the planning area that have not been impacted by development yet. Given the large amount of land available to the north for meeting near and long-term market demands, there is no reason for impacting these farmlands in the foreseeable future.

Area 10: South Suburban Airport

CMAP coordinated an online meeting with IDOT, their consultants, the Village, and Ginkgo on July 30, 2020, to get an update on SSA plans. Key points of the discussion that impact the long term growth potential for Monee are summarized below:

The Ultimate Airport Boundary (UAB)

The 20,000-acre UAB was determined to avoid some of the issues that other airports have faced with expansion. The SSA is identified as a site with “great growth potential” and the UAB is planned to accommodate potential expansion needs for at least 50 years. The size reflects FAA forecasts and includes areas that might be needed for ancillary facilities and land to encapsulate noise contours. Other compatible uses could potentially be located here, including cargo buildings and hotels. There might also be potential public-private partnerships for business parks that can have their own runways. Examples that were mentioned at the meeting are described in brief below:

- Rickenbacker Global Logistics Park, Ohio: A public-private partnership on a former Air Force base. The 1,777-acre logistics park is capable of handling 30 million square feet of development. The park includes an advanced international air cargo airport, rail intermodal facility, U.S. Foreign Trade Zone, and distribution hub.
- AllianceTexas, Texas: The 27,000-acre logistics hub was launched with the Fort Worth Alliance Airport in 1989 and is now home to over 525 companies with over 50

million square feet. It also features nearly 4 million square feet of shopping, dining, health, medical and entertainment options, and a variety of living and community options throughout the development. Since its inception, AllianceTexas has generated an estimated \$84 billion in economic impact for the North Texas region.

SSA Access and Roadways

The general location of the I-57 Interchange and Governor’s Highway ramps shown on the 2012 Airport Access Plan are still valid. A two-stage double bridge approach is being considered from the I-57 interchange to cross over the CN tracks and US 50.

- Currently, there are only plans for the eastern access to and from I-57 to the airport access road. To the west of the interchange, the plan shows a stub. A full western access has not yet been studied.
- It has not been determined whether existing major east-west and north-south roads would remain open to the public within the UAB in the future. This could affect Pauling Road, Offner Road, Will-Center Road, Kuersten Road, and Ridgeland Road within the Monee Planning boundary.

Cargo, Passenger, and General Aviation

The airport is still envisioned to offer all three services. Cargo, as was forecasted in the master plan, will be an important aspect of the SSA, especially given the strong growth in logistics in this part of the region. Passenger service is intended to be supplemental, not competitive, with the O’Hare and Midway markets.

Potential SSA impacts on Monee’s near-term growth

- There is strong support from the community to direct near term residential growth to the south and east from existing incorporated areas. However, the UAB takes up a significant portion of these areas within Monee’s planning boundary, leaving limited land to incorporate future residential growth. Parcels that are immediately adjacent to the UAB may not be appropriate for residential development due to potential noise and air traffic issues.
- Land near the planned interchanges at I-57 and Governor’s Highway can continue to attract freight, logistics, and other uses compatible with a future airport.

These key considerations have been incorporated into the Future Land Use Plan shown on page 22.

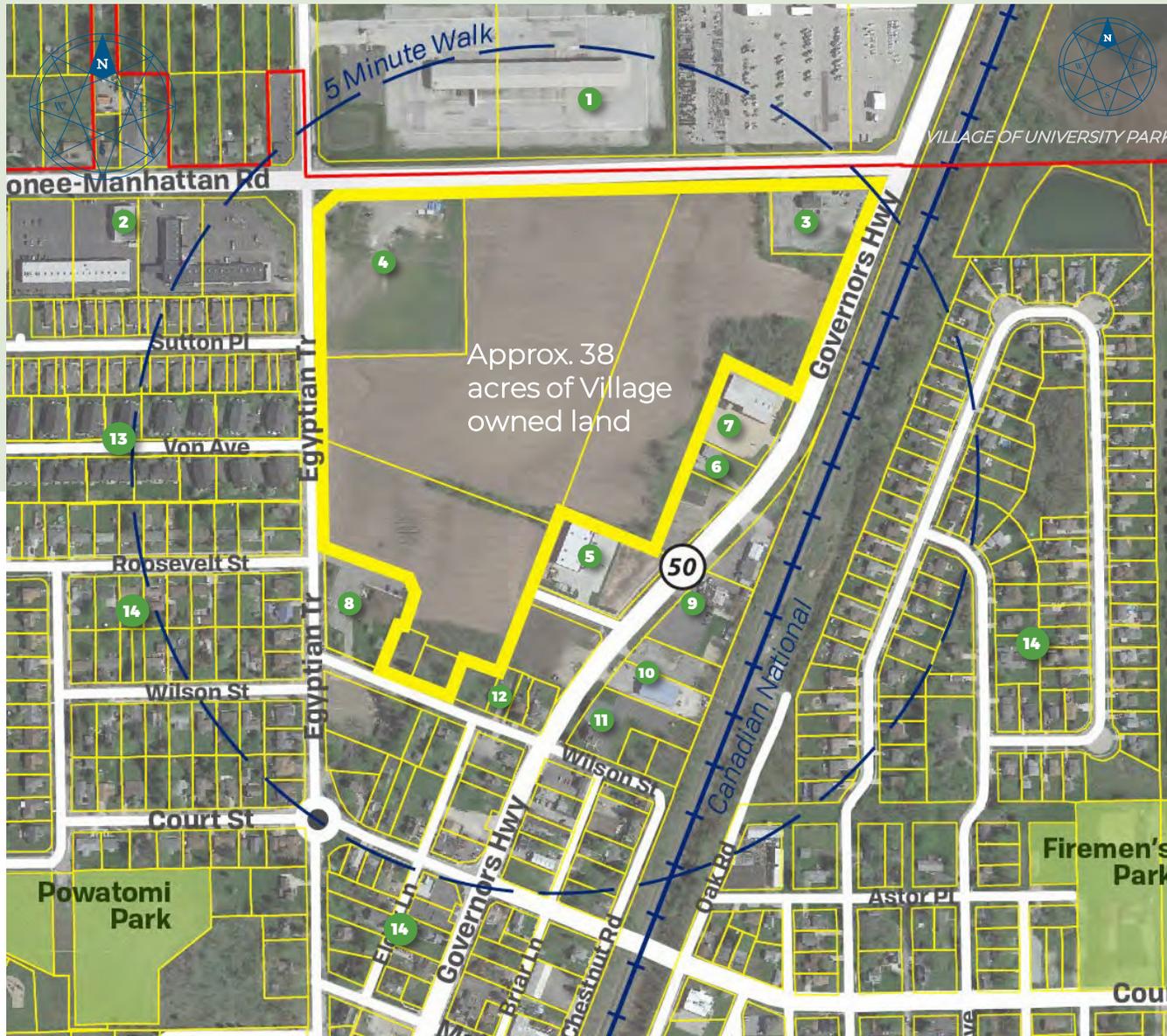
GOAL 2
CREATE A
TOWN CENTER
WHERE OUR
COMMUNITY CAN
GATHER.



OUR NEW TOWN CENTER

THE AREA TODAY
TOWN CENTER CONCEPT PLAN

Town Center Area today



The Village has purchased approximately 38 acres of land to the southwest of the Monee-Manhattan Road and Governor's Highway to develop a new Town Center that can become a focal point for the community.

The site is along the north border of Monee, with the Village of University Park to the north across Monee-Manhattan Road. The site is currently vacant and used for farming.

Major uses in the area include:

1. University Park Technology Center
2. Strip Retail Centers
3. Former car dealership
4. Vacant Site
5. Dollar General
6. Labas Latte and Vino
7. Commercial uses
8. Riverside Medical Immediate Care Center
9. Brian's Diner
10. Auto Parts Store
11. Monee Funeral Home
12. Single family homes
13. County Oaks Townhomes
14. Single Family Residential areas

The Opportunity



The 38 acre site offers the opportunity to create a new pedestrian-friendly and mixed-use Town Center for Monee, a key goal identified by the community.

The Village is pursuing the potential relocation of Village Hall to the Town Center area and is investigating if a branch public library could also be housed in the building.

A Village Hall would be a major civic anchor for the new Town Center and would offer following opportunities:

- Create near-term momentum for the transformation of the area and help attract desired private development.
- Establish a clear identity for the Town Center as the vibrant and mixed-use civic core for Monee.
- Bring residents to the area and help support desired commercial uses.
- Create a strong “civic entrance” and presence on Governor’s Highway.
- Make the Village Hall a focal point of potential open spaces and trails for the overall area.

Town Center Area (looking southeast towards Governor’s Highway)

Our Vision

“Our new Town Center” will be where our community connects. This will be a walkable, vibrant, and mixed-use center anchored by a new Town Square. Small shops, restaurants with outdoor seating, a grocery, offices, and a variety of other commercial uses will attract residents here. New multi-family residential development will serve seniors, empty-nesters, and young families, and bring residents within walking distance of Town Center amenities.

The Town Square will offer all-season outdoor activities for all age groups. A naturally landscaped lake will serve stormwater and detention needs, and create a signature water feature with fishing, boating, and other activities. Streets will be safe and welcoming for pedestrians, and bike trails will connect the Town Center to other parts of the Village.

COMMUNITY FEEDBACK

“Affordable Family Fun” would be a good brand for the Town Center to go with Monee’s small town feel.”



Illustrative model of Town Center (looking west from Governor’s Highway)



Our new Town Center. The place where our community connects.

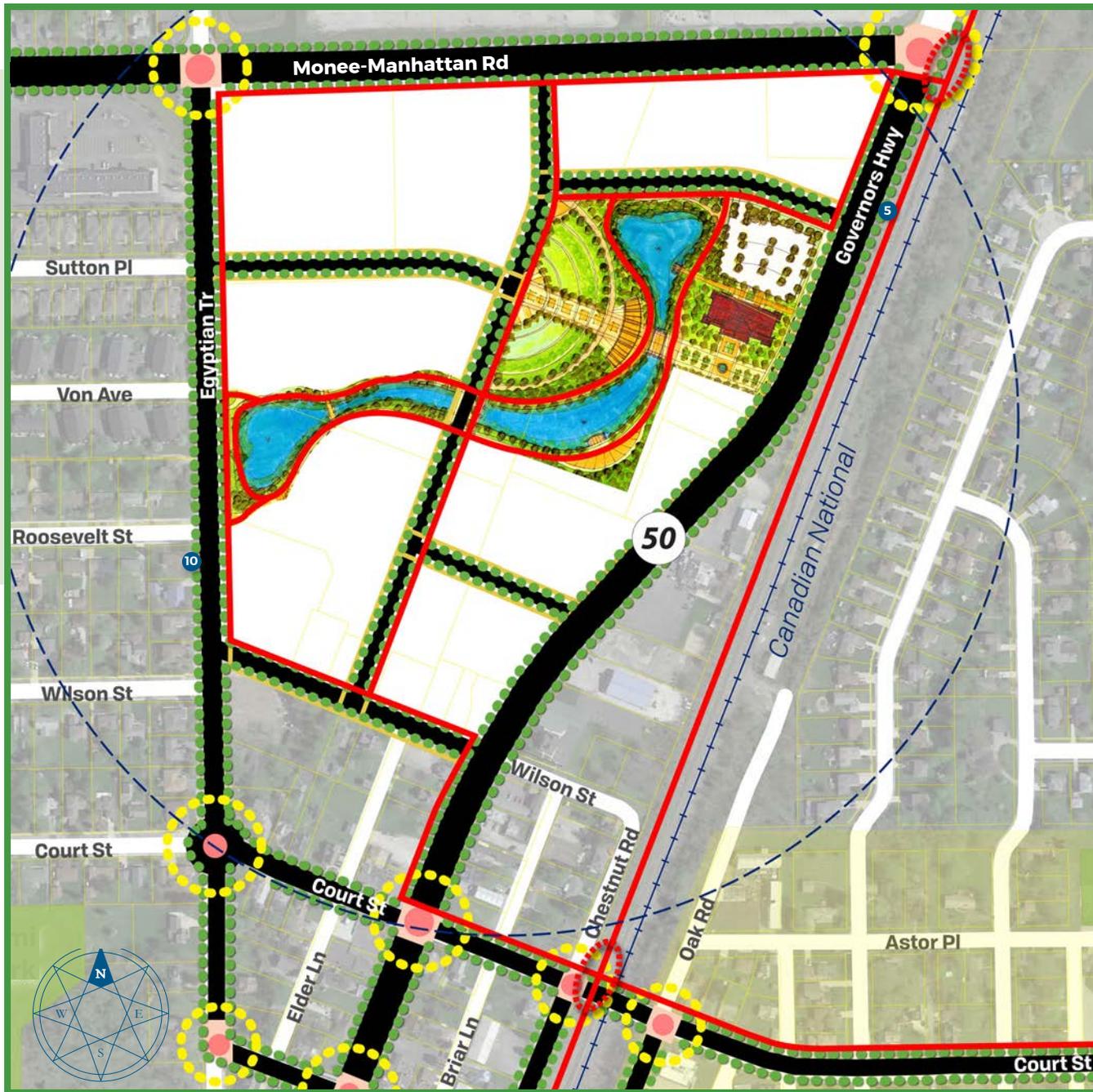
PLAN ELEMENTS

- 1. VILLAGE HALL (actual location within the Town Center to be determined in the future)
- 2. TOWN SQUARE
- 3. CENTRALIZED DETENTION & LAKE
- 4. GROCERY
- 5. RETAIL AND RESTAURANTS
- 6. MIXED-USE OR MULTIFAMILY
- 7. MULTIFAMILY / SENIOR HOUSING
- 8. ROW HOUSES
- 9. OUTDOOR STAGE AND SEATING
- 10. PEDESTRIAN BRIDGE

COMMUNITY FEEDBACK

“I loved the little bridge and path over a little creek in the current plan! Great ideas. Just moved here and am excited to see it grow!”

Town Center Concept Plan



A framework of pedestrian friendly streets and small walkable blocks.

 STREETSCAPED ROADS

 PROPOSED TRAILS

 GATEWAYS AND KEY INTERSECTIONS

 TRAIL CONNECTIONS REQUIRING GRADE TRANSITION

See Section 6 for details on streetscaping and street cross sections.

COMMUNITY FEEDBACK

“
*The Village greatly needs a focal point.
 A well-defined center is a must.*
 ”

The Town Square & Lake

The Town Square will offer all-season outdoor activities for all age groups, and will complement the recreational activities planned for Firemen's Park.



Amenities can include:

- **Concert Stage**
- **Stepped Lawn Seating**
- **Water Features**
- **Splash Fountain**
- **Seasonal Markets**
- **Outdoor seating**
- **Public Art**
- **Natural Landscaping**
- **Gardens**
- **Reading Area for Library**
- **Winter Skating Rink**
- **Trails**
- **Dog Park and more!**



COMMUNITY FEEDBACK

“A public square would be great, with trails, fountain etc.”



Concept Plan of Square & Lake

Major Plan Elements



MIXED-USE BUILDINGS, RESTAURANTS AND OUTDOOR SEATING ALONG THE STREET WITH PARKING TO THE REAR.



ROWHOUSES, MULTIFAMILY & SENIOR HOUSING THAT FACE THE STREET WITH GARAGE ACCESS / PARKING TO THE REAR

Zoning & Design Guidelines

- **Zoning:** The area needs to be rezoned from M1 Manufacturing to a new Town Center (TC) Zoning District that allows the desired mix of uses.
- **Building Placement:** Buildings will be placed along new pedestrian-scaled streets with shared parking to the rear.
- **Building Height:** Maximum height of buildings shall be three stories
- **Design Guidelines:** See Section 10: Implementation for more detailed design guidelines for new development.

Recommended Development

- **Civic and Institutional Uses:** Potential Village Hall, Building Department, Branch Library, Post Office
- **Retail Uses:** Small local Grocery like Berkots, health and personal care store, restaurants, commercial space for shops, offices, etc., and recreational uses.
- **Residential Uses:** Senior housing, rowhouses, mixed-use (condominiums or apartments over retail)
- **Parking:** Ample parking will be provided in consolidated lots that can be shared between all public and commercial uses in the Town Center Area.

Open Spaces

- **Public Square:** As the focal point of the Town Center and the main community gathering space. The square can potentially include a small outdoor stage and seating area, landscaping, outdoor art, water features, and other amenities to attract all age groups
- **Detention:** There is a ridge line along the center of the area, potentially requiring two detention ponds to serve full build-out of the area. Detention areas should be designed as public open space amenities with trails, native landscaping, outdoor seating, etc. These areas can showcase best practices in naturalized stormwater management and green infrastructure elements like porous paving, bioswales, rain gardens etc.

New Streets and Access

- The “Front door” to the Town Center will be located on Egyptian Trail Road. Unlike other bordering roads, Egyptian Trail road is more pedestrian friendly, has residential uses to the west, and does not allow truck traffic.
- Major car access points will be provided from Monee-Manhattan Road and Governors Highway to attract the large vehicular traffic on these streets. Annual Average Daily Traffic Counts (AADT) for these streets are 5,250 and 6,750 respectively.
- Connections and extensions to existing streets will be provided where feasible, including Sutton, Von, and/or Roosevelt Streets, and existing stub road south of the Dollar General facility.

Next Steps: Building Our Vision



Near Term Implementation

- Develop architectural plans for the new Village Hall as a focal point of the Town Center.
- Market the north-east corner site to attract a grocery anchor.
- Identify funding mechanisms for future phases and apply for potential grants.
- Initiate full master plan and design of major public streets, detention and infrastructure.
- Rezone the area to a new Town Center District Zoning Designation.
- Issue an RFP for potential Public-Private partnership with developer(s).

Future Phases

- Construct major public streets, the square, detention areas and trails.
- Continue to market to developers for build-out of parcels.
- Program the square for events and activities for all seasons.
- Invest in trail connections to surrounding neighborhoods.
- Pursue grants for streetscaping and multimodal design (see Section 6) for Governor's Highway and Monee-Manhattan Road.

See Section 10 for details on implementation.



GOAL 3

PROTECT OUR
HISTORIC
HERITAGE.

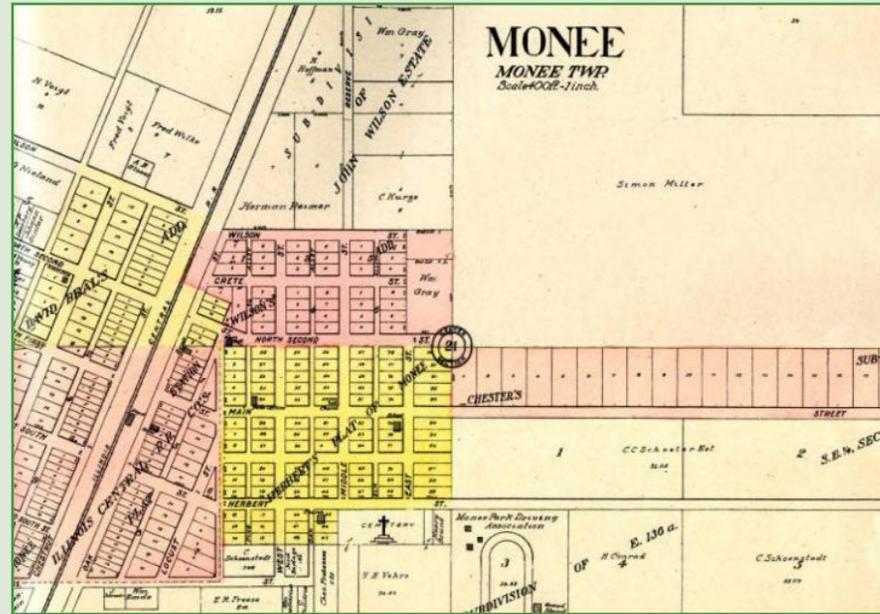


OUR HISTORIC
DISTRICT



Historic Snapshot of Monee

Founded by Augustas Herbert, the Village of Monee was recorded at Will County Courthouse on November 25, 1853.



1909 Plat Map of Monee

Source: Will County Illinois Genealogy

Origin of the name "Monee"

Lore and legend says the Village is named for a French-Ottawa Indian woman, Marie LeFevre Bailly, daughter of a French fur trader, and a half-French, half-native American Ottawa Princess. Marie was renowned as one of the most beautiful women in the northwest (Mackinac Island) area. Her father died when she was eight years old and her mother took her to live with Indian relatives. While young Marie was called "Mah-ree" by the French, the Ottawa had no sound corresponding with the letter "r," and thus called the little girl "Mah-nee." French treaty clerks later wrote the name as "Mo-nee."

1833

The Treaty of Camp Tippecanoe with the Pottawatomie resulted in a gift of property to the four daughters of Marie and her husband Joseph Bailly. The tract encompassed what is now Racoon Grove, with the intersection of Egyptian Trail and Pauling Road being the center of 1,280 acres. This gift of property is possibly the only link between "Princess Monee" and the village named in her honor.

1849

Augustus Herbert arrives and locates the land on which the village is later platted. He was a soldier in the Mexican war, and was given a land warrant for one hundred and sixty acres when discharged from the war, to be located by him on any government land not already taken.

1851

Chicago's first Mayor, William Ogden, purchases the reservation from the Bailly family for five dollars an acre.

1853

The Village is founded by Augustas Herbert and is recorded at the Will County Courthouse. The first post office is established in Monee.

1854

The railroad is completed and timber is brought from Chicago. **The Village takes on a boom that soon makes it by far the most populous part of Monee Township.** The first school is built.

1858 to 1866

Several historic Churches are built, including a Lutheran Church, a Methodist church, and a German Catholic Church.

1874

The Village of Monee is incorporated on November 9, 1874.

1879

Court Hall is built and serves as the municipal building until 1958.

1984

The current Village Hall is constructed.

2016

Monee Creamery is designated as a landmark by the Will County Historical Preservation Commission.

Source: Monee Historical Society & Will County Illinois Genealogy

COMMUNITY FEEDBACK

The proposed historic district would not only remind us where we came from but where we are going as a community, and would potentially allow existing and new residents within the district, to upgrade and enhance the visual cohesiveness of the area, thus preserving the small town atmosphere, which is often why new residents choose to move to Monee.

The historic district would help to foster the rebirth of community spirit in this village that we love.

Christina Holston
Monee Historical Society President

Key Historic Milestones

Monee's Historic Main Street Area today

The Main Street Area has retained its historic small-town scale and many of the original old buildings. Historically, the area had a few blocks of small 2-3 story buildings with street level stores and homes above.

Today, the area has minimal commercial uses and is primarily residential.

This plan provided an opportunity to understand the community's goals for preserving and enhancing the small-town charm of this area and how it relates to the planned new "Town Center" for the Village.

Members of the Monee Historical Society provided assistance and feedback, throughout the planning

process, to help meet the following major goals:

- Create a stronger identity for the Main Street Area
- Introduce policies to assist in the preservation of historic buildings.
- Develop a plan for streetscaping and other pedestrian amenities to enhance the historic small-town

feel of the district.

COMMUNITY FEEDBACK

“The Monee Historic Society is the thread that joins the past with the present in the village. Identifying the Historic District, we believe, will pique the interest of residents of all ages to learn more about the history of the buildings, industry and the early settlers who called Monee home.”

Janet Blue
Trustee, Village of Monee



Old Monee & Main Street Area today, looking northeast

COMMUNITY FEEDBACK

“Discovering and celebrating its vibrant history will give Monee a sense of identity and help the community better understand its potential for a thriving future.”

Mary Brockmiller
Monee Historical Society Member

Major Existing Uses in the Main Street Area

Major uses in the area include:

1. Post Office
2. Monee Police Department
3. Village Inn Sports Bar
4. Two story historic old buildings, primarily residential.
5. Vacant building on Main Street
6. St. Paul's United Church
7. St. Boniface Church
8. Monee Fire Protection District
9. Vacant commercial building
10. Monee Heating & Cooling
11. Utility (to be confirmed)
12. Cemetery

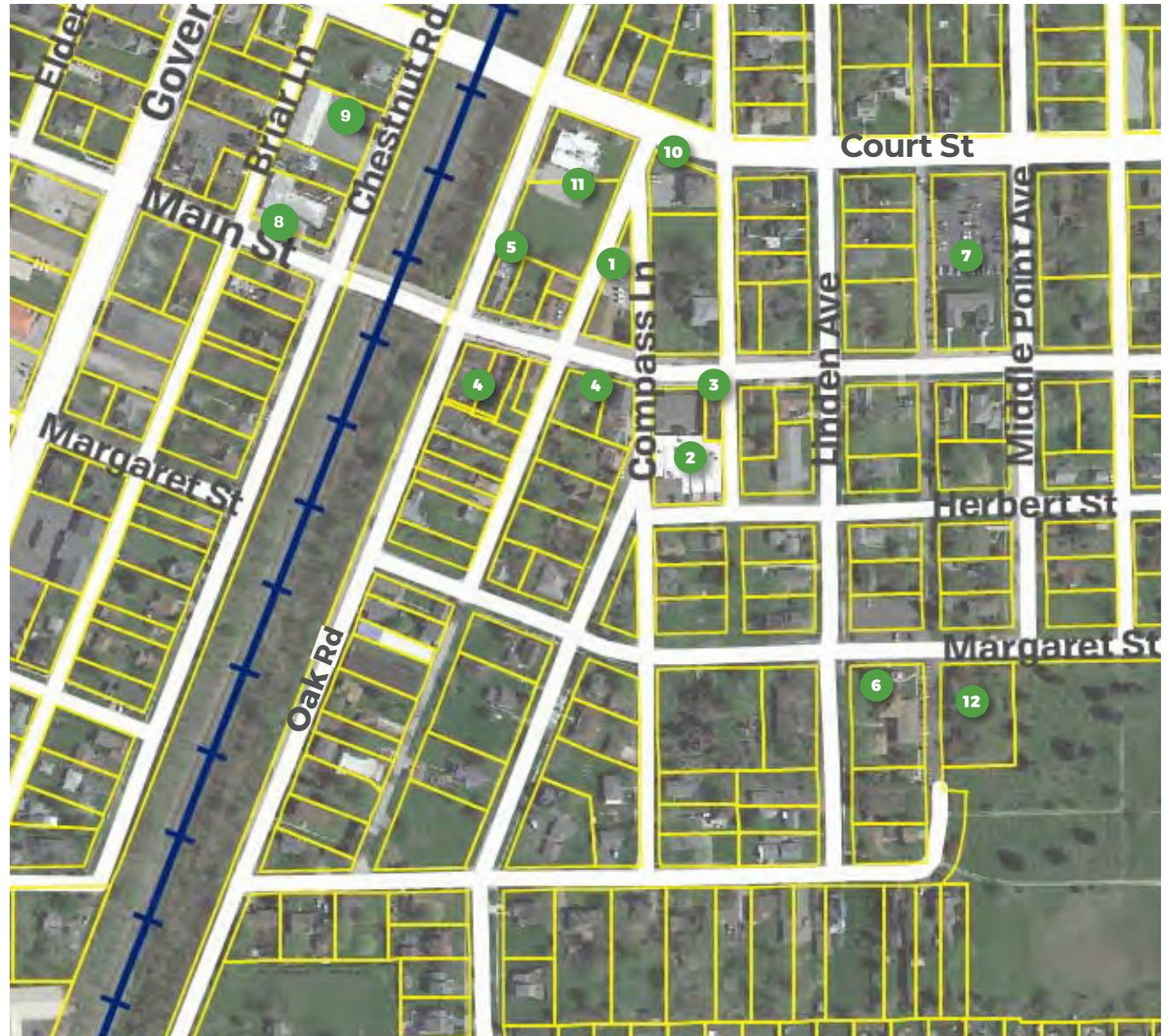
Adjacent blocks are predominantly occupied by two story historic single family homes.

Existing Natural Resources

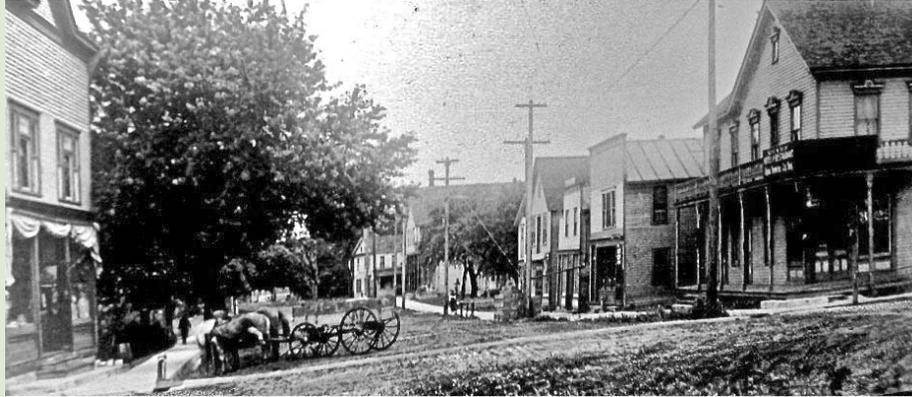
- The area does not appear to have any major waterways or floodplains.
- There are no public parks in the area. The nearest public parks are Powatomi Park and Firemen's Park, both less than half mile away.

Access

- Main Street and Court Street are the major east-west roads, and the only two roads in the area that cross the sunken tracks.
- Oak Road and Chestnut Road are local streets that run parallel to the tracks
- The area has a fine grid of streets and small walkable blocks.



Historic Assets of the Main Street Area



Historic Images of Main Street



Main Street today



Examples of beautiful and charming historic houses in the area.

There are many beautiful and charming historic homes in the area today. These display a variety of architectural styles and old world craftsmanship. A new Historic District could protect these unique structures for future generations.

Examples of Historically Significant Houses

Sonneborn/Brockmiller store 1895	5430 Main St
Fehland/Horne residence c 1870	5326 W Court St
Furst/Blue residence 1856	5359 W Margart St
Vater/Krueger residence 1855	25952 Locust PL
Freese/Zamora residence c 1895	5401 Mill St

Source: Monee Historical Society

Historic Assets The Creamery

COMMUNITY FEEDBACK

“The rarity of the cheese factory building typology in the county makes the Monee Creamery significant on a county-wide level.”

Historic Preservation Commission review

The Monee Creamery building was built in the 1800s as a butter and cheese factory. Designated as a landmark by the Will County Historical Preservation Commission in 2016, the building is one of the last few remaining cheese factories or creameries in Will County. The other creameries in Peotone, Frankfort, and Wheatland all have been demolished.

COMMUNITY FEEDBACK

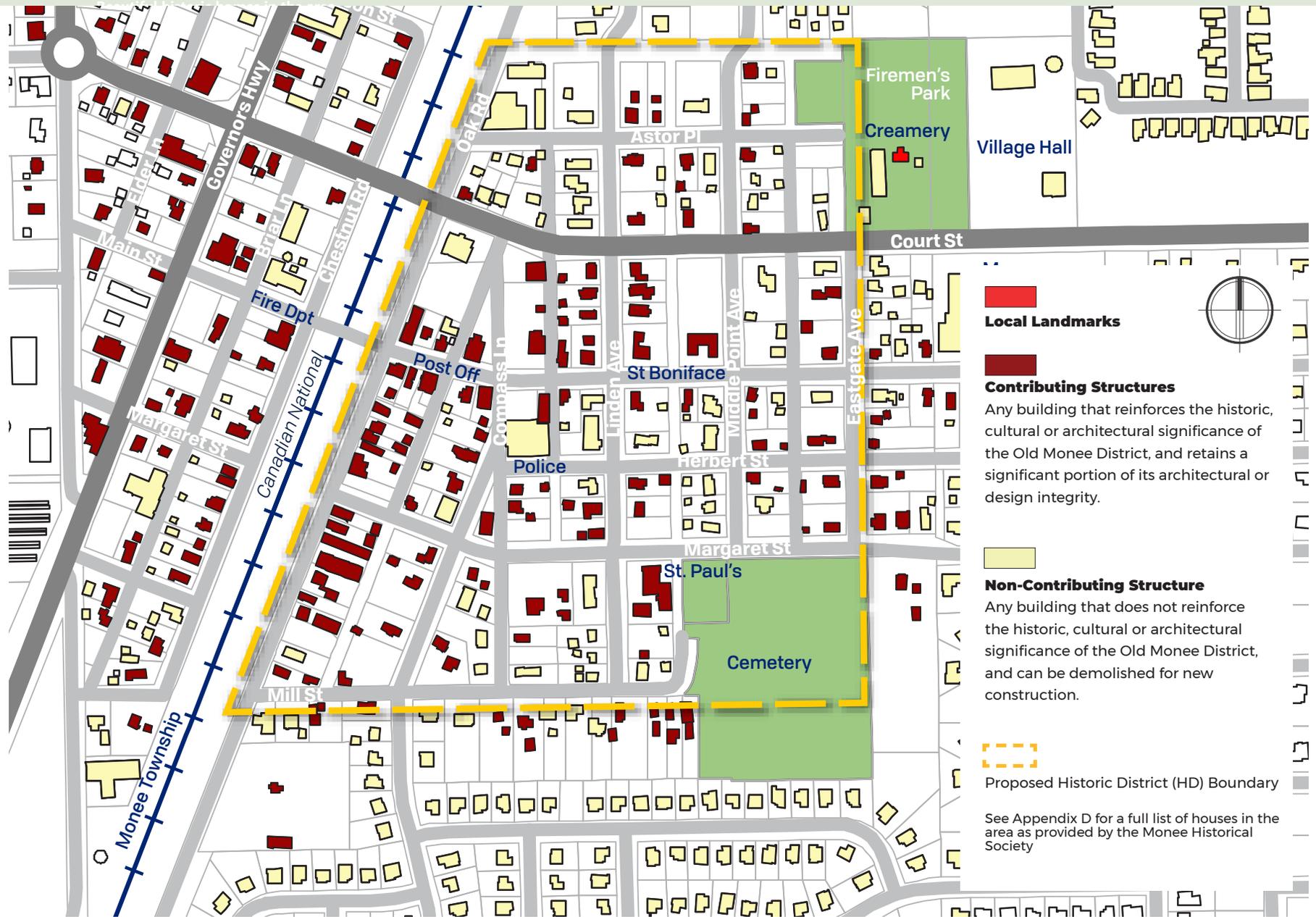
“The soon to be opened Monee Heritage Center aims to inspire a sense of community by offering engaging and educational exhibits and programs and by collecting and preserving artifacts that document the history of the Monee area and it's relationship to local, state, and national history. An Historic District would further this aim.”

Ron Arnold, Treasurer Monee Historical Society, 100 Year Farm Family Honoree

Renovations are underway to transform the historic building into the “Monee Heritage Center”. The new Center will offer historic archives and displays, rooms for research, and multiple use spaces open to the public.

"The Creamery": A designated historic landmark at the heart of Monee

Proposed Historic District Map



Proposed Historic District Recommendations

Existing Zoning

Today the majority of the area is Zoned C1 Commercial, a designation that also applies to larger retail uses on major roads.

This designation is incompatible with the predominantly residential and small commercial uses in the Main Street area.

A new HD zoning district should be created to protect existing historic buildings and allow more flexibility to attract and retain small businesses.

Create a new “Historic District (HD)” Zoning designation for the area bounded by Wilson Street, Eastgate Avenue, Mill Street, and Oak Road.

The new HD Zoning District should include the following elements:

- Goals for the HD
- Review and Approval process that supports small and local businesses
- List/description of unique features of contributing structures to be preserved
- Permitted and Accessory Uses
- Bulk Requirements (Lot Area, Height, Setbacks, Lot Coverage, etc.)
- Parking Requirements
- Design Guidelines (see Section 10 for Design Guidelines for new development)

Offer more Flexibility in Permitted Land Uses.

There is a strong community desire for attracting new small shops and local businesses to the area, especially at the street level along Main Street and Court Road. While these uses would be great to revive the old commercial Main Street feel, the area is not near any major regional roads to attract more than just local traffic. There is only one bar on Main Street today and most older buildings do not have street-level commercial uses anymore.

Given that small businesses may face greater economic challenges during and after the pandemic, attracting new retail to the area in the near term will be more challenging. With the new HD zoning, the Village can expand the list of permitted uses to allow a wider mix of development, including

commercial, multifamily residential, and mixed-use.

Parking

Most sites are small in depth and cannot provide required on-site parking for commercial uses. There should be no minimum parking requirements for non-residential uses in the area. The Village should consider the acquisition of any parcels that can accommodate public parking to serve the area.

Streetscape

The streetscape for Main Street and Oak Road should be upgraded with a unique streetscape palette that can include themed historic lighting, brick paving accents, landscaping, street furniture, and signage. See Section 6 for more details on streetscaping and street cross sections.

Trails

Currently, there are no trails in the area. A continuous bike trail along the west side of Oak Road along the tracks and south side of Court Street is recommended. See Section 5 for details on how these trails can connect to other destinations within the Village.

Sidewalks

The Village should ensure that all public streets in the Old Monee area have a sidewalk on at least one side of the street. Currently, most streets do not have sidewalks. Community feedback suggests that pedestrian safety on streets is a high priority for this area.

Acquisition of Historically Significant Properties

The Village should consider acquiring or providing financial assistance to historically significant buildings that

are vacant, at risk of being demolished, or becoming decrepit. The vacant two-story building at the corner of Oak and Main, one of Main Street’s original buildings, might be a good candidate to consider.

Parks

Community feedback did not identify the need for a new public park in the area but showed support for a small plaza on Main Street. Most residents enjoy walking to Firemen’s Park. St. Paul’s cemetery also provides open space within the neighborhood.

Financial Assistance / Local Grants

Parts of the proposed HD area are within the existing TIF 5 District. In addition to the TIF, the Village could consider other local grants and assistance programs including a Facade Assistance Program and Assistance for Adaptive Reuse of old buildings in the area.

COMMUNITY FEEDBACK

The Village of Monee, founded by German immigrants, is still home to many of the original settlers’ descendants, seven generations later (including me!). These descendants still attend the same churches, serve together on committees, and attend the same schools, just as they did over 150 years ago. As new residents move in each generation, they bring with them new experiences and heritage that serves to enrich and enhance the existing culture and provide a unique feel to this small Midwestern town.

Rachel White, State of Illinois
Genealogical Society
Board of Director

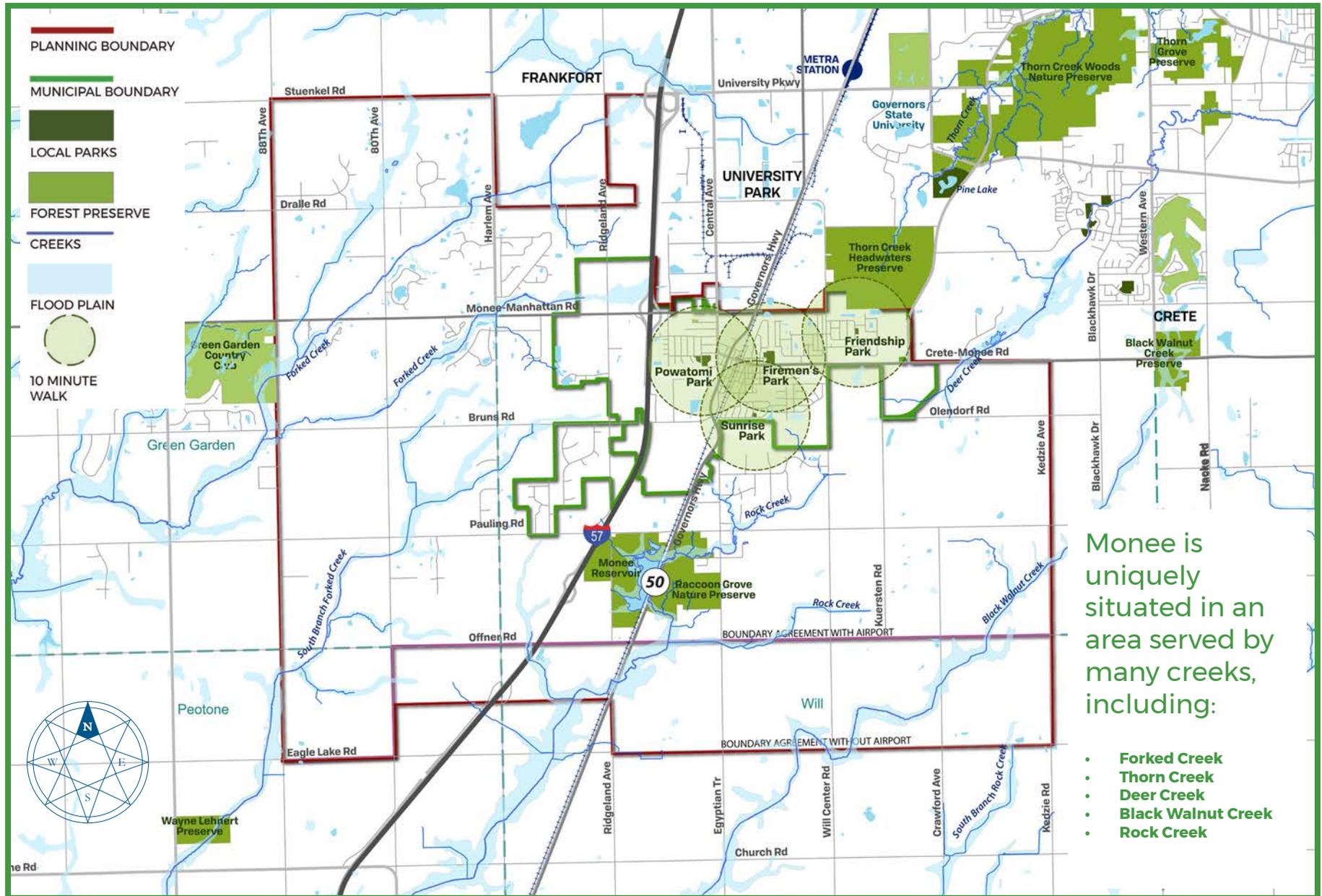
GOAL 4
PRESERVE
OUR UNIQUE
NATURAL
RESOURCES.



OPEN SPACES & NATURAL RESOURCES

4

Existing Natural Resources Map

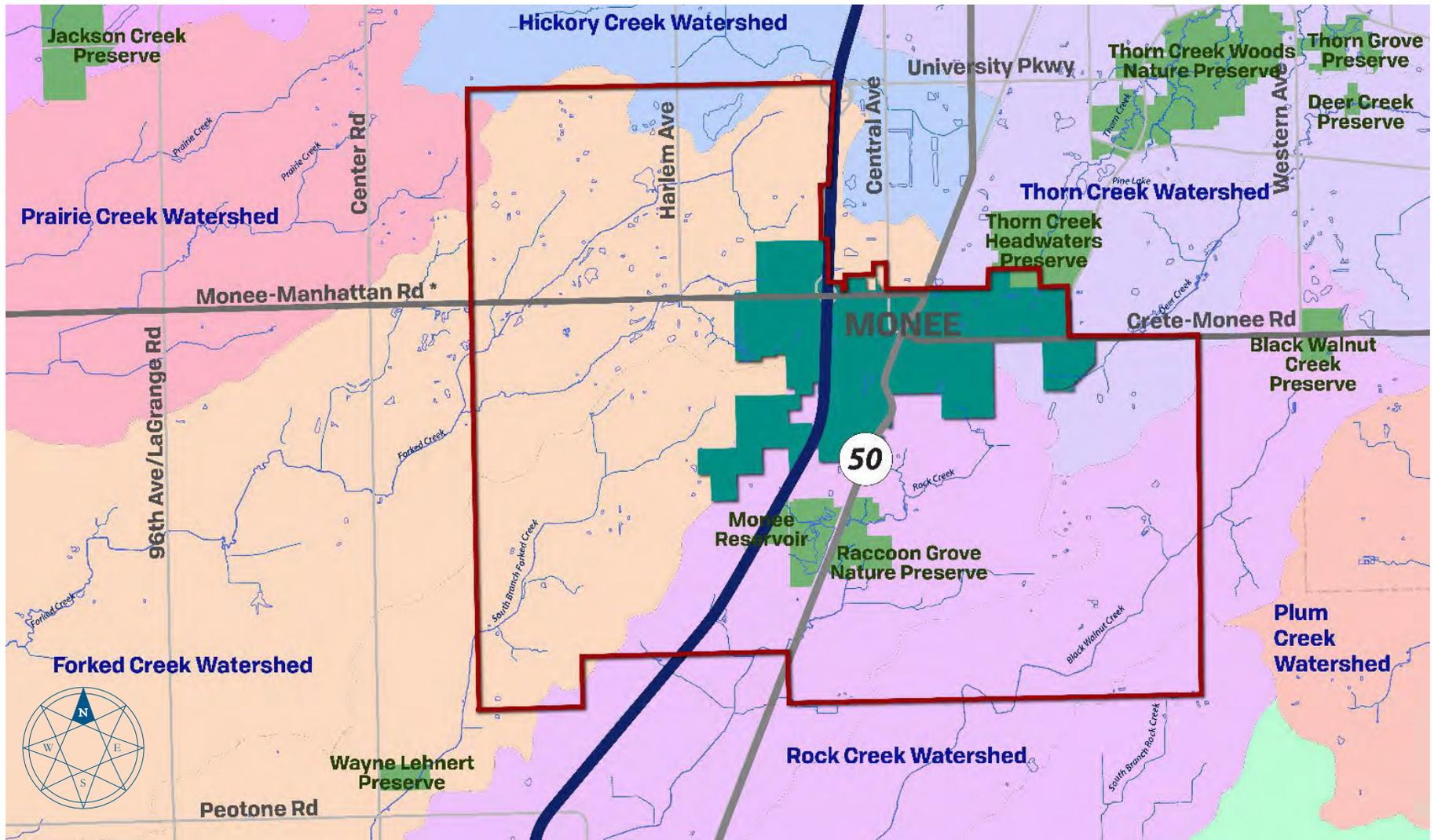


Monee is uniquely situated in an area served by many creeks, including:

- Forked Creek
- Thorn Creek
- Deer Creek
- Black Walnut Creek
- Rock Creek

Creekways, local parks & Forest Preserves offer a variety of open spaces & natural resources today.

Existing Watersheds Map



Most of the Planning Area falls within the Forked Creek and Rock Creek Watersheds and is also part of the Lower Kankakee River Subwatershed.

Existing Water Supply

CMAP has prepared a memorandum regarding water supply and land use planning findings for the Village of Monee. The full memorandum is provided in Appendix B and key findings and critical points are highlighted here.

The Village of Monee relies on shallow bedrock groundwater sources of the Silurian Dolomite Aquifer for its drinking water supply. Shallow bedrock aquifers, like the Silurian Dolomite, are often susceptible to contamination because of their proximity to the land surface. Pollutants from lawns, agriculture, commercial and industrial businesses, as well as roads can infiltrate the ground and impact water quality, especially in areas with high permeability. While there is no evidence of this currently happening in Monee, shallow groundwater sources can be withdrawn at a rate that exceeds the recharge rate, which can impact the ability of wells to continue to provide the necessary quantity and quality of water to meet local demands. This is more likely to occur during periods of drought, but in other parts of the region.

Key findings

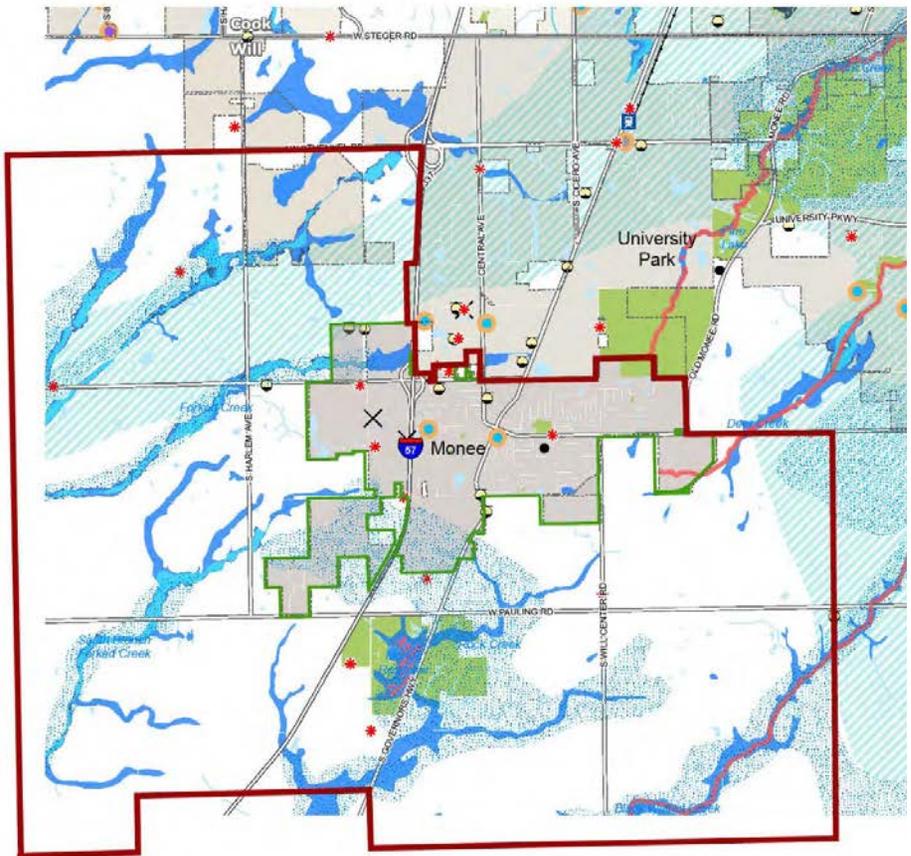
1. Many shallow groundwater sources throughout the CMAP region are facing water quality constraints, such as increased chloride concentrations from road salt. Compared to the rest of the region, the Monee planning is less susceptible to groundwater contamination because its soils within the Village are relatively difficult to permeate. However, the southwest portion of the planning

area is vulnerable to groundwater contamination given its potential for groundwater to recharge is relatively high. Additional policy measures could help ensure groundwater remains protected from contamination and recharge continues.

2. The Village is making substantial improvements to their water supply and distribution system that will make them better prepared in the event of drought or other water emergencies. Improvements will increase water storage for high water demand periods and water availability for emergency firefighting events, as well as ensure a backup water supply source and provide more accurate system-wide data and monitoring.
3. With continued population and employment growth projected for Monee, water demand will continue to increase. Current estimates project that water pumpage from public wells and private industrial and commercial wells could increase by as much as 60 percent by 2050. However, little information is known about the quantity of the groundwater source and its ability to meet this demand.
4. Additional measures could be taken in the village to promote water conservation and prepare for potential droughts. This could include updates to the water rate structure, promotion of wise outdoor water use, and careful land use planning that promotes efficient water use in new development.

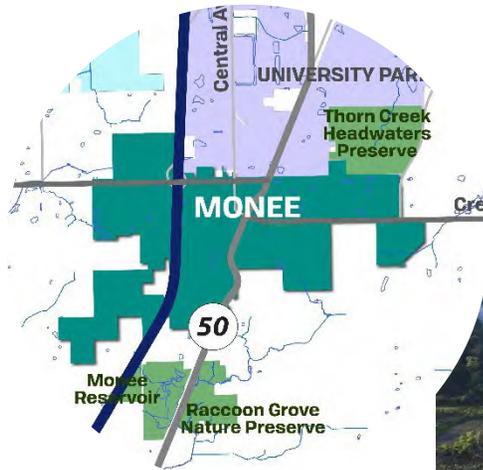
See page 50 for recommendations from the memorandum.

Water resources vulnerable to contamination the Monee planning area



Existing Forest Preserves

Monee is right next to three major regional open spaces owned by the Forest Preserve District of Will County (FPDWC)



1 Monee Reservoir

- The 248-acre reservoir is part of the Rock Creek preservation system, which conserves more than 460 acres. The 46-acre lake was originally created by a railroad to supply water to steam engines.
- Wildlife found at the preserve includes mink and more than 120 bird species. The preserve is also home to a variety of plant species, including large-leaved pondweed.
- The Reservoir features 1.66 miles of natural surface trails.



2 Raccoon Grove Nature Preserve

- The 213-acre preserve includes part of a reservation granted to the daughters of a Potawatomi woman named Marie Bailly in 1832.
- The preserve protects a diversity of habitats, including forest, prairie, savanna, wetland and a portion of Rock Creek.
- Wildlife found at the preserve includes the tiger salamander and more than 80 bird species, including the scarlet tanager and eastern wood-pewee.
- The Preserve features 0.27 mile of natural surface trail, ideal for hiking/running.



3 Thorn Creek Headwaters Preserve

- The 426-acre unimproved preserve is part of the Thorn Creek preservation system, which conserves approximately 1,600 acres.
- The preserve protects wetland habitat and the headwaters of Thorn Creek and is home to a variety of plant species, including false boneset and meadow parsnip.
- The site is managed with habitat restoration to protect and enhance its natural resources. See more details on future plans from the Forest Preserve District of Will County.



Source: FPDWC

Thorn Creek Greenway Plans Forest Preserve District of Will County (FPDWC)

FPDWC is planning on the eventual development of the Thorn Creek Greenway Trail beginning in Thorn Creek Headwaters Preserve and heading northeast toward Thorn Creek Woods Nature Preserve.

Thorn Creek Greenway

- The trail would travel through Governors State University (GSU).
- There is no funding allocated in the current CIP (2020-2024) for any additional planning or improvement.
- A public access area is envisioned on the north side of the preserve (parking and other amenities).
- The FPDWC is continuing to look at a couple of opportunities along Thorn Creek north of GSU and possibly Forked Creek to the east of the Thorn Creek Headwaters Preserve.

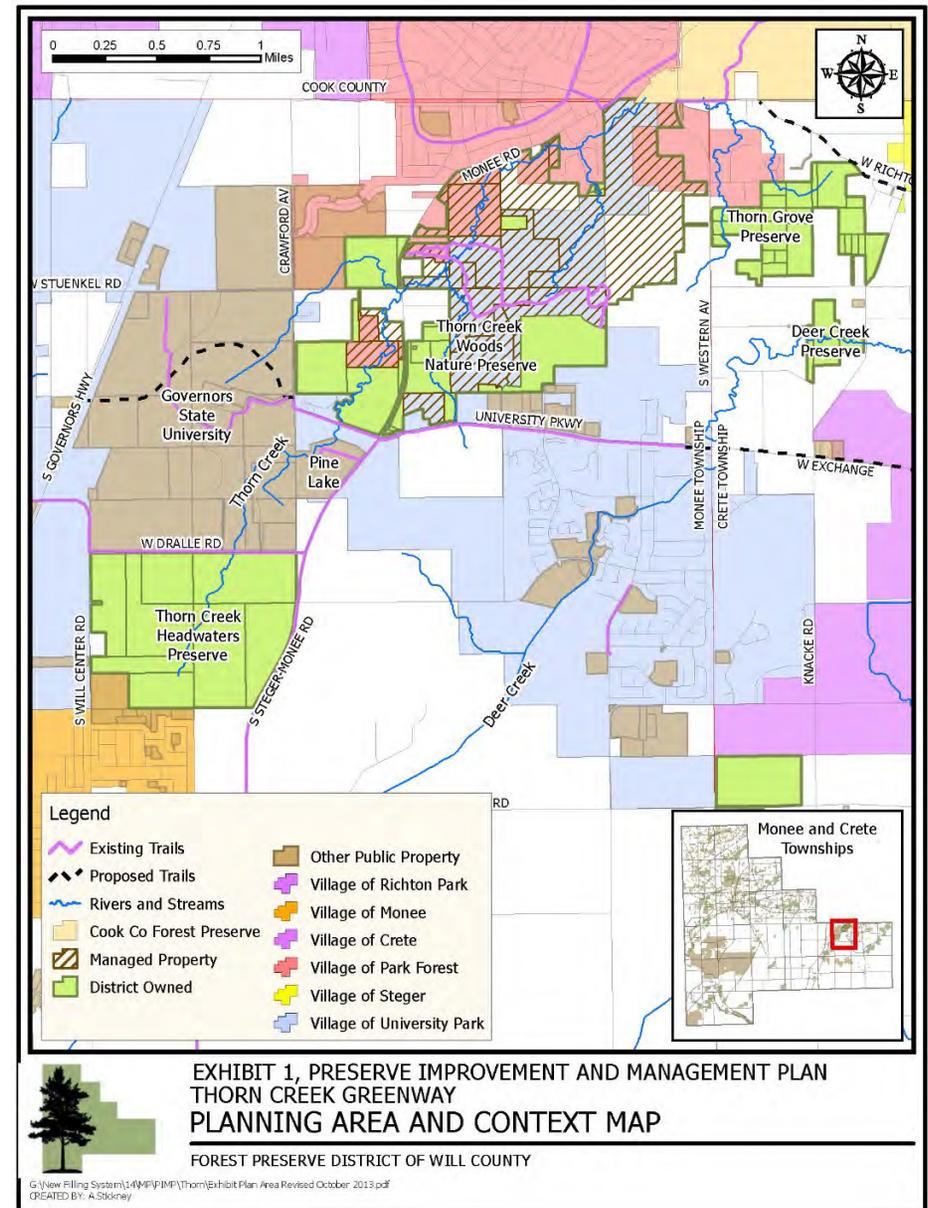
Thorn Creek Headwaters Preserve

- Approx. 426 acres are located in Monee Township.
- Offers the potential for preserving the headwaters of Thorn Creek, intermorainal wetlands and the largest remaining portion of the Thorn Creek Greenway left unprotected in Will County.
- Contains moderately diverse

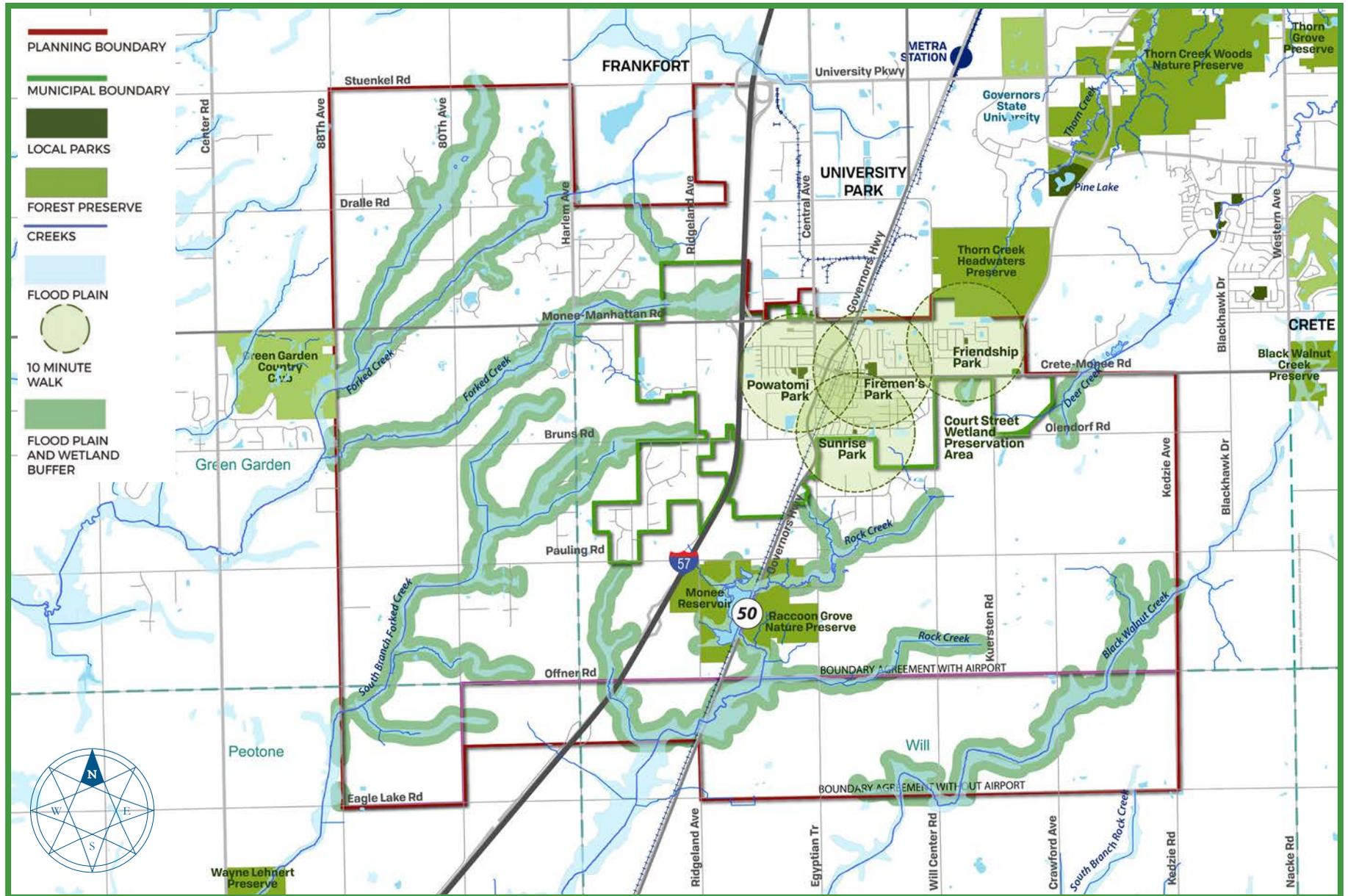
wetlands and is one of the few local examples of an ice-margin glacial lake basin with an intact "soil-scape". Over half of the preserve consists of hydric soils.

Opportunities for Monee

- The Thorn Creek Greenway and the Headwaters Preserve create a major regional open space asset for Monee's residents.
- Proximity to over 400 acres of preserved natural areas could be used as a strong marketing tool to attract new residential growth along Will Center Road and Court Street.
- As shown in Section 5, proposed local trails can connect to the greenway in the future, allowing residents easy access to this major regional open space resource.



Proposed Open Spaces & Natural Resources Plan



Major Recommendations for Open Spaces & Natural Resources

The Proposed Open Spaces & Natural Resources Plan reflects the following major recommendations:

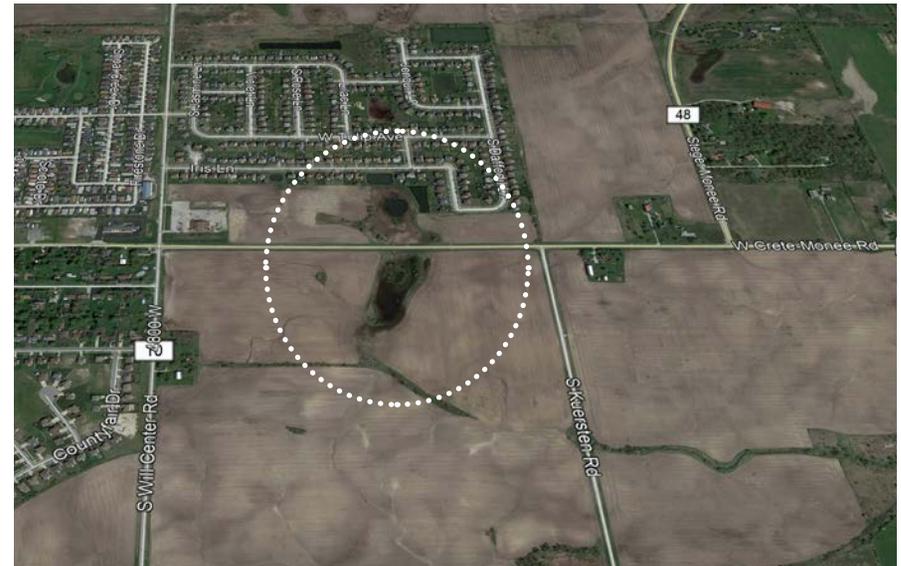
1. **Protect all creeks, flood plains, and wetlands with a consistent buffer.**
2. **Preserve Forked Creek as a major regional natural resource.**
3. **Preserve the existing wetland on Court Street as a future public open space amenity.**
4. **Support FPDWC plans for the Thorn Creek Greenway and Headwaters Preserve, Monee Reservoir, and Raccoon Grove Nature Preserves.**
5. **Protect the shallow aquifers in the southwest portion of the planning area from future groundwater contamination.**
6. **Protect areas with Hydric Soils as open space**
7. **Use Monee's unique natural resources to build a distinctive regional identity.**

Note: Significant amount of information and feedback was provided by the Upper Forked Creek Watershed Committee on conservation issues and opportunities. These have been incorporated into the Comprehensive Plan recommendations outlined in this section.

1. **Protect all creeks, flood plains, and wetlands with a consistent buffer as required by the Will County Ordinance.**
 - Will County Ordinance 164.067 (Wetland, Waters, and Buffer Standards) requires a **75 ft. minimum buffer on each side of a creek channel.** Forked Creek, which could be considered an HQAR stream (a High Quality Aquatic Resource), could merit the HQAR 100 ft. buffer requirement.
 - Adjacent wetlands, determined by hydric soil samples and site evaluation, mandate up to a **50-foot buffer**, depending on size.
 - All new developments within the Monee Planning Area should be required to conform to these County buffer requirements. Monee's local ordinances should also be updated to be consistent with the County requirements.
2. **Preserve Forked Creek as a major regional natural resource.**
 - Forked Creek is a tributary of the Kankakee-Iroquois River System. The Forked Creek Watershed provides drainage for almost 90,000 acres in Will and Kankakee Counties. The creek's channels are federally-protected "Waters of the U.S."
 - Forked Creek is identified as a Highly Valued Aquatic Resource and a priority for protection in the IEPA/IDNR Biological Stream Characterization Program.
 - According to IDNR, 18 different fish species spawn in the upper reaches of Forked Creek. The stream's Index of Biotic Integrity (IBI) places it within a category of stream quality that is becoming rare.

- Soil maps of western Monee Township and eastern Green Garden Township reveal an abundance of stream corridors that are intricately connected to wide intermittent tributaries that come to life during stormwater events.
- The Upper Forked Creek Watershed Committee is a local advocacy group that is committed to the preservation of this unique stream system. The group aims to set precedents to save and buffer uninterrupted channels, to identify wetlands, and to preserve hydric soils, both as intermittent tributaries and as prioritized open space. These preservation efforts can continue to be supported in future new developments in the western part of Monee's planning area, especially along Forked Creek and its tributaries.

3. **Preserve the existing wetland on Court Street as a future public open space amenity.**
 - The existing wetland area just south of Court Street and east of Will Center Road, shown on the aerial image below, has been identified by the FPDWC as an important tributary to the Thorn Creek Headwaters. Land around the wetland is currently undeveloped. With the Monee Elementary School to the north, and existing residential and civic uses along Court Street, this large tract of land could attract significant new residential development in the near-term.
 - The wetland could be preserved as a major open space amenity for the area and a major destination on Court Street.



Court Street Wetland Area (looking north)

Major Recommendations for Open Spaces & Natural Resources (contd.)

4. Support FPDWC plans for the Thorn Creek Greenway and Headwaters Preserve, Monee Reservoir and Raccoon Grove Nature Preserves.

- See page 47 for more details on FPDWC plans.

5. Protect the shallow aquifers the planning area from future groundwater contamination.

- CMAP's memorandum regarding water supply and land use planning (see Appendix B) makes the following recommendations:
- **1.1: Practice sensible salting:** Steps that the Village can take include properly storing and covering salt supplies, calibrating salting equipment (to minimize salt from being dispersed outside of the roadway), and applying sustainable deicing techniques, such as brine application prior to ice conditions and pre-wetting salt.
- **1.2: Develop a Water Source Protection Plan:** The Village's Public Works Department can use this planning process to establish goals and determine which tools and mechanisms are most suitable for protecting the quality and supply of its drinking water source within the community. A tool the Village should consider is a Groundwater protection overlay district ordinance
- **1.3: Work with landowners to apply responsible land and agricultural management practices:** The Village should partner with the Will-South Cook Soil and Water Conservation District to promote sustainable land management practices that conserve soils and protect water resources.

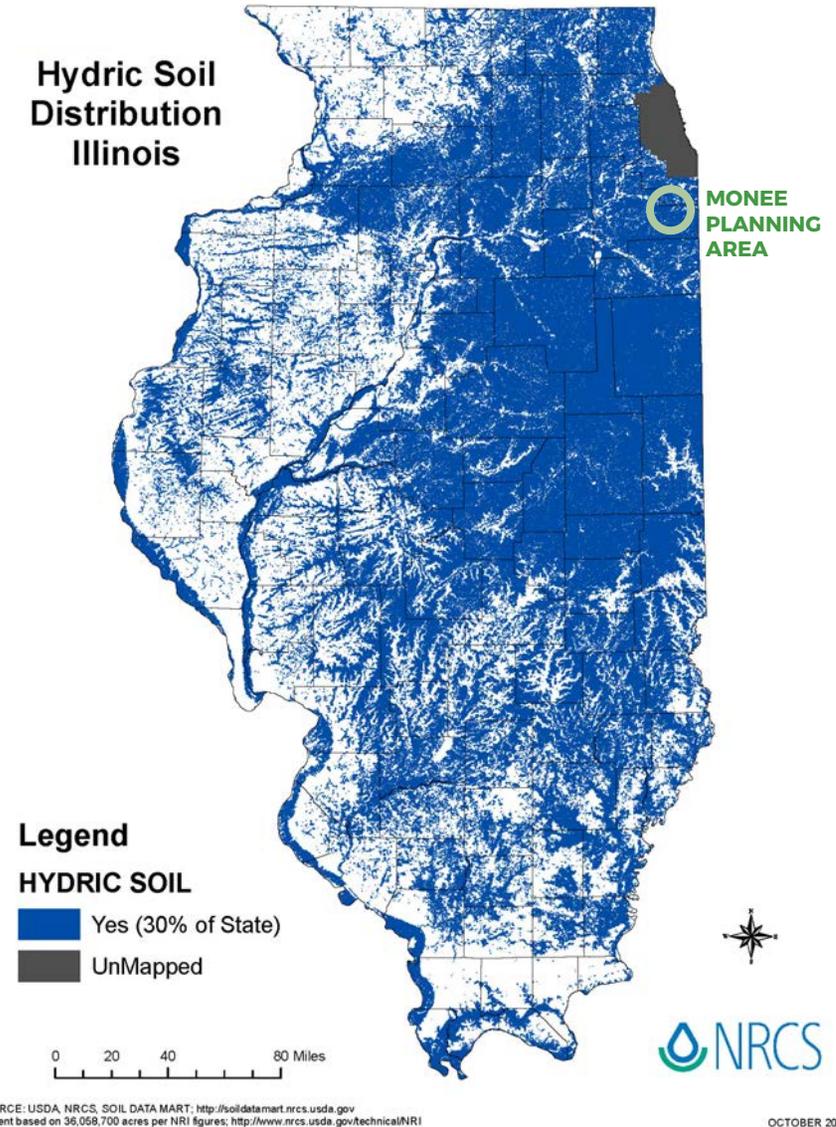
- **3.1: Promote wise outdoor water use:** The Village should encourage residents to use water efficient and climate-appropriate landscaping standards and maintenance practices. The Village could also consider adopting the lawn watering ordinance developed by the Northwest Water Planning Alliance (NWPA).

- **3.2: Encourage the use of high performing, water efficient plumbing and building standards:** The Village should provide incentives to property owners for replacing older fixtures and appliances with more water-efficient ones. In addition to rebate incentives, the Village should continue to encourage residents to perform indoor water audits.

6. Protect areas with high Hydric Soils as open space.

- Hydric soils are defined by the National Technical Committee for Hydric Soils (NTCHS) as "soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. Under natural conditions, these soils are either saturated or inundated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation."
- If soils are wet enough for a long enough period of time to be considered hydric, they typically exhibit visible properties that can be easily observed in the field.
- Hydric soils are essential for preventing flooding, sediment erosion and water storage capacity of streams.
- As shown on Map on right,

Hydric Soil Distribution Illinois



Major Recommendations for Open Spaces & Natural Resources (contd.)

the Monee Planning Area has extensive patterns of hydric soils. Areas that are still undeveloped provide an opportunity to protect these critical natural resources. New developments can designate areas with high hydric soils as open space and minimize impervious and paved surfaces in these areas.

7. Build a distinctive regional identity for the Village that celebrates Monee's unique topography and proximity to many creeks.

- Following is an excerpt from feedback provided by the Upper Creek Forked Creek Watershed Committee:
- "Monee is located at the highest point in Will County. The ridge peak, at 834 feet above sea level, is found in residential property south of Lakeway Drive and the Amazon Facility, along Ridgeland Avenue. Remarkably, this unusual topography contains the headwaters for **seven stream systems** in Will County.
- Nearby, to the northeast of Monee, are the headwaters of **Thorn Creek** and **Deer Creek**, which join together near Glenwood as a tributary of the Calumet River. To the southeast and south are the headwaters of **Black Walnut Creek** and also **Rock Creek**, which is linked to the Monee Reservoir. Just west and southwest of Monee are the headwaters of the formidable **Forked Creek**, with its tapestry of tributaries that canvas southern Will County. The headwaters of **Prairie Creek** begin near the westernmost point of the Monee ridge at Stuenkel Road and 88th Avenue. Finally,

to the north of Monee are the headwaters of **Hickory Creek**, which flows through the villages of Frankfort, with its Old Plank Trail, Mokena and New Lenox.

- The headwaters of these seven streams can be found within walking or biking distances of Monee's village limits. A future, circular trail system, with the village at the centre, could touch all seven of these streams, meandering along headwater stream corridors, wetland and prairie environs, and pleasing, rural residential and agricultural landscapes that offer such appeal to residents and visitors alike. Monee could begin to create a landmark trail system, perhaps entitled "The Seven Streams Trail" or another name that unifies and embodies the trail ring area and its design. The trail could likewise branch out to connect with other area trails."

COMMUNITY FEEDBACK

Given Monee's unusual topography and hydrology, the Village could celebrate its location and heritage with a future seven stream-trail system. It could highlight and nurture, preserve and protect these abundant yet fragile natural resources. There is no village anywhere in the region that is so uniquely situated.

Tom Becker
Forked Creek Watershed
Committee, Green
Garden Township



Coffee Creek Watershed Preserve is a national award winning example of sustainable design for wetlands, woodlands, prairies & trails.



Example: Coffee Creek Watershed Preserve, IN

Existing Municipal Parks

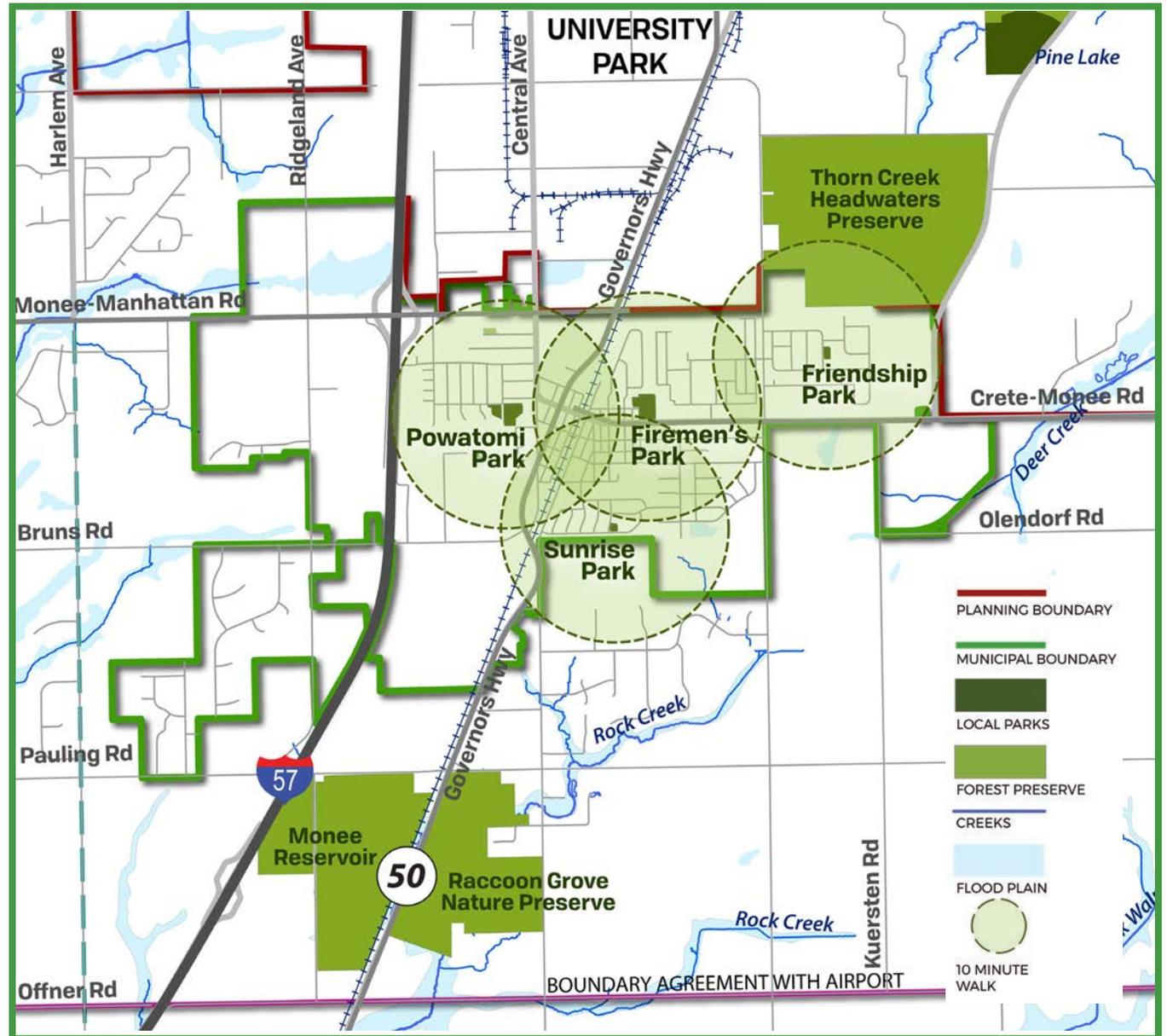
Four municipal parks serve the neighborhoods on the east side of I-57 in the Village today:

1. Firemen's Park
2. Powatomi Park
3. Sunrise Park
4. Friendship Park

Residents' access to parks

All four parks are all located to the east of IL 57. These are no public parks serving the neighborhoods west of IL 57.

Note:
 The Village is currently developing a Comprehensive Parks Plan and a Master Plan for the Firemen's Park Area. Elements from these plans will be added (if available) to the final draft.



GOAL 5
CREATE A TRAIL
NETWORK THAT
SERVES ALL OUR
NEIGHBORHOODS.



TRAIL NETWORK

5

WILL COUNTY BIKE WAY PLAN
TRAIL FRAMEWORK PLAN

Will County Bikeway Plan

The 2016 Will County Bikeway Plan identifies three “Bikeway Corridors for Further Study” in the Monee Planning Area, as described below (as numbered on FPDWC Map):

9. Tinley Park to Plum Creek Greenway

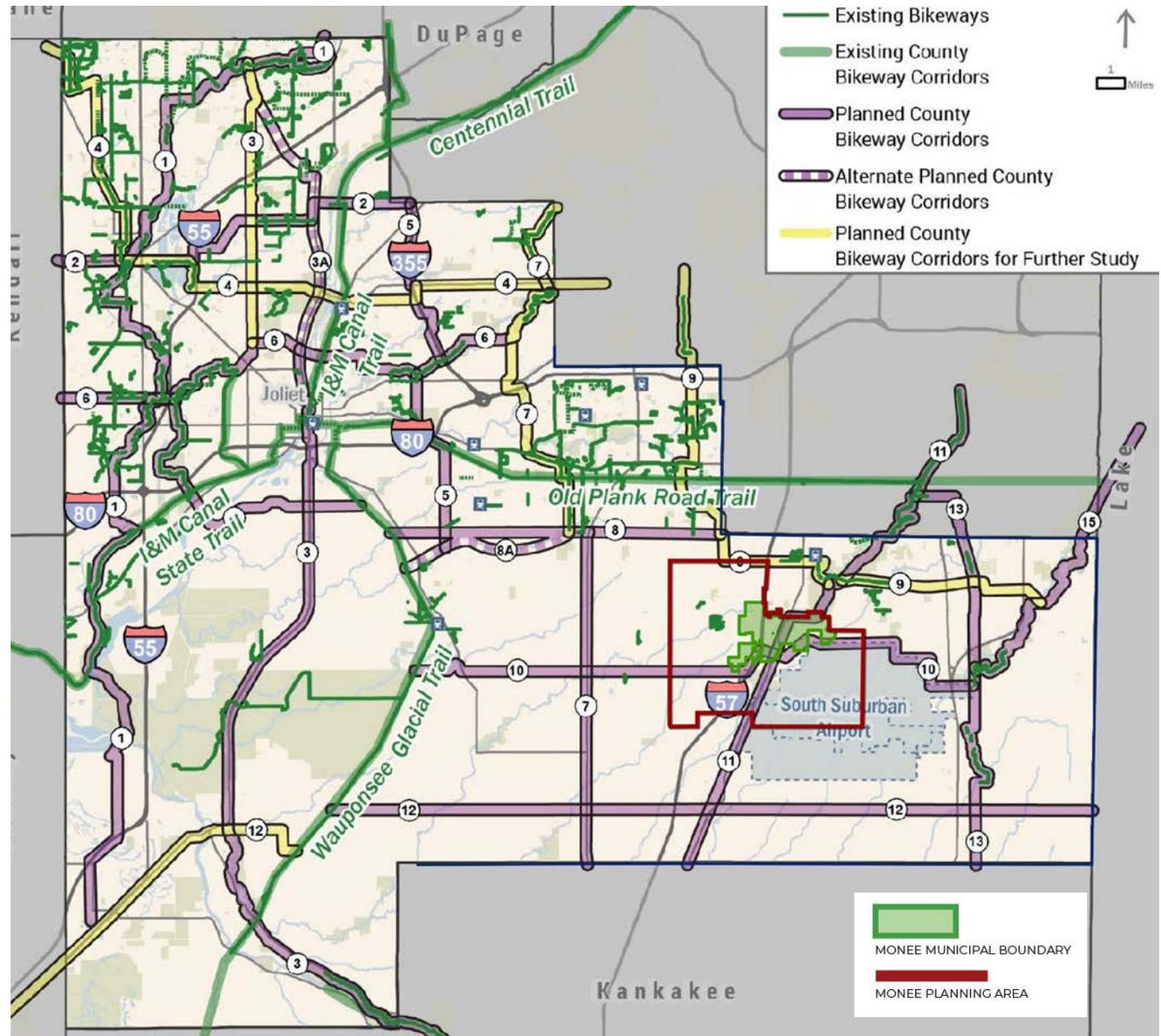
“This corridor provides connectivity between suburban communities and a major destination (Governor’s State University). It serves both transportation and recreational trips, connecting to other corridors that have recreational value. Many neighborhood connections are already in place in its northern section.”

10. Wauponsee Glacial Trail to Plum Creek Greenway

“The rural context of this corridor means that it will primarily be used for recreational trip purposes. However, the corridor also creates new connections between Monee and Crete. This corridor does not have developed bikeways in place at this time.”

11. Thorn Creek / Governors Highway

“This inter-county corridor provides a bikeway connection to established bikeways in southern Cook County. The northern portion of the corridor serves a mix of transportation and recreational trip purposes, but south of Monee it primarily offers recreational value. Much of the corridor does not have developed bikeways in place.”



County Bikeway Corridors for Further Study Map

Will County Bikeway Plan Trails for the Monee Planning Area

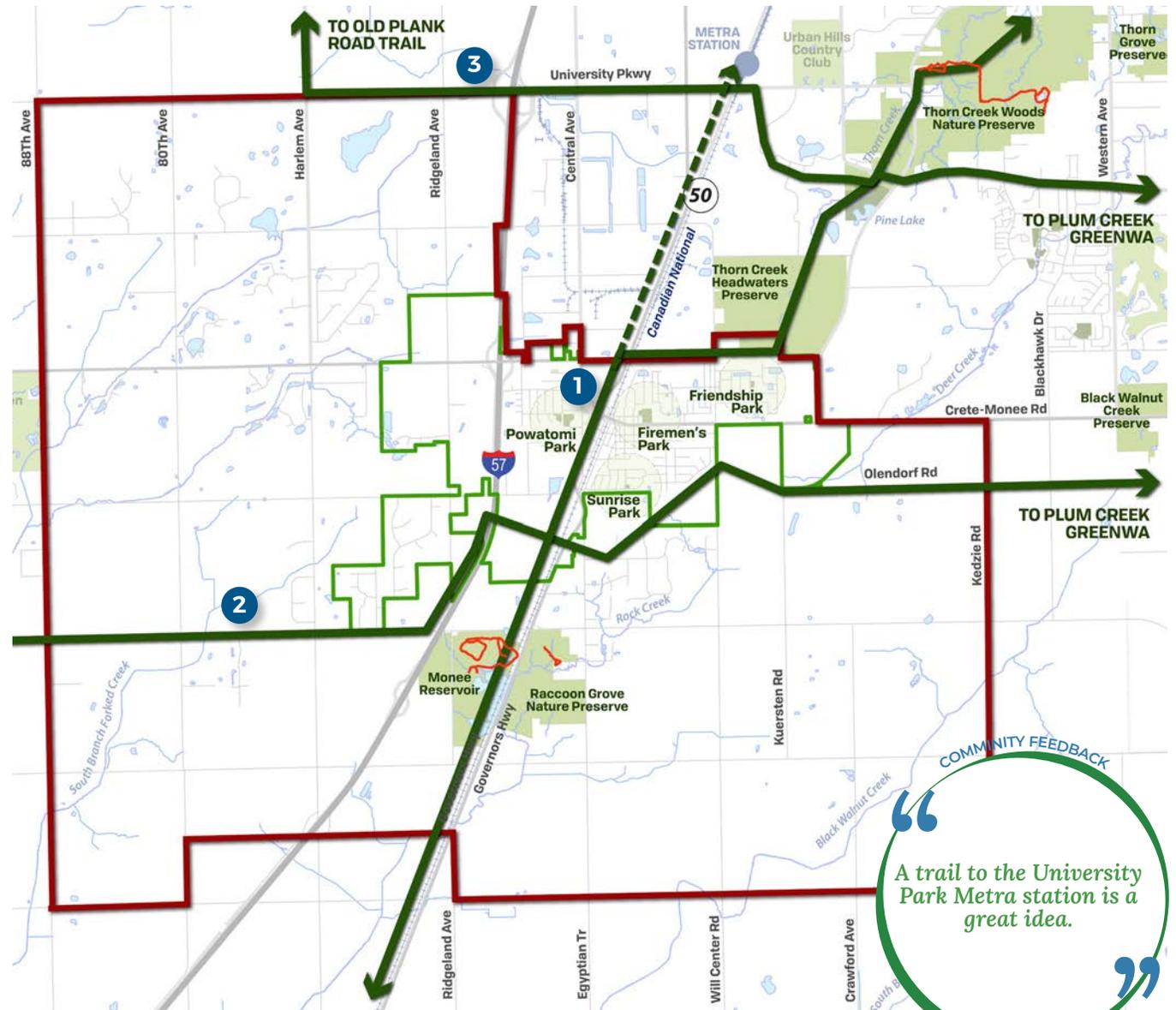
There are no trails within Monee's incorporated area today. The nearest trails are in Monee Reservoir & Raccoon Grove Nature Preserve, about 2 miles to the south.

Planned trails from the Will County Bikeway Plan offer the following opportunities for Monee:

1 Thorn Creek / Governors Highway
Trail along Governors Highway to connect the Village to Thorn Creek Woods Nature Preserve to the north to Monee Reservoir to the south. Potential to extend the trail along the Canadian National tracks to connect to the University Park Metra station.

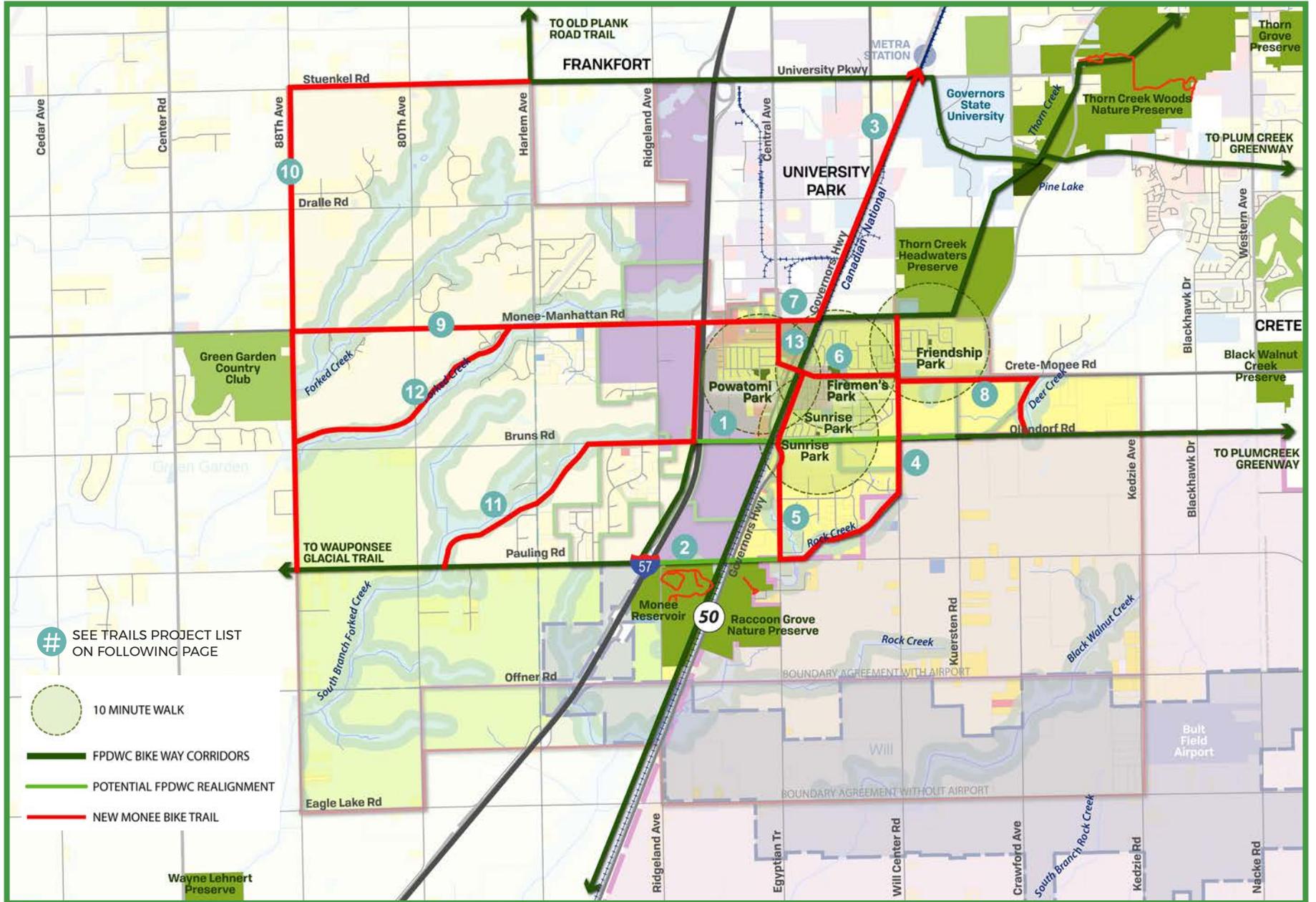
2 Waupoosee Glacial Trail to Plum Creek Greenway
Trail along Pauling and Olendorf Road that can connect to Waupoosee Glacial Trail and US 45/La Grange Road trail to the west and Plum Creek Greenway to the east.

3 Tinley Park to Plum Creek Greenway
Trail along University Parkway to connect to Old Plank Road Trail to the north and Plum Creek Greenway to the east.



County Bikeway Corridors in Monee Planning Area

Trails Proposed Trail Framework Plan



Trails Proposed Trail Projects

The Trail Framework Plan incorporates planned Will County bikeway corridors and adds new local trails that can connect residents to major local destinations, nearby preserves, and future regional trails.

The trail framework plan has the following major goals:

- **CONNECT TO MAJOR VILLAGE DESTINATIONS INCLUDING TOWN CENTER AND FIREMEN'S PARK.**
- **CONNECT TO RACCOON GROVE AND THORN CREEK HEADWATERS PRESERVE.**
- **CREATE TRAIL ACCESS TO THE UNIVERSITY PARK METRA STATION.**
- **CONNECT TO WILL COUNTY PLANNED BIKEWAY CORRIDORS.**

Following are major trail projects recommended in the Long-Term Trail Framework Plan. Near-Term Priority trail projects are discussed in detail on the following pages.

WILL COUNTY BIKEWAY PLANNED TRAILS: POTENTIAL REVISIONS

Will County planned Bikeway Corridor number 2 would connect the Wauponsee Glacial Trail to the Plum Creek Greenway passing through the village of Monee. The current alignment shows this corridor running east along Pauling Road to I-57 then following the western edge of the expressway to Bruns and zig-zagging through the village to join Olendorf Road at Kuersten Road. While the main alignment of the trail corridor was estimated to follow the main east-west roads, the planning effort probably did not look in detail at alignment through the village.

The Monee Comprehensive Plan offers two potential alignments for this trail corridor, a north route keeping the Bruns / Olendorf alignment and a southern route continuing along Pauling then following Rock Creek north to Will Center Road to Olendorf Road to rejoin the planned route. Either route would require a trail bridge over I-57 and would cross the Canadian Nation tracks. There could also be an option for both alignments to be considered. One could be the Will County trail and the other could be a Monee local trail.

1. Possible north realignment beginning at Bruns Road and continuing east to link up with planned trail corridor along Olendorf Road. Will require a trail bridge over I-57 an overpass or underpass at the CN railroad tracks.

2. Possible south alignment continuing along Pauling Road, then heading northeast along the north side of Rock Creek to Olendorf Road and connecting with planned trail corridor. This alignment may require a trail bridge over I-57 and may also require an overpass or underpass at the CN railroad tracks.

VILLAGE TRAIL FRAMEWORK

3. Extension of planned trail along Governor's Highway to connect to University Park Metra Station.
4. North-south trail along Will Center Road from Thorn Creek Headwaters Preserve to Rock Creek, then southwest along Rock Creek to Pauling Road then west to Stone Road.
5. Trail from Pauling and Stone Roads north along Stone Road, continuing north along Oak Road to Court Street.
6. Trail from the new Town Center, beginning at Egyptian Trail and Monee Manhattan Road and heading south along the east side of Egyptian Trail to Court Street then continuing east along Court street to meet with the north-south trail at Will Center Road.
7. Trail along Monee Manhattan Road from Will Center Road west to Egyptian Trail.
8. Trail from Will Center Road and Court Street east along Court Street/Crete Monee Road to Deer Creek then south along Deer Creek to meet with Will County planned trail at Olendorf Road.
9. Trail along the south side of Monee Manhattan road and Egyptian Trail west to 88th Avenue
10. Trail north along 88th Avenue from planned Will County trail at

- Pauling Road to Stuenkel Road then east to Harlem to meet planned Will County trail.
11. Trail along South Branch Forked Creek from Pauling Road to Bruns Road then east along Bruns to I-57, then north along the west side of I-57 to connect to trail on Monee Manhattan Road.
12. Trail along Forked Creek from 88th Avenue to connect to trail on Monee Manhattan Road.
13. New Town Center Trails see Section 2 for more details).

COMMUNITY FEEDBACK



Trails Near-Term Trail Projects

The following trail projects can be implemented in the near-term to connect existing residential neighborhoods, Fireman’s Park, the Town Center, and other existing destinations in the Village.

Trail projects 4 and 5 create a loop serving existing neighborhoods. The main north-south segment runs along Will Center Road, from Thorn Creek Headwaters Preserve to Rock Creek and Pauling Road, and back north to Court Street.

Trail projects 6 and 7 create a loop serving the new Town Center and trails in Fireman’s Park. This loop begins at Governor’s Highway and Monee Manhattan Road, heading west, then along the east side of Egyptian Trail Road down to Court Street. The trail continues east along Court street to meet with the north-south trail at Will Center Road. The loop is completed with the planned trail along Monee-Manhattan Road, from Governor’s Highway to the Thorn Creek Headwaters Preserve by Will County.

Trail project 8 connects existing neighborhoods eastward to Deer Creek. The trail begins at Will Center Road and runs along Court Street/Crete Monee Road to Deer Creek, then runs south along the creek to meet with the Will County planned trail at Olendorf Road.

COMMUNITY FEEDBACK

“ I would support bike trails, roads in Monee are not bike friendly. ”



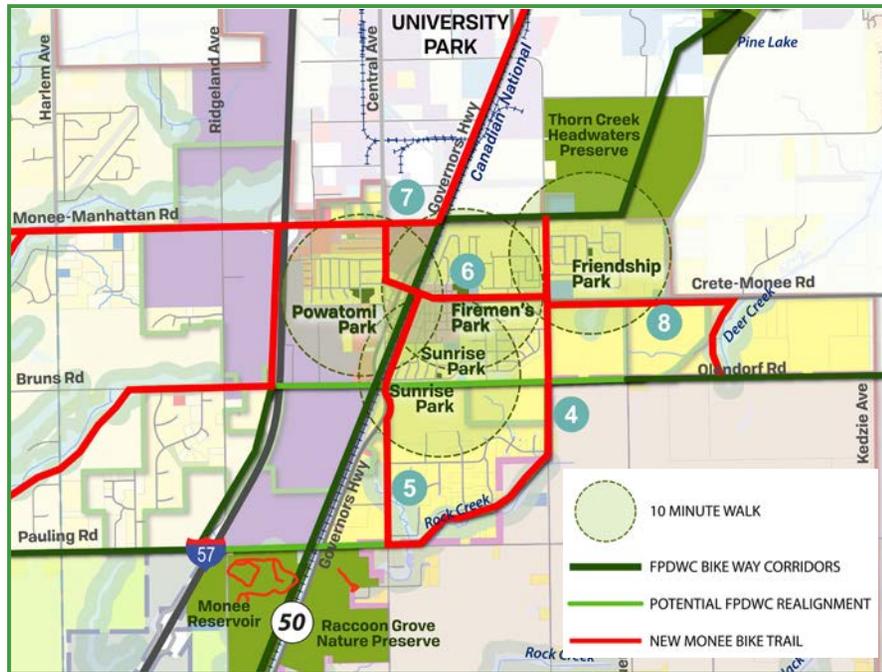
COURT STREET AT FIREMAN'S PARK LOOKING EAST



EGYPTIAN TRAIL ROAD AT MONEE-MANHATTAN ROAD LOOKING SOUTH



WILL CENTER ROAD AT COURT STREET LOOKING NORTH



GOAL 6
MAKE OUR
STREETS SAFE
FOR ALL MODES
OF TRAVEL:
PEDESTRIANS, BIKES
& CARS.



INVESTING IN OUR STREETS

STREETSCAPE FRAMEWORK PLAN
STREET CROSS SECTIONS



Existing Streets

Existing streets in the Village are primarily focused on serving the needs of vehicular traffic today. As streets and intersections are improved, the needs of pedestrians and bicyclists should be prioritized.

A consistent streetscaping and wayfinding palette is also needed to create a unique brand for Monee and make the streets safer and more attractive.

The “Streetscaping Framework Plan” (on following page) provides a connected system of streets recommended for near-term investments. These include the following major streets that are critical for connecting the new Town Center, the Historic District and the Firemen’s Park area:

- Main Street
- Oak Street
- Court Street
- Egyptian Trail Road
- Governor’s Highway
- Monee-Manhattan Road

Investments in these streets should incorporate following key elements to create attractive pedestrian oriented environments:

- Streets trees & planters
- Sidewalks and Trails
- Decorative lighting
- Decorative paving
- Decorative crosswalks
- Outdoor seating
- Wayfinding, signage and gateways
- Bicycle racks
- Bioswales and rain gardens

Potential cross sections of key streets are provided in this section to illustrate how areas for sidewalks, trails and streetscaping can be accommodated within existing rights-of-ways.

The Village should also continue to invest in other streets for maintenance, upgrades, and for adding similar streetscaping and multimodal amenities throughout the village.



MAIN STREET



COURT STREET



GOVERNOR'S HIGHWAY

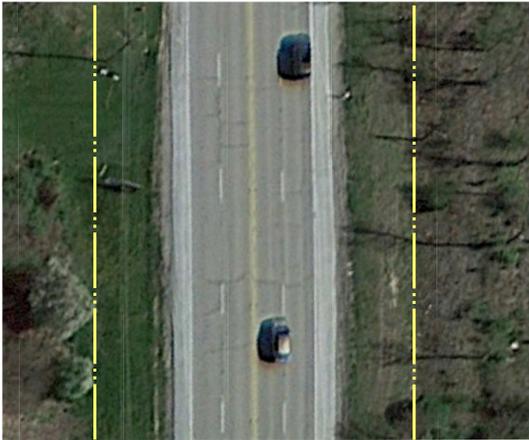
COMMUNITY FEEDBACK

“Monee’s own streetscaping and signage design is needed to tie different areas together (Town Center, Old Monee and Village Hall areas).”



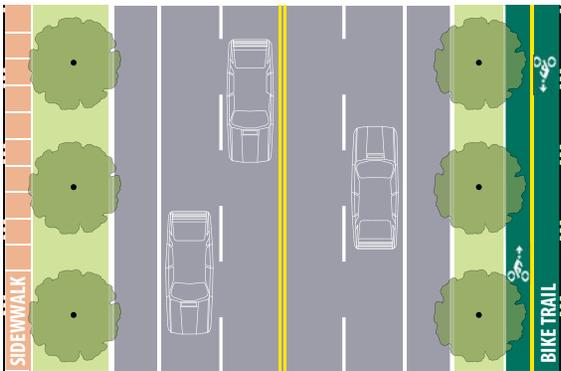
Streetscaping Framework Plan

Governor's Highway



R.O.W. 100'

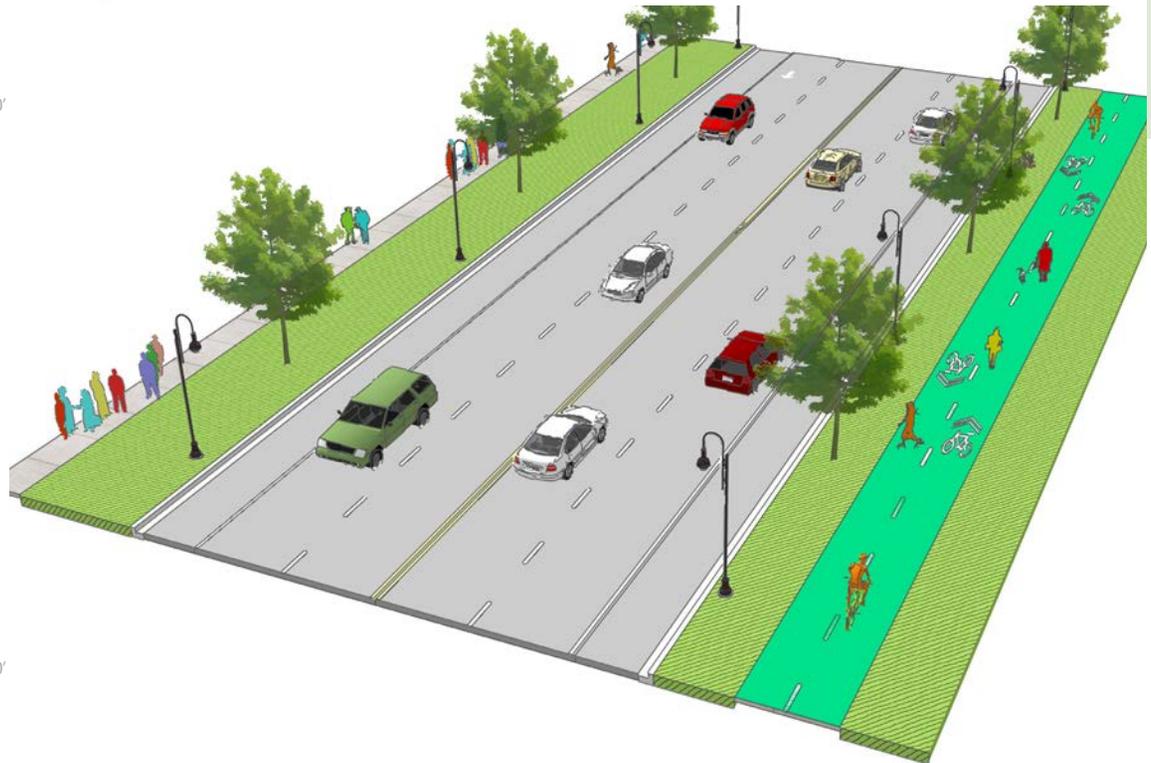
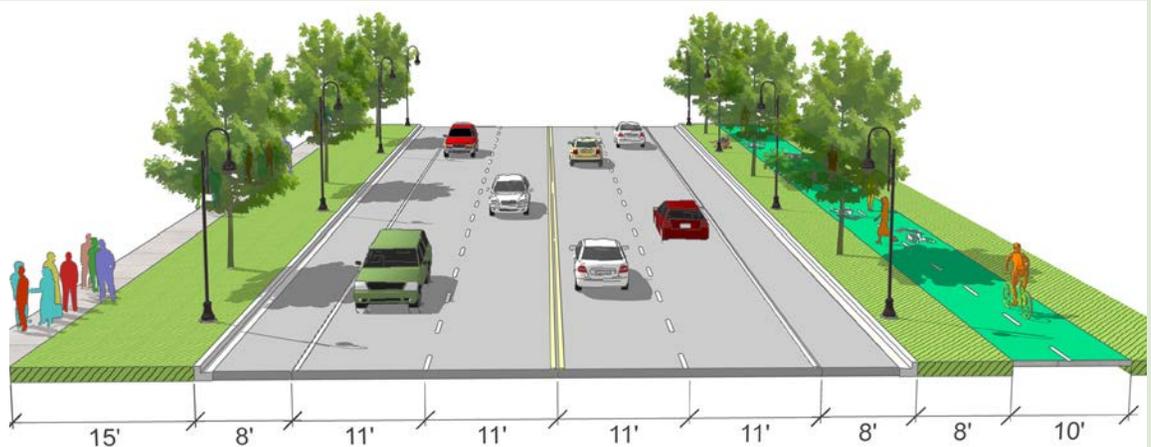
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5' 15' 8' 11' 11' 11' 11' 8' 10' 10'

R.O.W. 100'

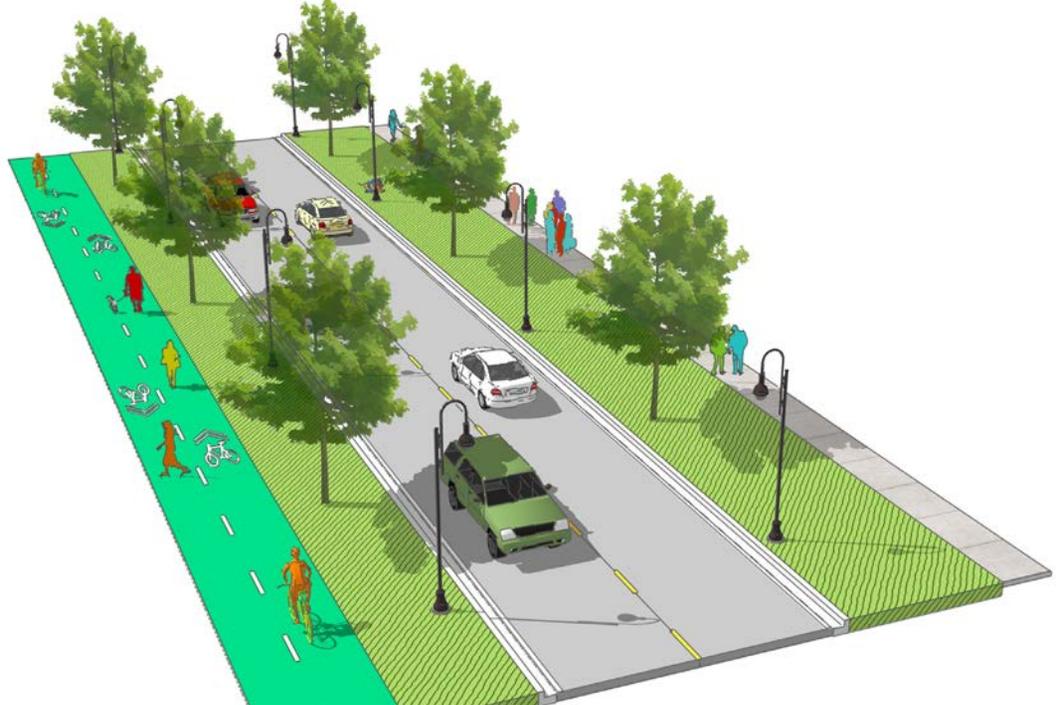
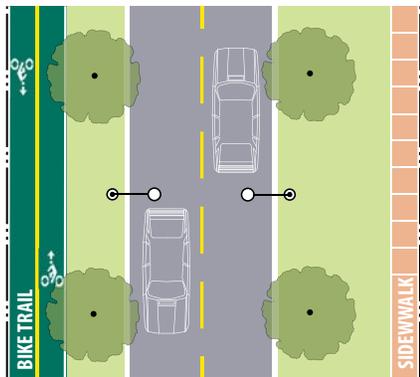
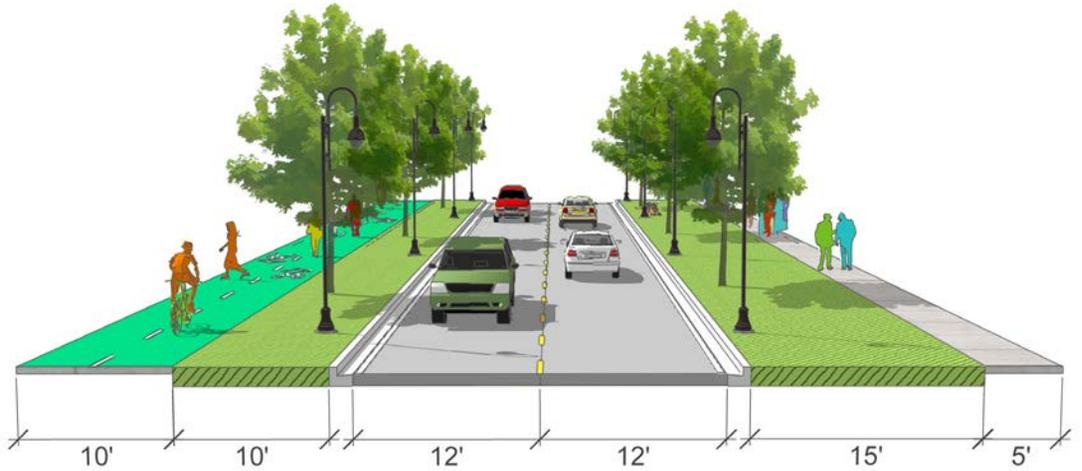
0 10' 20' 40'



Court Street (at Firemen's Park)



72' R.O.W.

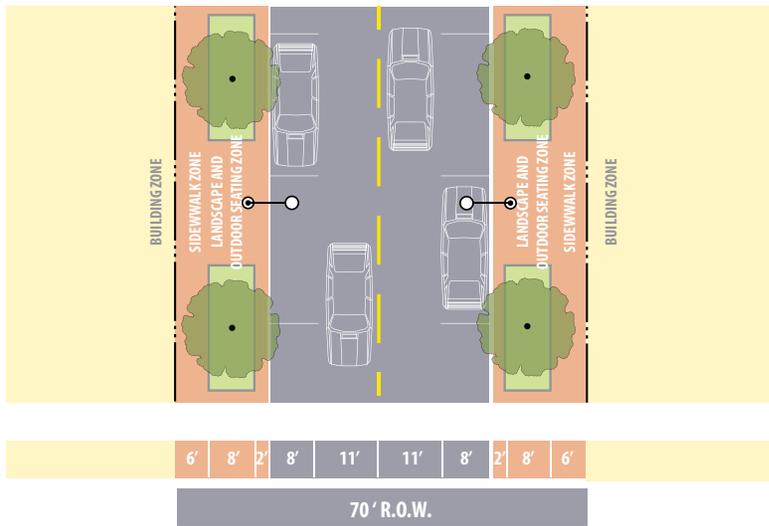


Concept for Improved Street Cross Section

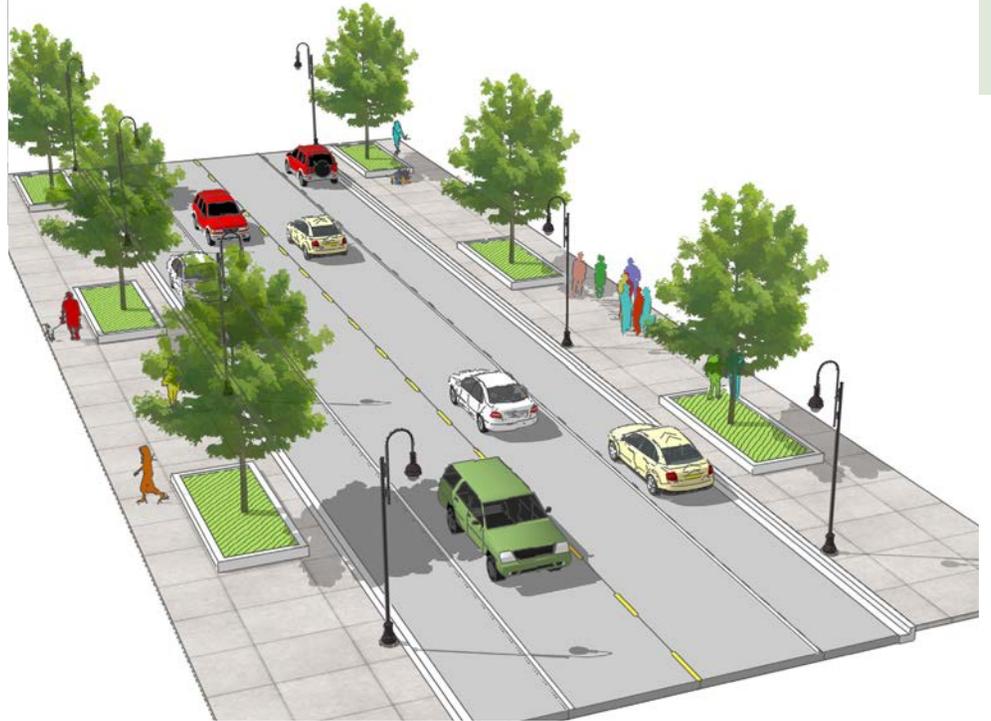
Main Street Option 1



70' R.O.W. 0 20' 40' 80'



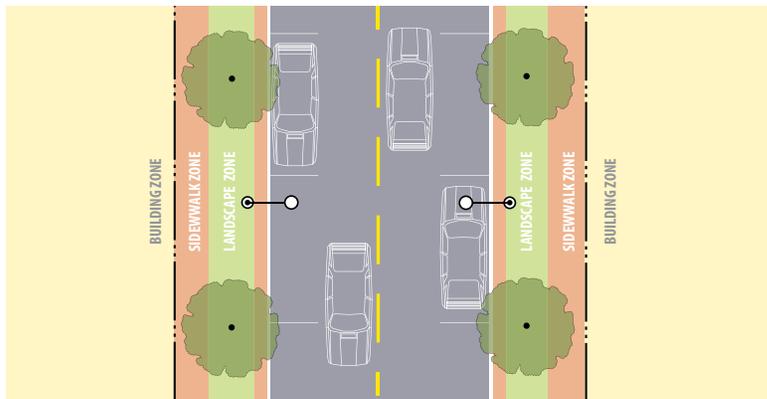
0 10' 20' 40'



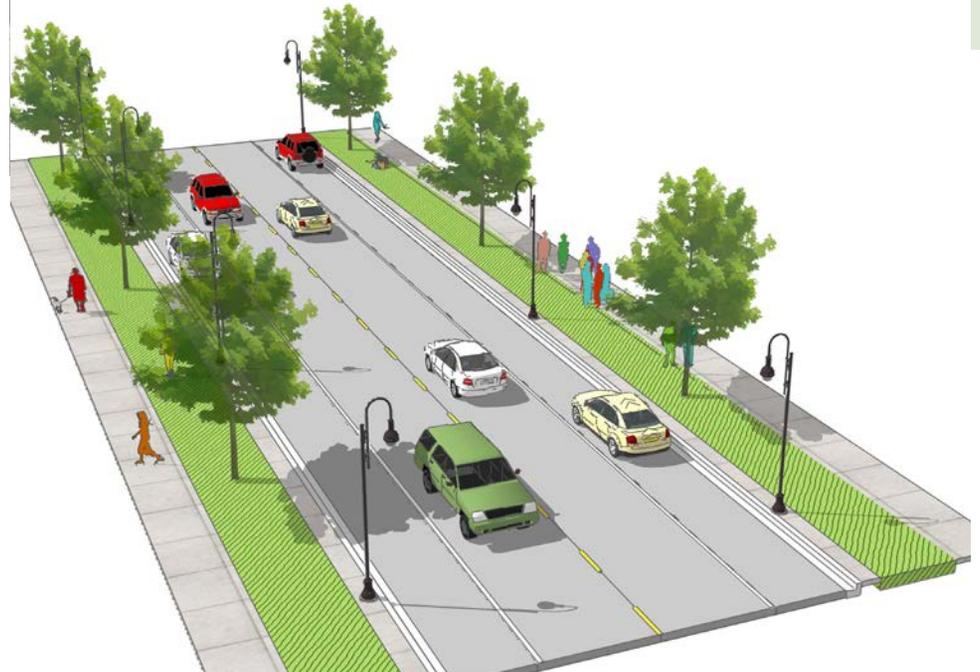
Main Street Option 2



70' R.O.W.

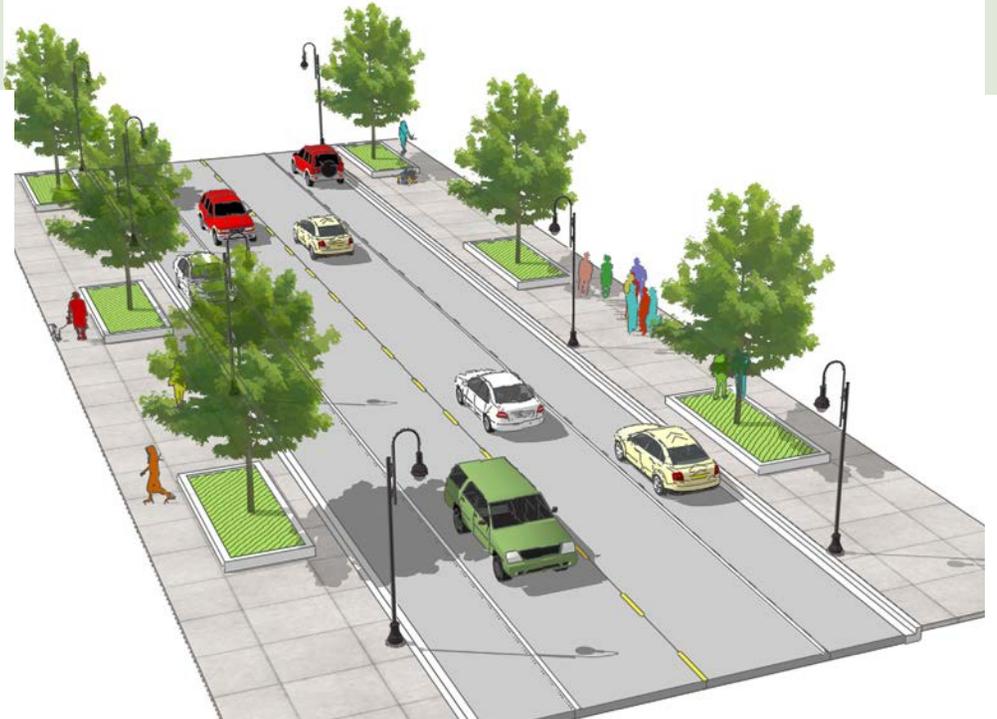
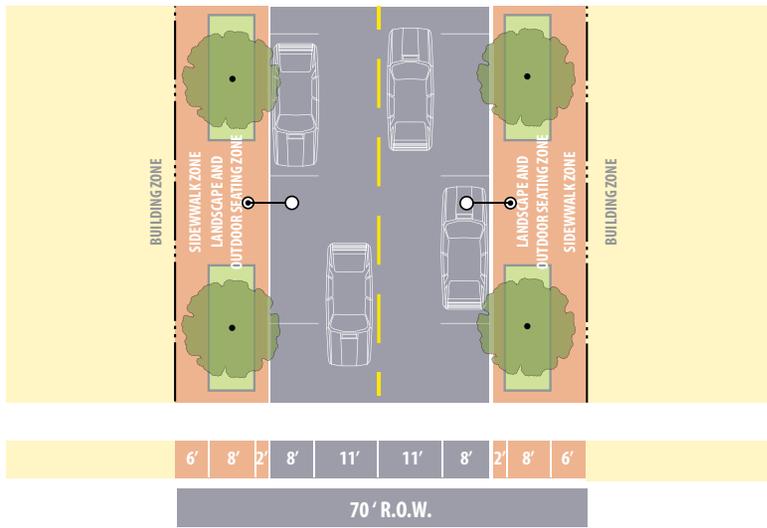
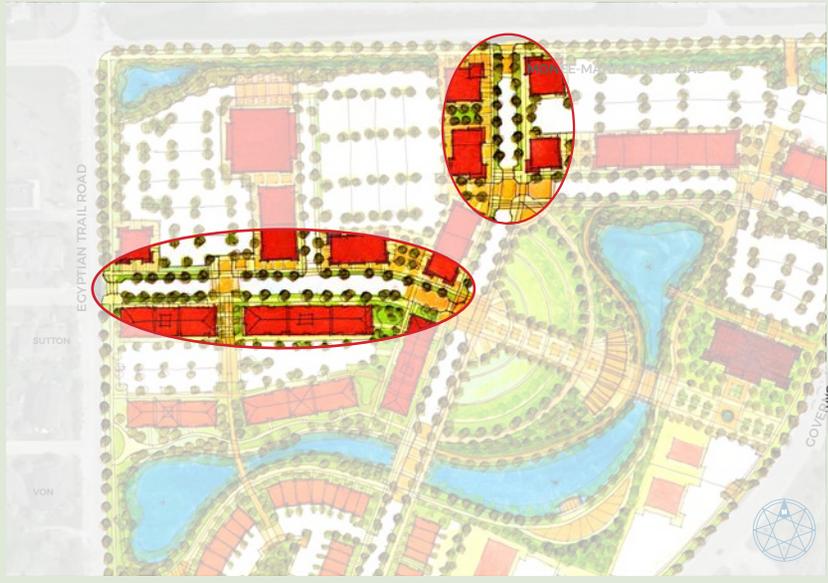


70' R.O.W.



Concept for Improved Street Cross Section

Typical Town Center Street



GOAL 7
SUPPORT
NEW TRANSIT
OPPORTUNITIES
FOR THE
FUTURE.



TRANSIT OPTIONS

METRA
PACE
RIVER VALLEY METRO TRANSIT

Transit Metra & Pace Service

The nearest Metra Station is at the Village of University Park, to the north, about 2.8 miles from the Village Hall area. This station is the last stop on the Metra Electric Line.

Metra Service to University Park (Pre-Covid Schedule)

- Per Metra's pre-covid schedule, 28 inbound and 27 outbound trains were offered each weekday at this stop. Weekend service was also provided with 20 outbound and 18 inbound trains.

Multimodal Access to the Station

- The station is not at a walkable distance from the Village and currently there are no trail connections for bike access.
- There was zero bike ridership to the station between 2016-17.
- For the overall Metra Electric Line, bicycle trips fell between 2018 and 2019.

Key recommendation: Future Trail to Metra station

- As discussed in the Proposed Trail Framework Plan (page 56-57), a key recommendation of the Comprehensive Plan is to create a bike trail along Governor's Highway to the Metra station. This future trail would offer residents an alternate option from driving to the train station.



Existing Metra and Pace Routes

Transit Metra Ridership Data

Community feedback to date suggests that the University Park station is a convenient short drive for residents and offers good transit access to Downtown.



Average Weekday Ridership

- Between Jul 2018-June 2019, average weekday ridership on the Metra Electric line was 28,100, approx..9.99% of the total Metra ridership during that time of 281,100.

Ridership Decline

- According to the 2019 Metra Ridership Report, estimated passenger trips decreased between 2018 and 2019 for the overall system by -2.7% and for the Metra Electric Line by -5.6%.
- Overall Metra revenue declined between 2018 and 2019 by -2.1%. The Metra Electric line revenue declined by -5.7%. Ridership has also been significantly impacted by the pandemic during the development of the Comprehensive Plan.



Aerial view of existing Metra Station and Parking at University Park

ESTIMATED PASSENGER TRIPS

	2018	2019	CHANGE
METRA ELECTRIC LINE	7,716,121	7,282,993	-5.6%
TOTAL FOR OVERALL METRA SYSTEM	76,088,329	74,043,516	-2.7%

Source: Metra Ridership Trends 2019 report

METRA RIDERSHIP AT UNIVERSITY PARK STATION, METRA ELECTRIC LINE (2018-19 data)

RIDERSHIP		MODE OF ACCESS						
WEEKDAY BOARDINGS	WEEKDAY ALIGHTINGS	WALKED	DROVE ALONE	CAR-POOL	BUS (CTA +PACE)	DROPPED OFF	BIKE	OTHER
808	777	3%	74%	6%	4%	11%	0%	1%

Source: Metra boarding/alighting counts (2018) and Metra parking counts (2016) . Regional Transportation Asset Management System (RTAMS). Metra on-board survey, 2016., Ridership Trends 2019 report

Transit Metra Southeast Service Study

The Regional Transportation Authority (RTA) and Metra completed studies in 1999 and 2011 for a new Metra Southeast Service (SES) line, a potential new commuter line from Downtown Chicago to Balmoral Park.

A potential station in Downtown Crete was proposed that would be approx. 6 miles east of Monee. Since the 2011 study, no additional plans have been undertaken regarding the SES. The SES is not included as a regionally significant project in ON TO 2050.

In January 2019, Metra completed a System-wide Cost Benefit Analysis of Major Capital Improvements to provide a comparison of 38 proposed Metra major system improvement and expansion projects.

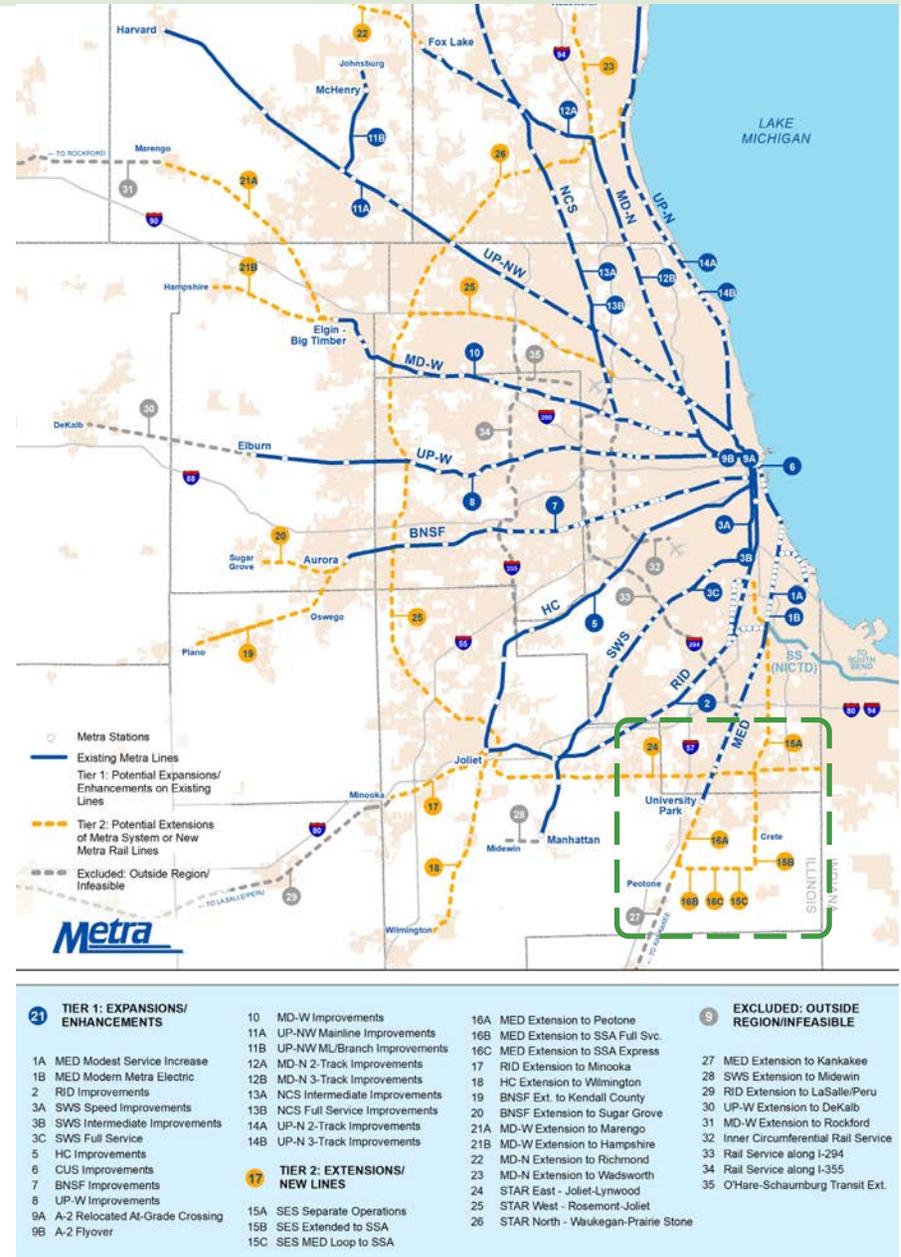
This analysis included three alternatives of an extension of the Metra Electric Line to Peotone and/or the South Suburban Airport with an intermediate stop in Monee. These alternatives, 16A-C, are shown on the map to the right.

The study identified the costs to build and operate each project, and also estimated potential benefits, such as how many new riders would be attracted by more frequent service or a line extension, or how a project could reduce train delays.

Metra will use the results of the study to prioritize the projects Metra will seek funding for, to build in the future. However, at this point, Metra is not pursuing any line extensions or new rail lines.

For a proposed line extension to be built, capital funding for construction of stations, parking, railyard facilities, track and signal improvements, land acquisition, trainsets, and other costs, would have to be found, as well as a funding sources for additional operating and maintenance costs into the future.

In the near term, Metra has shifted its budget focus from construction of new lines and line extensions to maintenance and modest enhancements to existing facilities.



Transit Pace Service and Ridership

Pace Route 360 is the only bus route serving the Village today, with daily service between the Pace Transportation Center in Harvey, the Chicago Heights Terminal and the Amazon facility in Monee.

Current Service

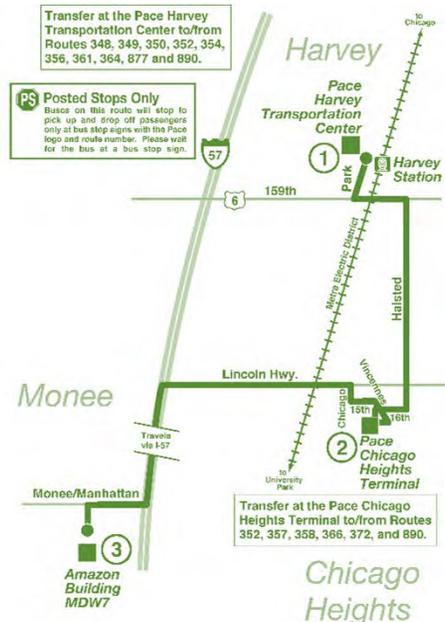
- Pace operates 1-am and 1-pm inbound bus and 2-am and 1-pm outbound buses between Harvey and the Amazon facility generally 7 days a week.

Average Weekday Ridership

- Between 2018-2019, average weekday ridership on the Pace Route 360 bus increased by approx. 20.65%, from 707 to 853 riders. Saturday ridership declined by -2.3% and Sunday ridership increased by 15%.

Key recommendations: New Pace stop and Future Trails

- There is strong community support for a new Pace stop in the proposed Town Center along Monee-Manhattan Road and/or Governor's Highway. The Village should continue to investigate this opportunity as the Town Center starts to develop.
- There are no trails connecting to the Pace stop at the Amazon facility today. As shown in the Proposed Trail Framework Plan (page 56-57), a trail along Monee-Manhattan Road could offer this connection to the Pace stop. In addition, the proposed trail along Governor's Highway could also connect to a future Pace stop in the Town Center.



Pace Route 360 Map

WEEKDAY/SATURDAY/SUNDAY SOUTHBOUND

1	2	3
PACE HARVEY TRANSPORTATION CENTER	PACE CHICAGO HEIGHTS TERMINAL	AMAZON (BUILDING MDW7)
5:55AM	6:17AM	6:45AM
4:55PM	5:17PM	5:45PM

WEEKDAY/SATURDAY/SUNDAY NORTHBOUND

3	2	1
AMAZON (BUILDING MDW7)	PACE CHICAGO HEIGHTS TERMINAL	PACE HARVEY TRANSPORTATION CENTER
5:20AM T	5:43AM	6:10AM
7:20 F	7:43	8:10
6:20PM	6:43PM	7:10PM

Average Weekday Route Ridership

Month	2017	2018	2019
January		86	42
February		66	39
March		55	33
April		46	40
May		51	46
June		69	54
July		59	58
August	25	62	105
September	72	62	111
October	92	56	107
November	116	51	141
December	110	44	77

Average Saturday Route Ridership

Month	2017	2018	2019
January		73	32
February		63	33
March		59	33
April		54	31
May		71	36
June		62	51
July		54	65
August	6	55	68
September	34	59	67
October	49	54	81
November	145	50	111
December	153	38	68

Average Sunday/Holiday Route Ridership

Month	2017	2018	2019
January		54	25
February		35	26
March		44	26
April		32	31
May		44	36
June		57	34
July		48	44
August	6	37	66
September	43	31	78
October	51	50	77
November	80	42	79
December	76	27	55

Source: Pace, RTAMS Ridership Statistics

Transit River Valley Metro Mass Transit

River Valley Metro offers a shuttle service from Kankakee to the Metra Station in University Park. Currently, the route goes through Monee but does not have a stop in the Village.



River Valley Metro Mass Transit District was formed in September 1998. Members of the district include Kankakee County, City of Kankakee, and the Villages of Aroma Park, Bourbonnais, Bradley, and Manteno.

River Valley Metro initiated a fixed route and ADA service in July 1999, taking over the Kankakee Area Transit System (KATS). Commuter service to University Park was implemented in 2005, and in 2006 a stop was added in Manteno for the University Park Route.

A potential stop on Court Street or the Town Center could serve Monee residents well and provide a new way to get to the University Park Metra station. The Village should coordinate with the District to investigate the viability of joining the District and for a future stop in the Village.

TRANSIT RECOMMENDATIONS SUMMARY

Create a Future Trail to the University Park Metra station.

- As discussed in the Proposed Trail Framework Plan (page 56-57), a key recommendation of the Comprehensive Plan is to create a bike trail along Governor's Highway to the Metra station. This future trail would offer residents an alternate option from driving to the train station.

Create a future Pace stop at the Town Center.

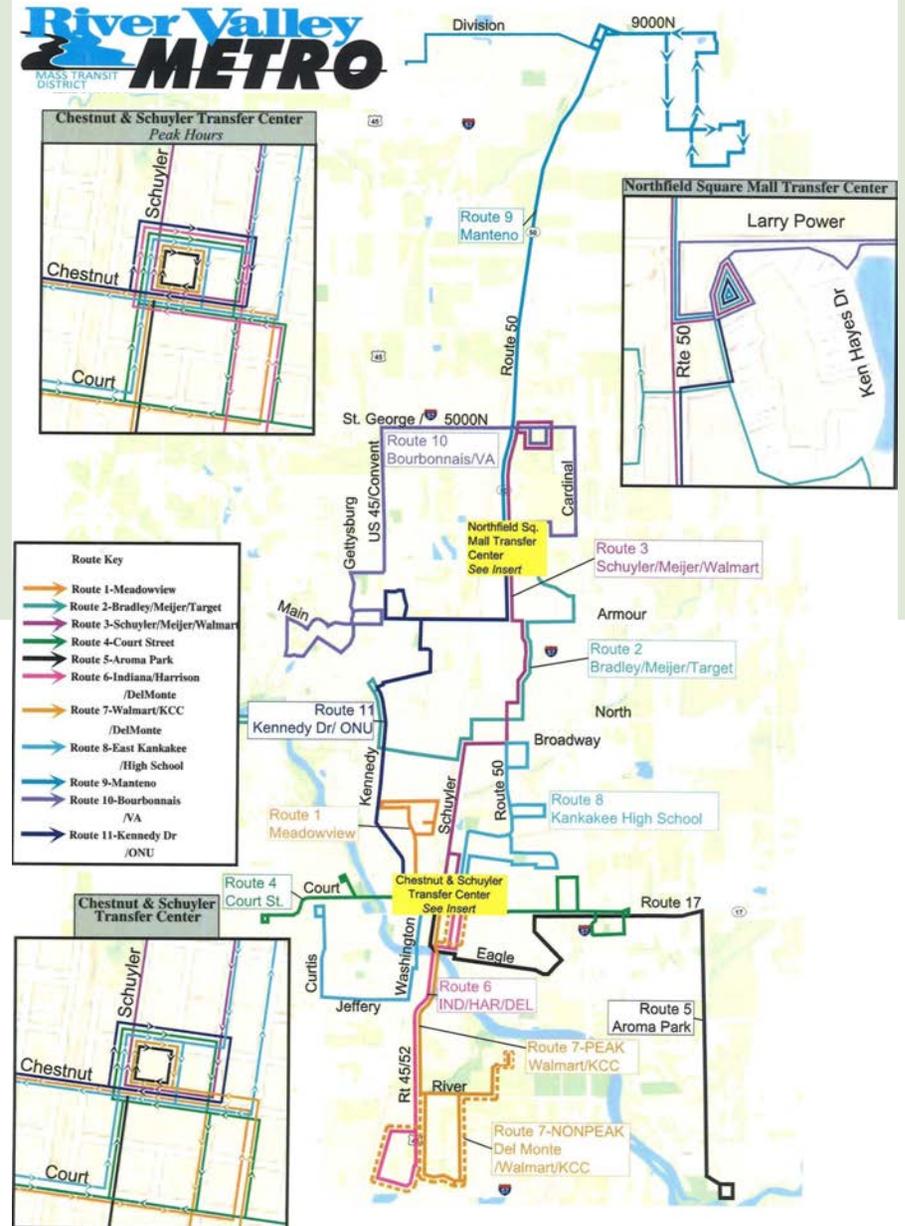
- There is strong community support for a new Pace stop in the proposed Town Center along Monee-Manhattan Road and/or Governor's Highway. The Village should continue to investigate this opportunity as the Town Center starts to develop.

Create trail connections to existing and future Pace stops.

- There are no trails connecting to the Pace stop at the Amazon facility today. As shown in the Proposed Trail Framework Plan (page 56-57), a trail along Monee-Manhattan Road could offer this connection to the Pace stop. In addition, the proposed trail along Governor's Highway could also connect to a future Pace stop in the Town Center.

Investigate a potential River Valley Metro Mass Transit stop in Monee.

- A potential stop on Court Street or the Town Center could serve Monee residents well and provide a new way to get to the University Park Metra station. The Village should coordinate with the District to investigate the viability of joining the District and for a future stop in the Village.



Source: www.rivervalleymetro.com

Fixed Route Full System Map

GOAL 8
CAPTURE
MARKET
POTENTIAL FOR
ALL USES.



MARKET ANALYSIS

8

INDUSTRY
RESIDENTIAL
RETAIL

Industry Existing Inventory in Will County

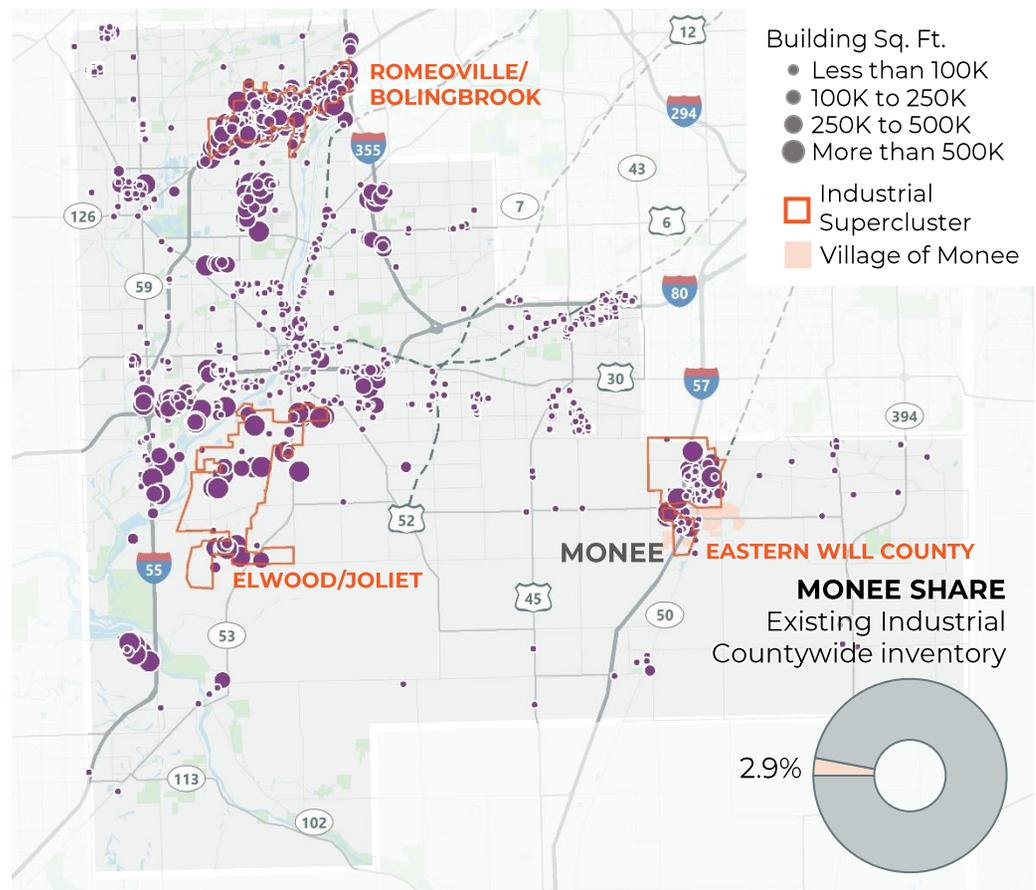
Industrial development has been a growth engine for Will County over the last two decades.

The pace of industrial development in Will County has remained strong over the last two decades. Much of the development is attributable to land availability, highway access and key existing assets including intermodal centers and industrial parks.

The County has 187.9 million square feet of industrial development. The Village contains 5.5 million square feet of the countywide total, or 2.9% of all industrial space.

Nearly 2.3 million square feet of industrial development occurred in Monee since 2010, which is 4.4% of the 52.5 million added countywide during the same period. This suggests that Monee is part of an emerging industrial cluster in Will County as the Village is capturing a greater share of the County's new development than its existing inventory share (2.9%).

	Will County	Monee	Capture
Total Industrial Inventory (SF)	187.9M	5.5M	2.9%
Vacancy	9.9%	7.1%	
Total New Space Delivered, 2010-2019 (SF)	52.5M	2.3M	4.4%
Annual Average (SF)	5.2M	0.2M	



Source: CoStar, Will County, Ginkgo, SB Friedman

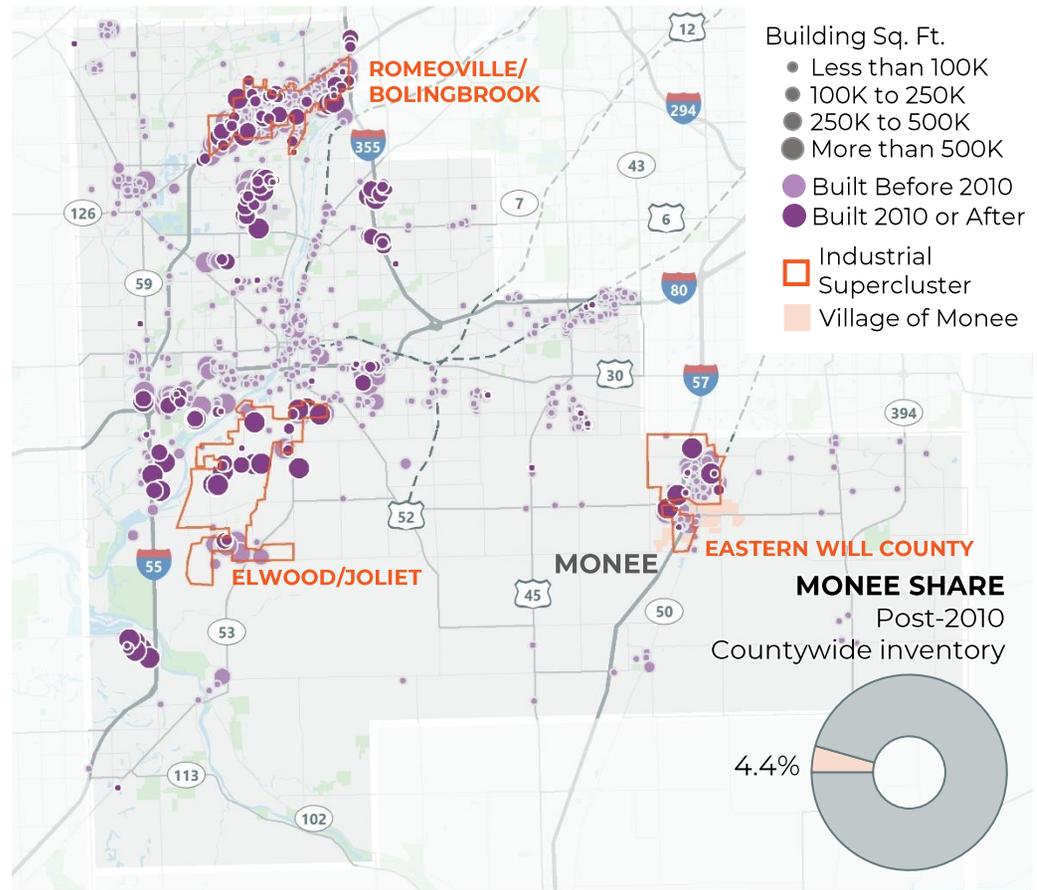
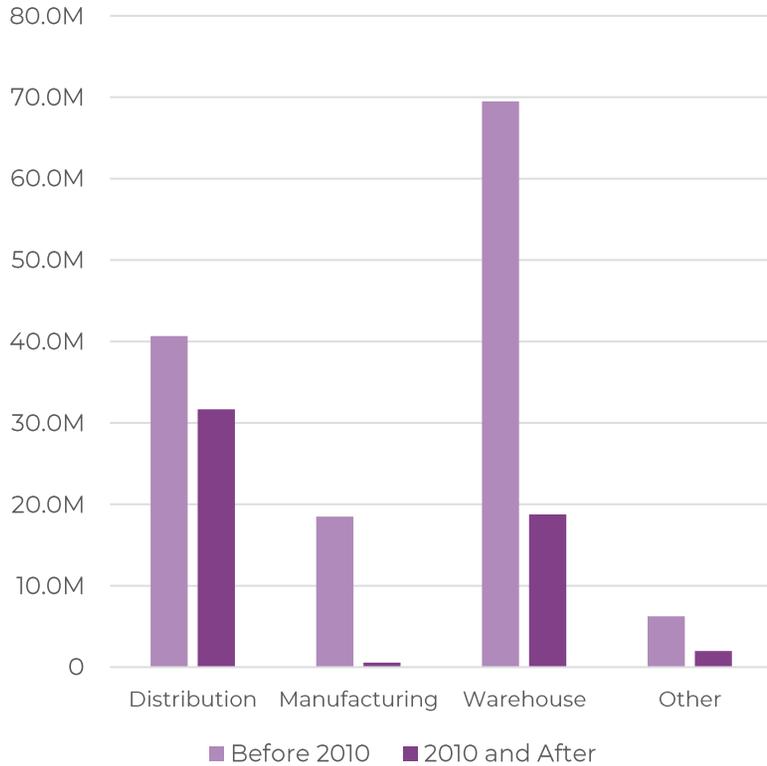
5 Miles

Industry Built 2010 or After in Will County

Demand for warehousing and distribution space continues in Will County, while manufacturing demand has declined sharply.

The rise of e-commerce has increased demand for new warehousing and distribution centers across the nation while demand for manufacturing space has stagnated or declined in most markets. The new demands of e-commerce favor sites with access to intermodal centers and adjacent to highways with easy access to consumer markets.

WILL COUNTY INDUSTRIAL RENTABLE BUILDING AREA BY YEAR



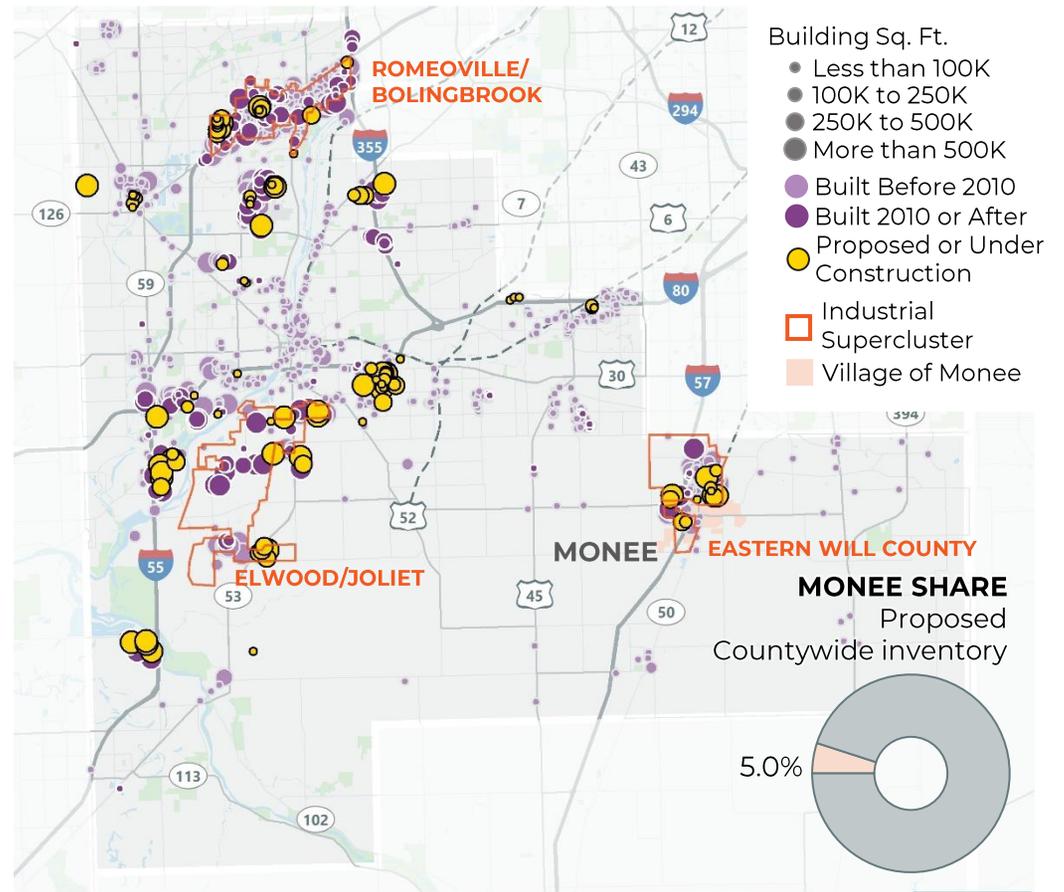
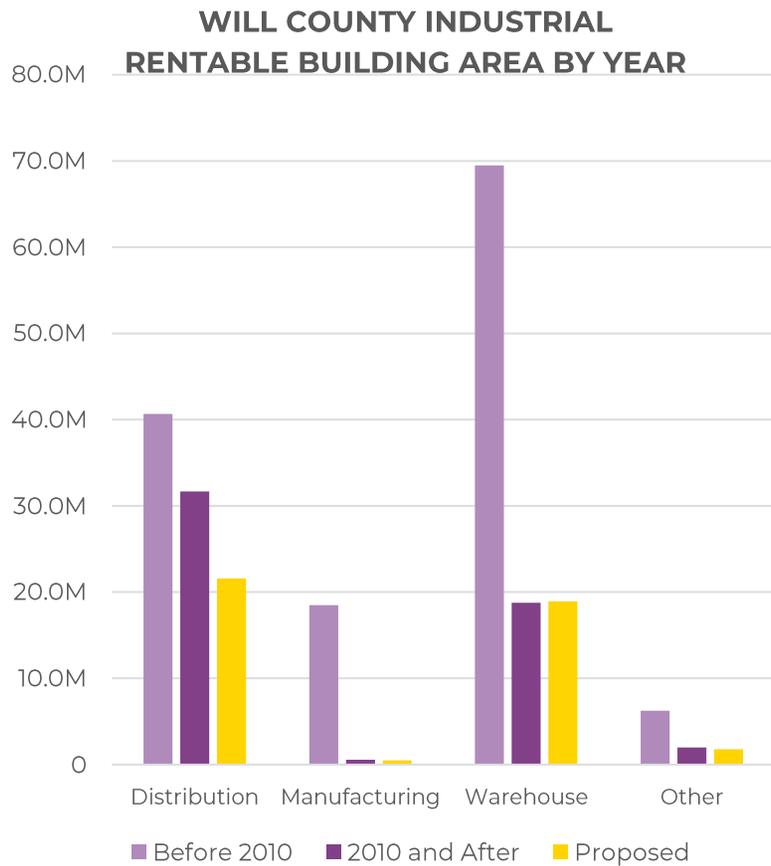
Source: CoStar, Will County, Ginkgo, SB Friedman

5 Miles

Industry Proposed and Under Construction in Will County

Distribution and warehousing are leading uses for recent and proposed deliveries in Will County.

Nearly 40M SF of new industrial space is planned or under construction and likely to develop within the next five years. The Village is poised to receive a 5% share of new deliveries with many of the other deliveries going to the Elwood/Joliet Supercluster and surrounding areas.



Source: CoStar, Will County, Ginkgo, SB Friedman

5 Miles

Industry Existing Assets in Monee

The availability of land and great highway accessibility has made Monee attractive to large industrial developers.

Highway access

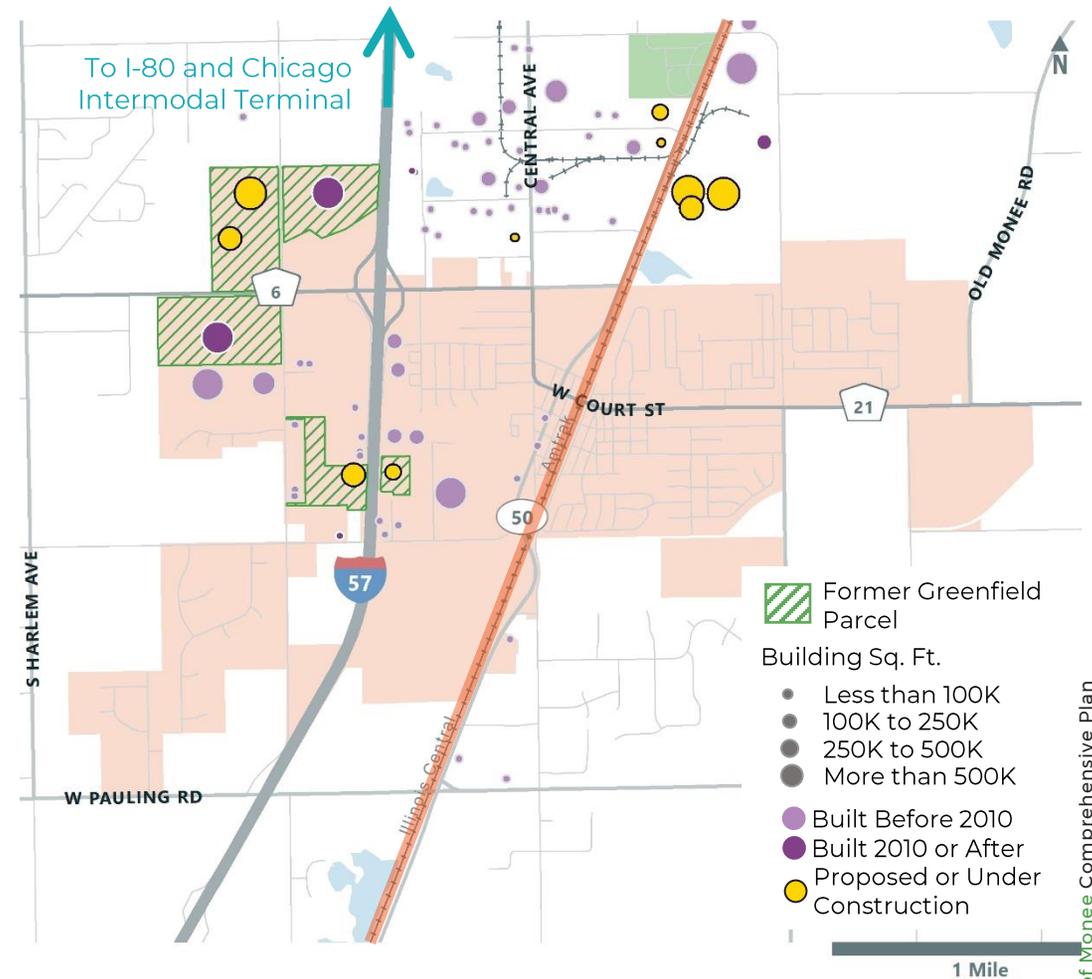
- 20 min. to I-80
- 25 min. to Chicago Intermodal Terminal
- 45 min. to Midway International Airport

Rail access

- CN railway, Class 1 freight rail
- Access to CSX and Norfolk Southern
- Amtrak passenger line with stations in Homewood and Kankakee

Land availability

- Recent and proposed development all built or proposed on greenfield sites



Source: CoStar, Will County, Ginkgo, SB Friedman

Industry Development Trends in Monee

Speculative new construction activity demonstrates high investor confidence in the market. New development has historically been sporadic, averaging one new building every two years.

	Total Inventory (SF)	Vacancy	Avg. Building Size (SF)	Primary Typology
	5.5M	7%	179,000	Warehouse
	2.3M	0%^[1]	775,000	Distribution

Source: CoStar, Will County, Ginkgo, SB Friedman
^[1] one property currently in lease up

Industry Recent and Proposed Developments in Monee

Industrial development in Monee is located on large sites with significant development capacity.



	A: BAILLY RIDGE CORPORATE CENTER	B: AMAZON DISTR. CENTER	C: BAILLY RIDGE CORPORATE CENTER FUTURE PHASES	D: MONEE CORPORATE CENTER
Rentable Building Area (SF)	879,040	1,437,000	1,425,000	700,440
Type	Warehouse	Distribution	Distribution	Warehouse, Distribution
Year Built	2019	2017	2020 to 2021	2020
Tenancy	Single-tenant	Single-tenant	Owner-occupied	Single-tenant, multi-tenant

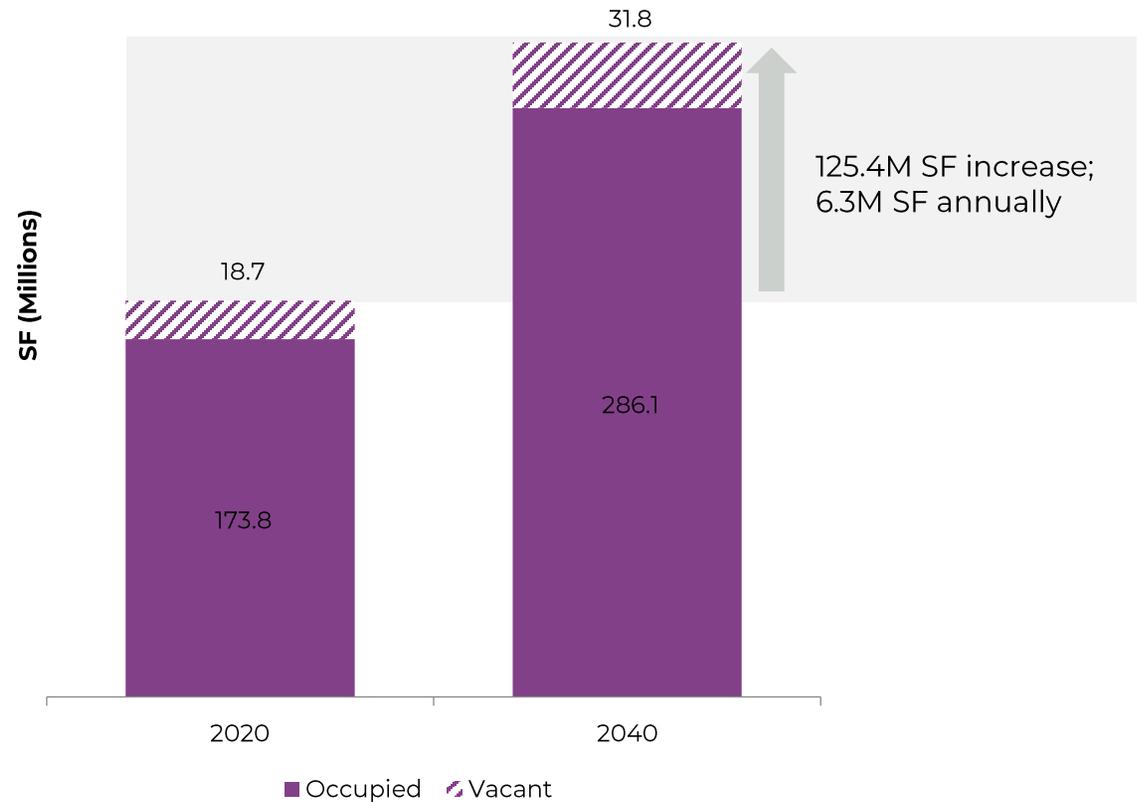
Industry Will County Demand Projections

SB Friedman projects demand for over 125 million square feet of industrial in Will County by 2040.

There is nearly 200 million square feet of industrial product in Will County in 2020, a land use that is rapidly growing. Between 2015 and 2020, with the rise of e-commerce and growth within superclusters, the County added over 7.2 million SF of industrial product annually.

SB Friedman projects growth will continue in the County through 2040, with a projected increase of 125.4 million SF countywide. The projected pace of development is slightly under the historic average, as development is anticipated to become more efficient, allowing for the same amount of output in less space.

Will County Occupied & Total Industrial RBA

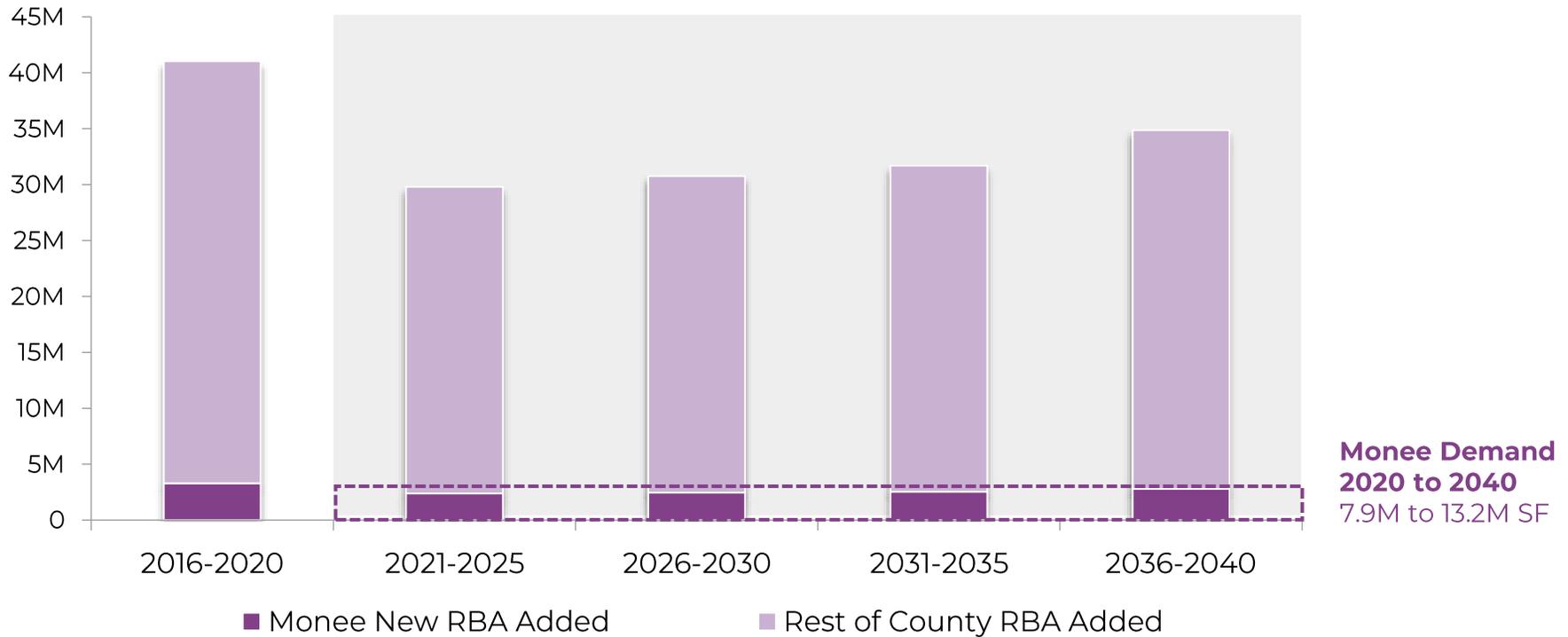


Industry Monee Demand Capture

Monee is projected to capture approximately 8% of the countywide industrial growth.

Based on historic capture of industrial development in Monee, the subarea is projected to capture 6-10% of the countywide industrial growth through 2040. Eastern Will County is an emerging supercluster and large developments in the past five years have resulted in a variable rates of historic capture. The projected capture range translates to demand **for 7.9 to 13.2 million SF** of industrial development in Monee between 2020 and 2040; or approximately 500,000 SF annually. The projection is specific to Monee and does not include additional industrial development likely to occur in University Park.

New Industrial Development Monee Capture



RBA: Rentable Building Area in square feet

Source: CoStar, Moody's Analytics, SB Friedman

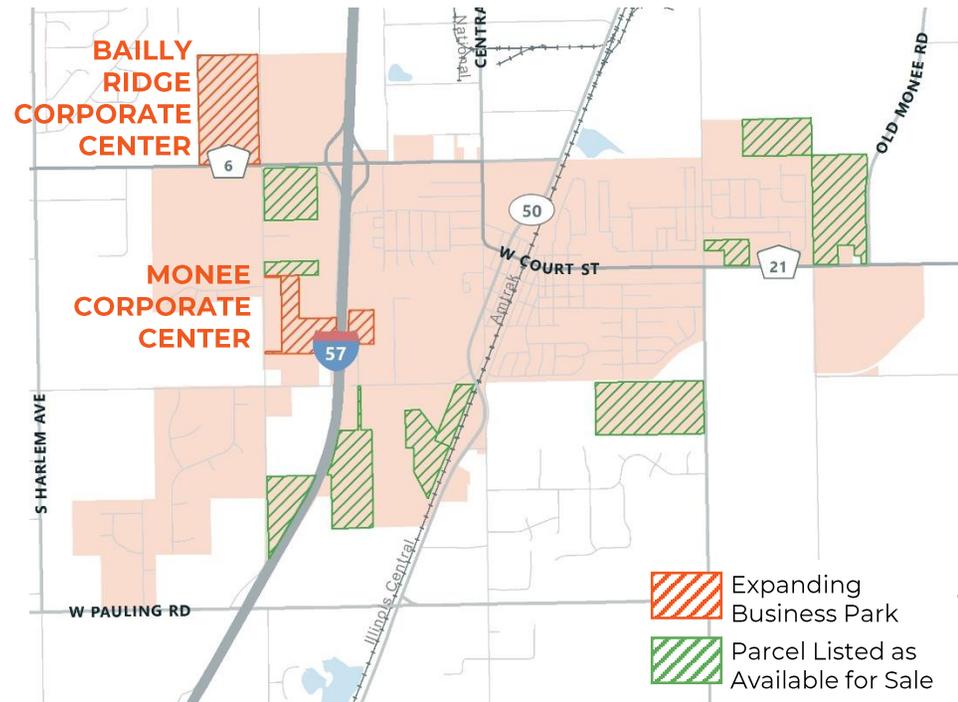
Industry Land Capacity and Constraints in Monee

Industrial demand through 2040 may exceed land capacity in Monee.

Approximately 390 acres of land in Monee is listed for sale on CoStar and available for commercial use. Several of the sites are large parcels which could accommodate industrial development. Assuming future developments use a floor-area-ratio of 0.4, like other recent deliveries, the available land provides capacity for approximately 6.5M SF of industrial development. Of the 6.5 million SF of capacity, land currently zoned for industrial only provides capacity for **2.1M SF**.

Additionally, the expansion areas of existing industrial parks provide land capacity for an extra **2.0M SF** of industrial space at maximum build out bringing total industrial land capacity to a total of **4.1M SF**. In order to absorb the full 7.9-13.2 M SF of industrial demand locally, Monee will need to rezone available land to industrial and/or annex new land.

Land Capacity	Potential SF of Industrial-zoned Greenfield Parcels	2.1M SF
	Expansions on Existing Industrial Parcels	2.0M SF
	Potential Industrial SF within Village	4.1M SF
Demand Projections	Low-End Estimate for Industrial Demand, 2020 to 2040	7.9M SF
	High-End Estimate for Industrial Demand, 2020 to 2040	13.2M SF
Land Capacity Shortfall	Low-End Estimate Land Capacity Shortfall	4.0M SF
	High-End Estimate Land Capacity Shortfall	9.3M SF



Source: CoStar, Will County, Ginkgo, SB Friedman

Industry Land Use Considerations in Monee

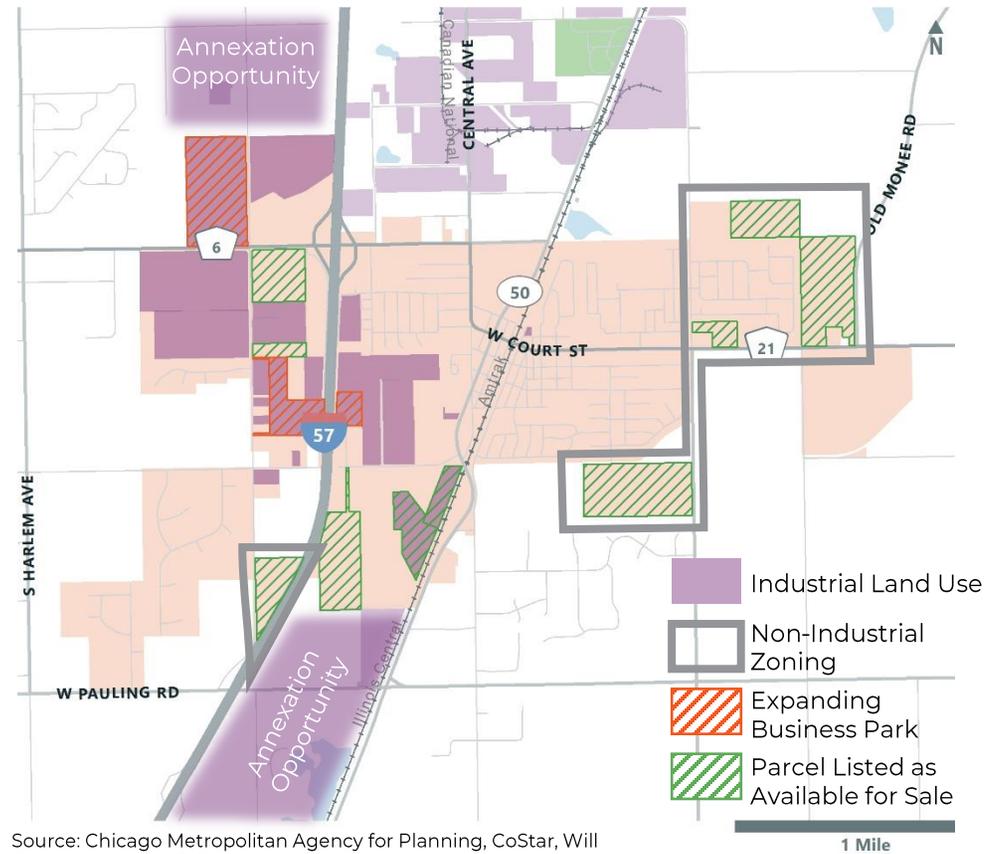
If the Village wants to absorb future industrial demand, annexation or rezoning will be required.

To meet the industrial demand, the Village would be required to annex or rezone in excess of 650 acres of land to industrial. Based on significant need for additional land, industrial development in the Village is projected to be constrained by land availability. To unlock industrial development, the Village could pursue two options:

Annexation: In order to fully capture future industrial demand, the Village will need to annex new land. This is especially likely given the poor suitability for industrial on greenfield parcels to the south and east sides of the Village. Annexing land compatible with industrial users will be critical to capture future demand. There is the opportunity to annex land to the northwest of the existing Village boundary for industrial, which is further removed from residential sections of the Village.

Zoning: In order to effectively manage industrial demand, the Village of Monee would benefit from proactive zoning that prioritizes industrial in specific areas which limit the impact of freight in residential sections of the Village.

The northwest corner of the Village already has large industrial users and will be more compatible for future industrial uses. The southern and eastern part of the Village—while having large swaths of land available for development—will be more compatible with non-industrial uses. These parcels do not have accessibility to the interstate system without traveling through local commercial and residential areas.



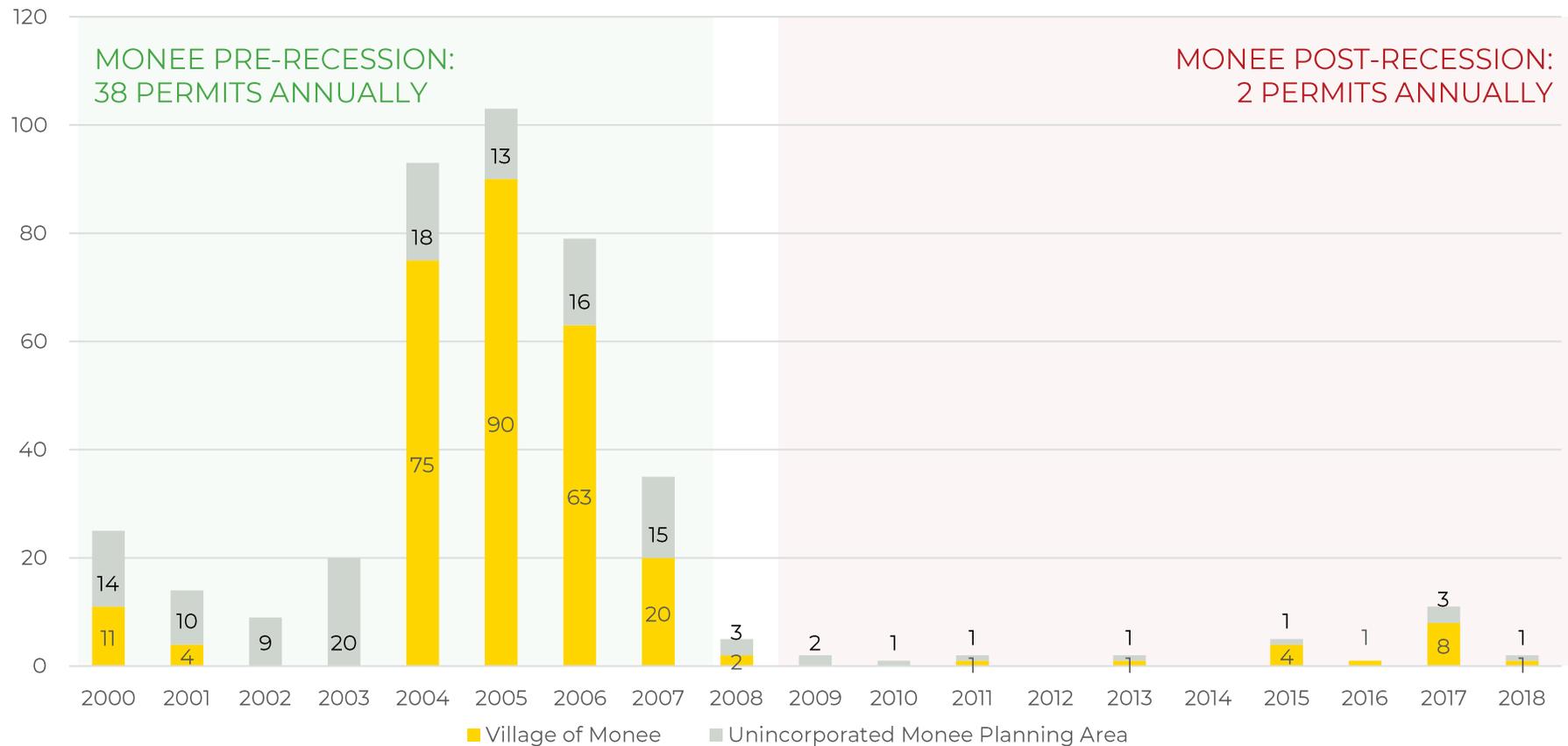
Source: Chicago Metropolitan Agency for Planning, CoStar, Will County, Ginkgo, SB Friedman

Residential New Construction Permits

There has been no new multifamily development in Monee and limited single family permitting since 2010.

Monee experienced tremendous growth from 2000-2007, permitting as many as 90 units per year. From 2000 to the Recession (2008), the Village approved an average of 38 permits annually. Following the Recession, there have only been two permits approved annually, on average. Development has increased over the last five years, with four units permitted in 2015 and a post-Recession high of eight units in 2017. The downward trend since the Recession matches the trend for the surrounding unincorporated land in Monee Township, which has also seen a substantial reduction in permitting activity.

MONEE (VILLAGE & TOWNSHIP) HOUSING PERMITS BY YEAR



Source: US Census, SB Friedman

Residential Multifamily Product in Will County

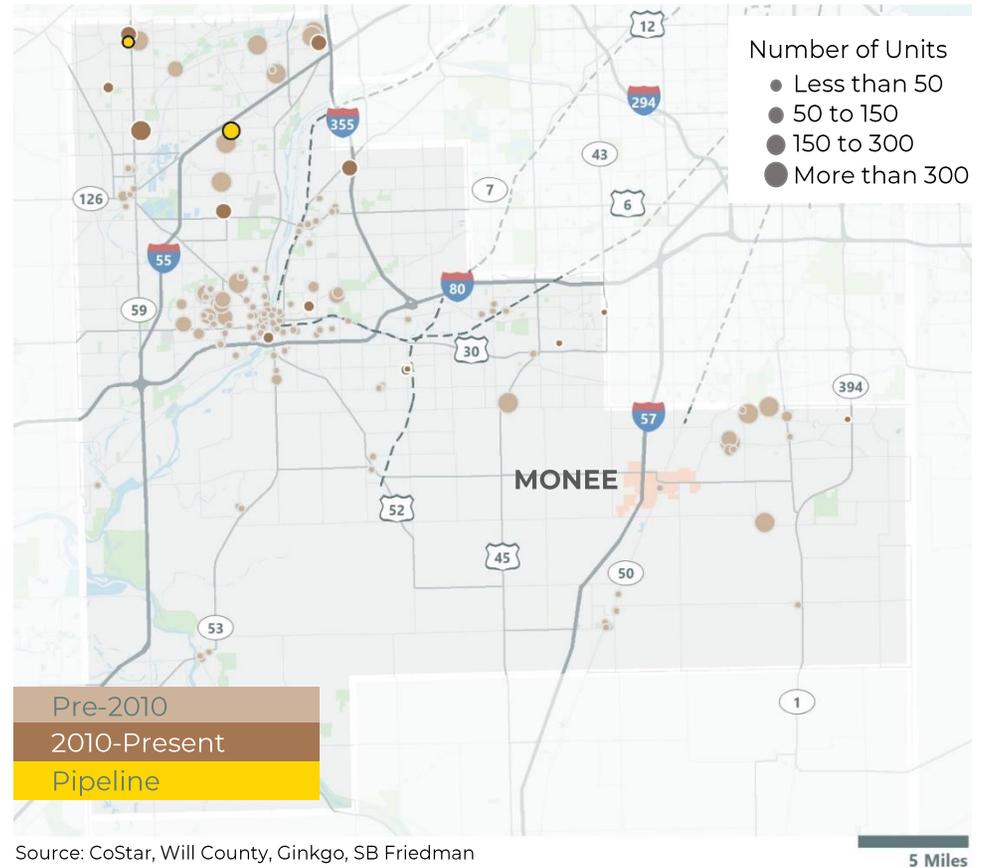
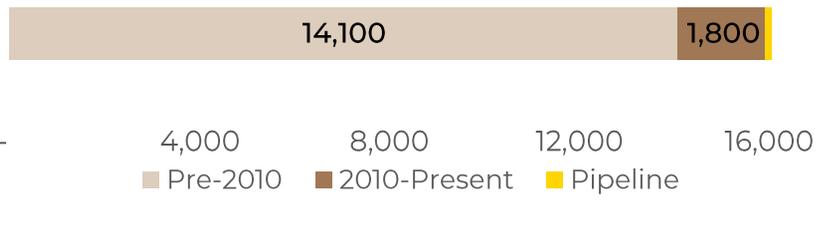
Countywide there is a limited amount of multifamily product and there are no major multifamily developments within Monee.

Multifamily housing in Will County is predominately located in Joliet and the surrounding communities. There have only been approximately 1,800 units added countywide since 2010, despite regional strength in the multifamily market.

There are only two existing multifamily properties in Monee:

1. 25767 Governors Highway - Monee Efficiency Apartments
2. 26045 S Oak Road – 6 flat multifamily building

WILL COUNTY MULTIFAMILY UNITS



Source: CoStar, Will County, Ginkgo, SB Friedman

Residential Recent Residential Deliveries in Monee

Two platted subdivisions which stalled during the Recession have seen some new development.

Single family development has continued at a gradual pace in the Village since the Recession. Construction in the Eagle Fair Estates and Derby Meadows planned developments began in the late 2000s and continues today.



EAGLE FAIR ESTATES

- 134 single-family home subdivision at completion
- 2,250+ SF homes
- Partially complete
- Sales starting at \$330,000 (approx. \$145 / SF)
- Three units built in 2019/20



DERBY MEADOWS

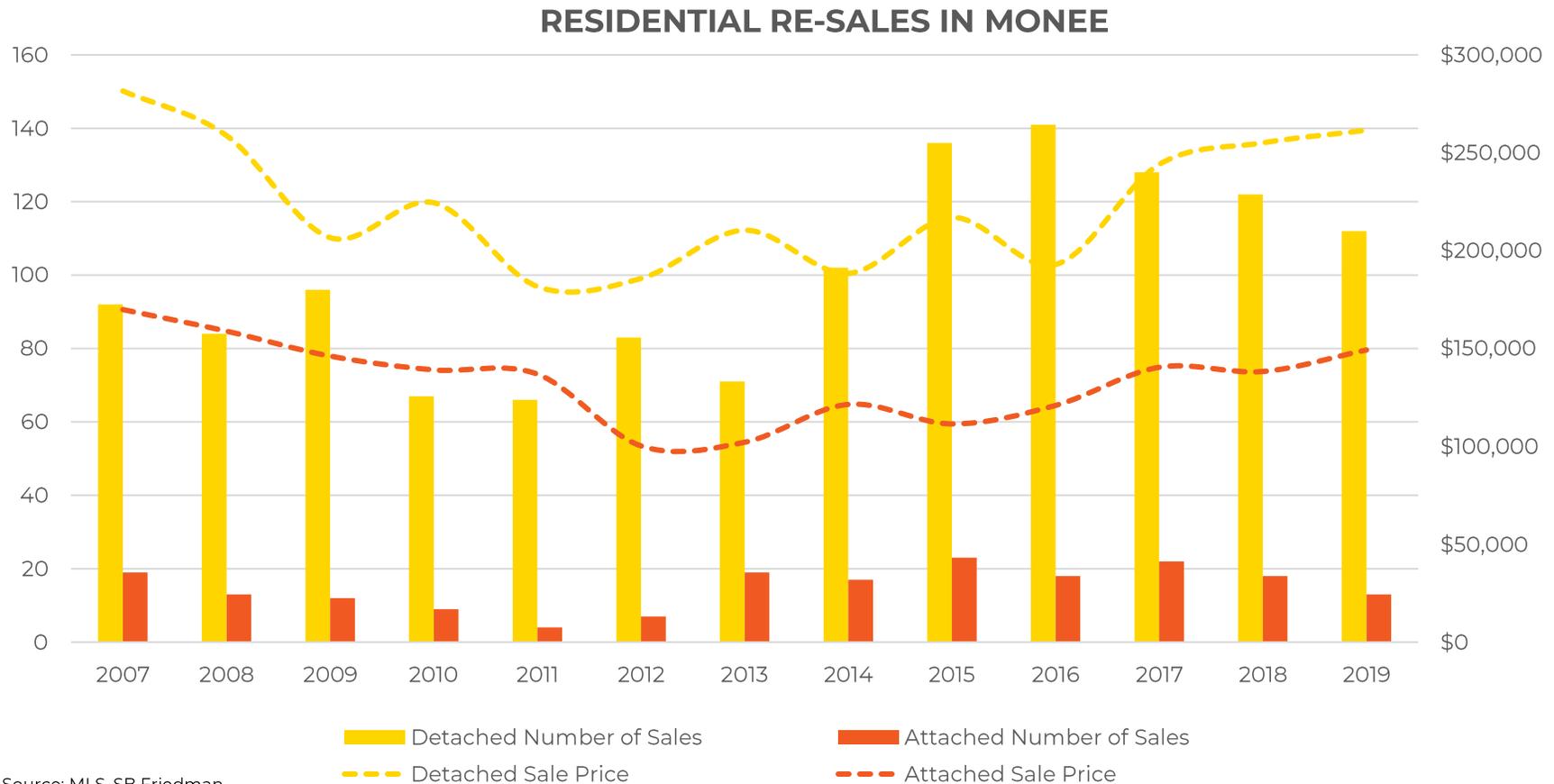
- 48 attached single-family units at completion
- 1,500 SF / unit
- Partially complete (land for 18 units remains)
- Sales starting at \$160,000 (approx. \$107 / SF)
- Currently seeking a developer for remaining units

Source: CMAP, Loopnet, Redfin, Zillow, SB Friedman

Residential Re-Sales in Monee

Residential re-sales are dominated by detached product, both in terms of total volume and value per sale.

There were approximately 130 re-sales of owner-occupied residential housing in the Village annually between 2015 and 2019. There has been a slight decline in the annual number of sales each year since 2016. Detached homes have a higher price point and more re-sales in the Village. The average price for a detached home in 2019 was \$261,000, compared to an average of \$149,000 per attached home.

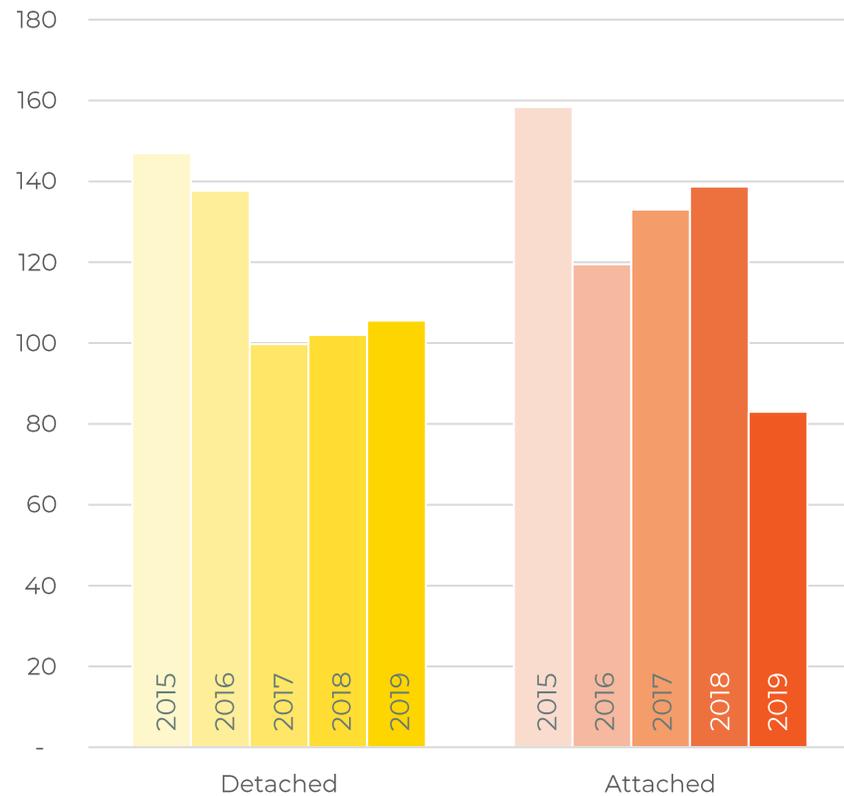


Source: MLS, SB Friedman

Residential Average Time on the Market in Monee

Time on the market exceeds regional averages for both attached and detached product.

AVERAGE DAYS ON THE MARKET



Detached homes in the Village were, on average, listed for sale for over 100 days prior to selling over the last five years. The pace of sales is twice the regional average of 50 days on the market prior to sale. The market did see a reduction in listing time from 2016 to 2017 but has remained relatively constant over the last three years.

The time an attached property in the Village was listed on the market dropped significantly in 2019 – from 140 days on average to 80 days.

Source: MLS, SB Friedman

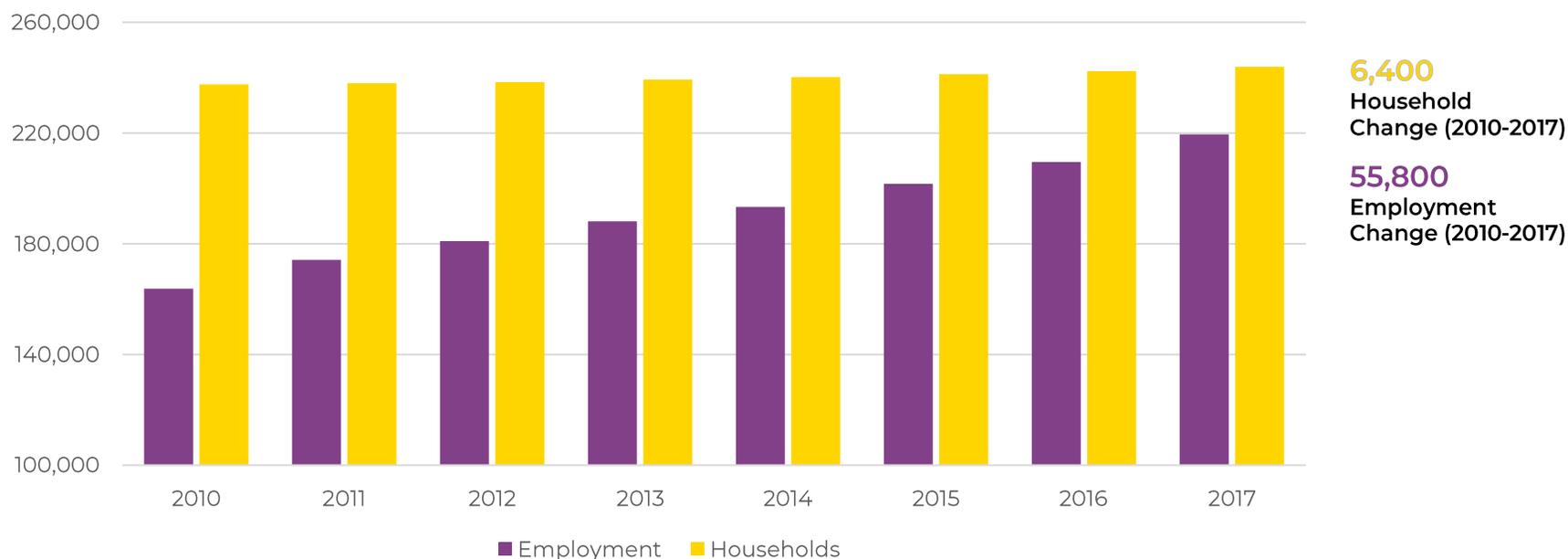
Residential Employment and Household Growth

Residential growth is occurring at a rate much slower than industrial growth in the County.

Based on historic permitting trends, Monee could reasonably anticipate residential growth of at least 10 units per year. Prior to the Great Recession and the housing boom of the late 2000s, Monee had a similar stabilized residential growth rate. While the residential housing market was largely non-existent between 2009 and 2015, in recent years Monee has had as many as 10 units added per year. If development trends closely mirror the past, the Village is likely to continue to absorb 10-units per year or 200 units total by 2040.

However, the residential market in Monee could see a slightly faster rate of growth as the industrial market expands if employees begin to seek out housing closer to work. Whereas employment has increased by over 55,000 jobs between 2010 and 2017 in Will County, there has only been a 6,400-household increase. Most of new employees are therefore new to the labor market or, more likely, traveling from outside of Will County to access employment opportunities.

Will County - Household versus Employment Growth



Source: Census Population Estimates, Longitudinal Employer-Household Dynamic Data, SB Friedman

Residential Distribution of TDL Worker Homes

Industrial employees live closer to historic employment clusters in the region.

Industrial employment increased by over 20,000 jobs in the County between 2010 and 2017, a little under half of the total employment growth. Using Census Longitudinal Household Employer data, SB Friedman identified where transportation, distribution and logistics (TDL) workers live across the region to assess the impact of industrial employment growth on the housing market. Most Will County industrial workers live in northern Will County and southern Cook County.

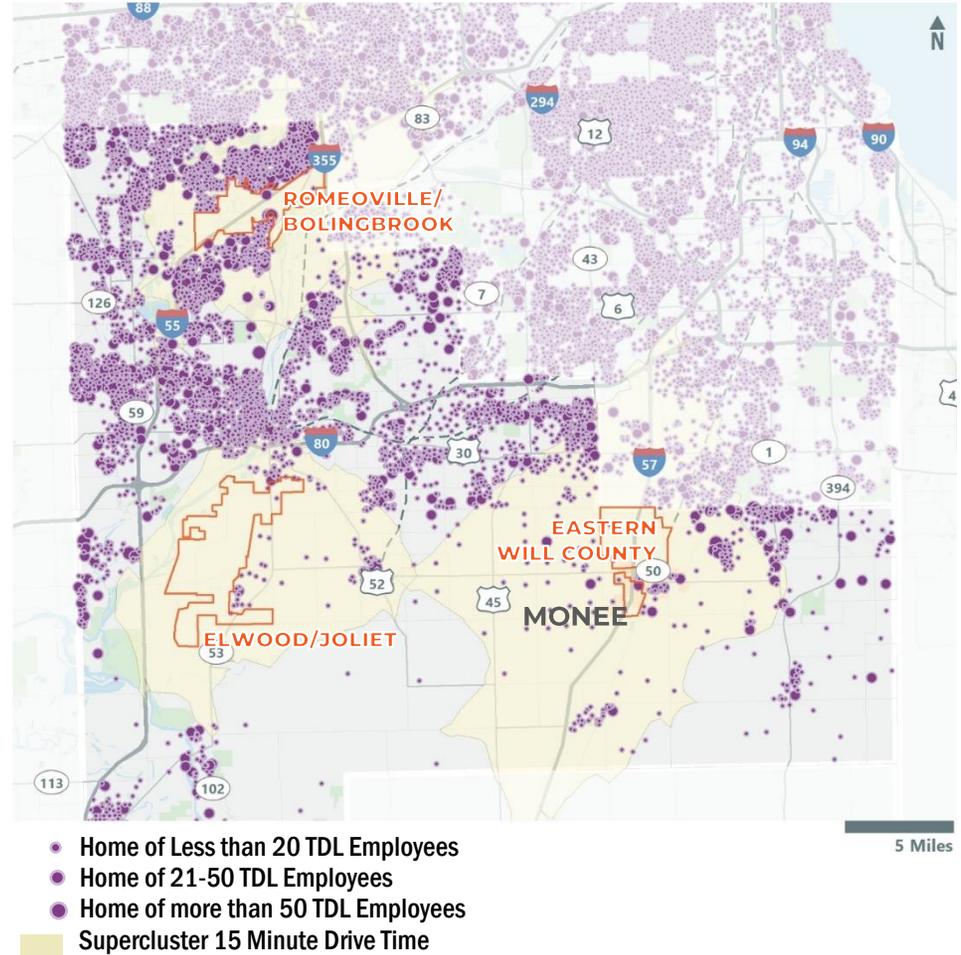
There are approximately 9,000 TDL workers that live within a 15-minute drive time of the Eastern Will County Supercluster, while there are only 8,400 TDL jobs. The ratio of TDL residents to TDL workers has declined over the last decade; dropping from 1.2 TDL employed residents per TDL job in 2010 to 1.1 in 2017. The ratio is indicative of two key trends:

1. There is a relationship between TDL employed residents and employment growth, albeit the residential market is growing at a slower rate than the increase in industrial jobs; and
2. There are existing residents who live in the drive time buffer but who travel outside the drive time to find TDL work.

RELATIONSHIP BETWEEN TDL RESIDENTS & TDL WORKERS



Where TDL Workers Live



Source: Longitudinal Employer-Household Dynamics, SB Friedman

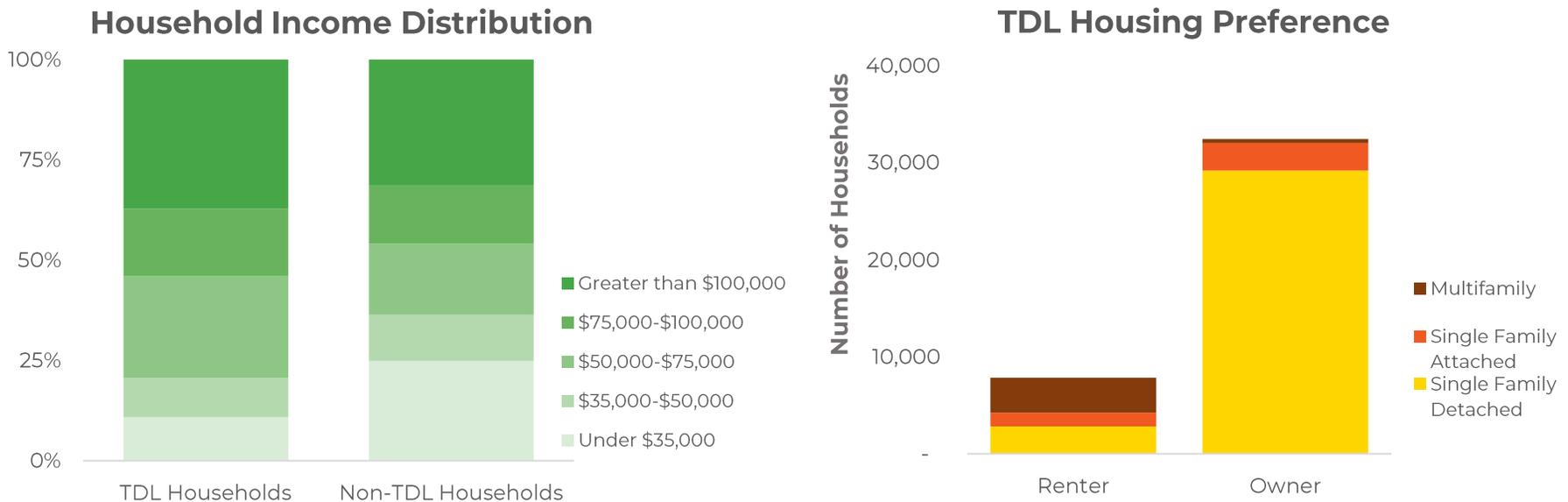
Residential TDL Employee Housing Preference

TDL workers have higher incomes but similar housing preferences to non-TDL households in Southern Will County.

SB Friedman analyzed historic housing preferences of TDL workers living in Southern Will County. Households with TDL workers have a higher wage distribution than non-TDL households. Will County BLS data reports the average income of TDL workers is \$66,000 for Manufacturing, \$73,000 for Wholesale Trade, and \$44,000 for Transportation and Warehouse employees.

According to recent new construction sales data (which range from \$300,000-\$350,000), households earning greater than approximately \$72,000 annually could support the cost of new construction in the Village, assuming households only spend 30% of their income on housing. Data indicates that about 40% of the TDL households living locally earn above that threshold.

Based on the projected TDL employment change and historic TDL resident to employee ratio, Monee can expect to see an increase of 400 to 900 TDL households by 2040. Of those households, SB Friedman projects 200-400 could support the cost of new construction housing.



Source: ACS 5-Year Estimates 2014-2018, BLS 2019, Moody's Analytics, SB Friedman

Residential Land Considerations

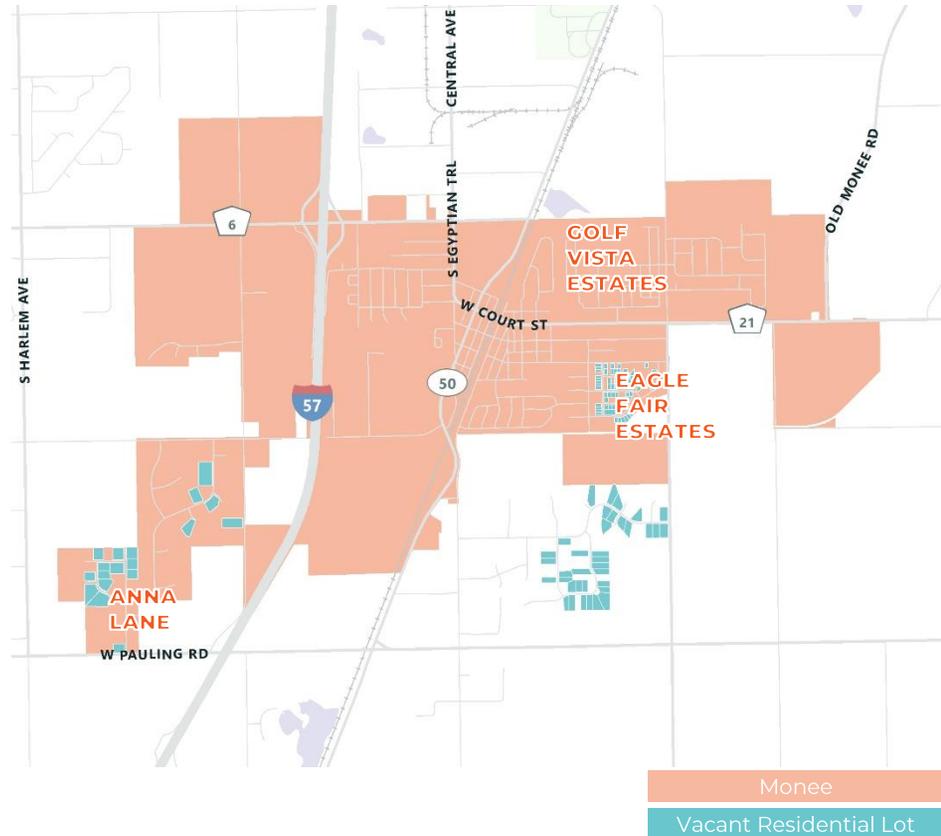
SB Friedman projects demand for up to 400 residential units, requiring 170+ acres of land.

New single-family homes in Monee have predominately been built on quarter acre lots. Assuming future development occurs at the historic density of 4 units per acre, the projected demand for up to 400-units would require approximately 170 acres of land capacity. The projected acreage includes a loss factor to account for right of way and infrastructure land consumption.

Near term development is expected to concentrate in existing, partially built subdivisions; including Eagle Fair Estates and near Anna Lane. Eagle Fair Estates has capacity for approximately 65 additional residential units, while the area surrounding Anna Lane includes approximately 20 vacant lots.

In addition to partially built subdivisions, there is capacity for more residential units within Golf Vista Estates – an age qualified mobile home community. To meet the 20-year demand projection, the Village would be required to annex additional land or rezone. The unincorporated Will County neighborhoods directly to the south could be considered for annexation, as the area already includes a large number of vacant residential lots.

Partially Built Residential Subdivisions



Source: Will County, SB Friedman

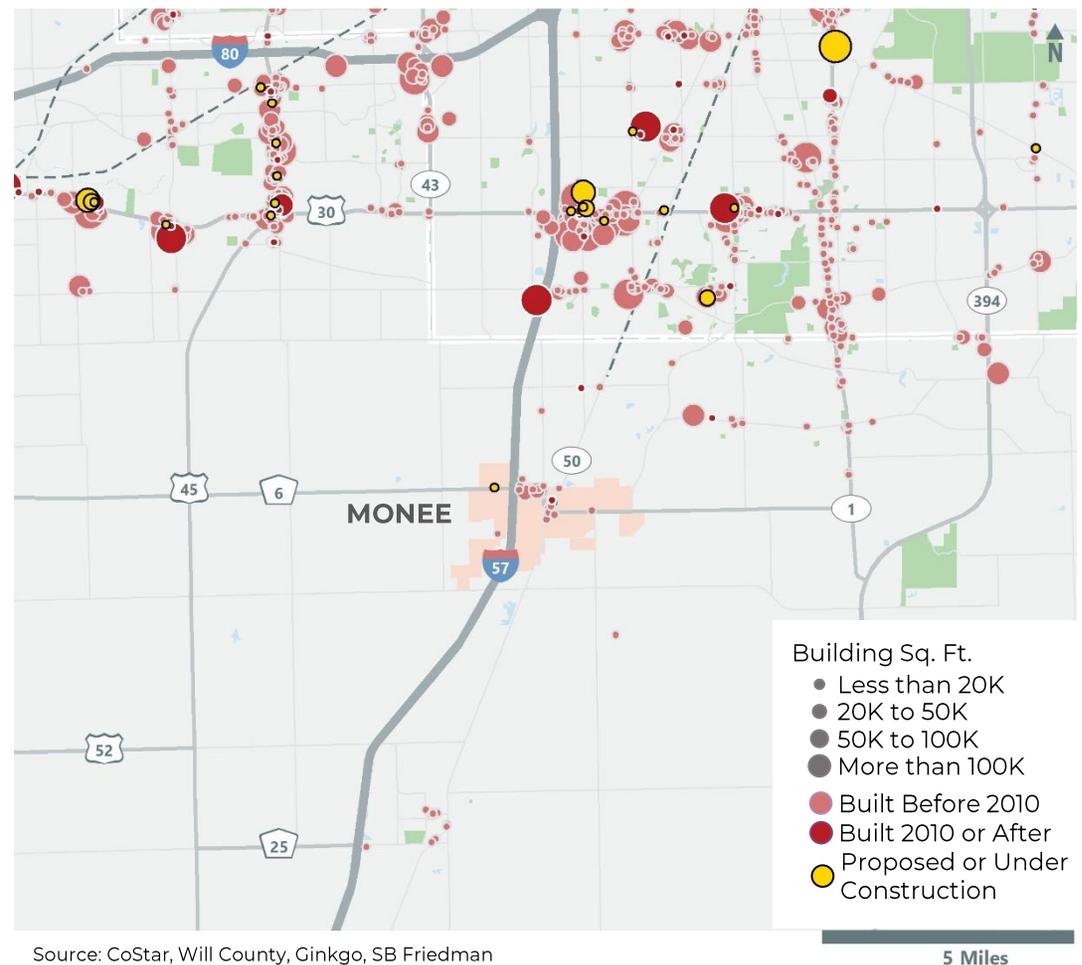
Retail Products Surrounding the Village

There is a limited amount of retail in Eastern Will County.

Very little retail exists in the Village and surrounding areas of Will County. The closest concentration of retail product is located 6-miles north in Matteson.

The retail in Monee and surrounding Villages is mostly smaller-scale local retailers and very few national retailers.

Despite very limited retail within the Village, there is 13.6 million square feet of retail within a 10-mile radius. Most of the retail is to the north near U.S. Route 30. The only retail building currently under construction within the radius is a 7,500-square-foot property in Monee. There are 238,000 square feet planned within the same extent.



Source: CoStar, Will County, Ginkgo, SB Friedman

Retail Existing Product in Monee

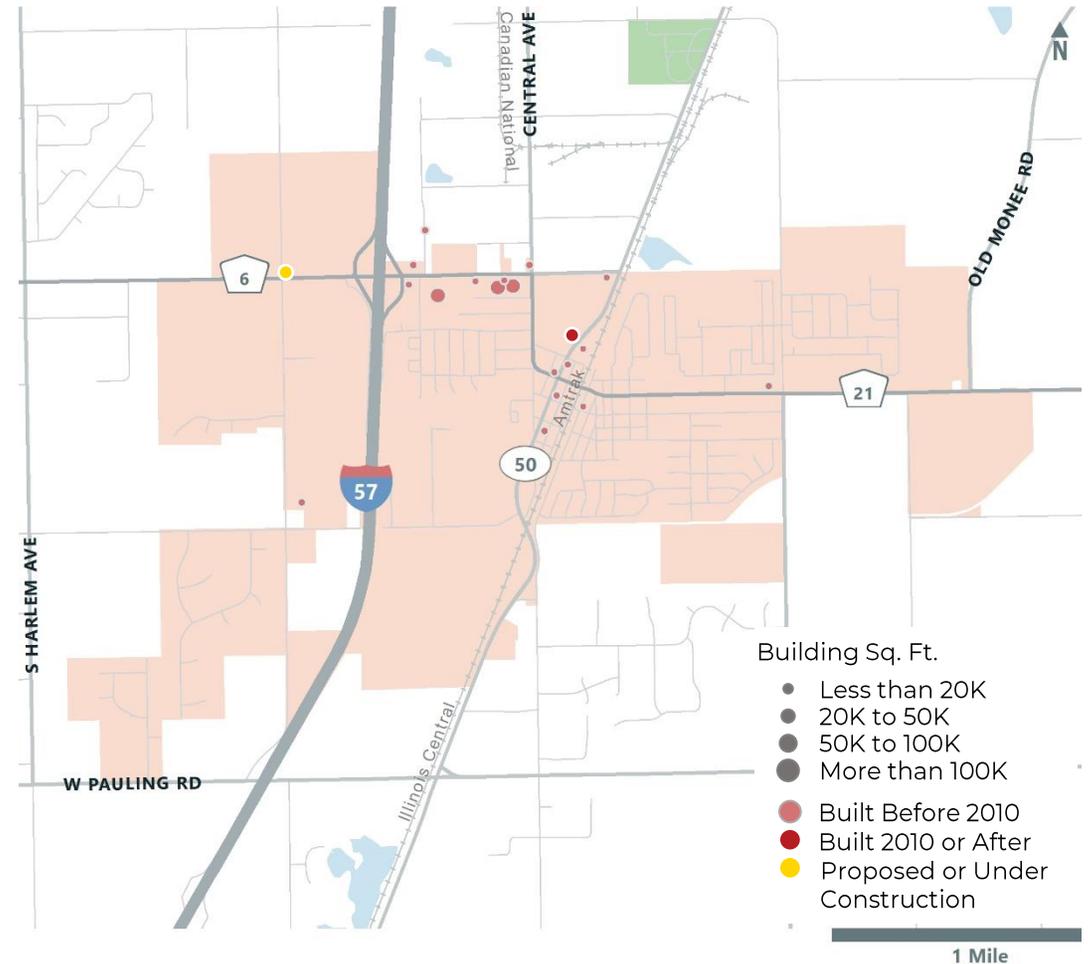
Currently, there are 26 retail properties and 1 under construction in Monee.

There have only been two retail developments in the Village since 2010, the 7,500 SF Thornton's Fuel Station currently under construction and a 10,700 SF Dollar General.

There are 212,000 SF of existing retail within the Village. Existing properties have an average vacancy of 5.9% and CoStar estimated rent of \$12 per square foot. Both rent and vacancy within the Village are lower than the countywide average.

Market	Total Inventory (SF)	Average Rent (\$/SF)	Average Vacancy	Average Building Size (SF)
Monee	212,000	\$12 (Est.)	5.9%	8,160
Will County	not applicable	\$14.32	8.3%	15,194

UNDER CONSTRUCTION	
THORNTON'S FUEL STATION	
Rentable Building Area (SF)	7,500
Type	Service Station
Year Built	2020
Rent	\$16 - \$19.50 (Est.)
Land (acres)	0.8



Source: CoStar, Will County, Ginkgo, SB Friedman

Retail Presence-Absence in Monee

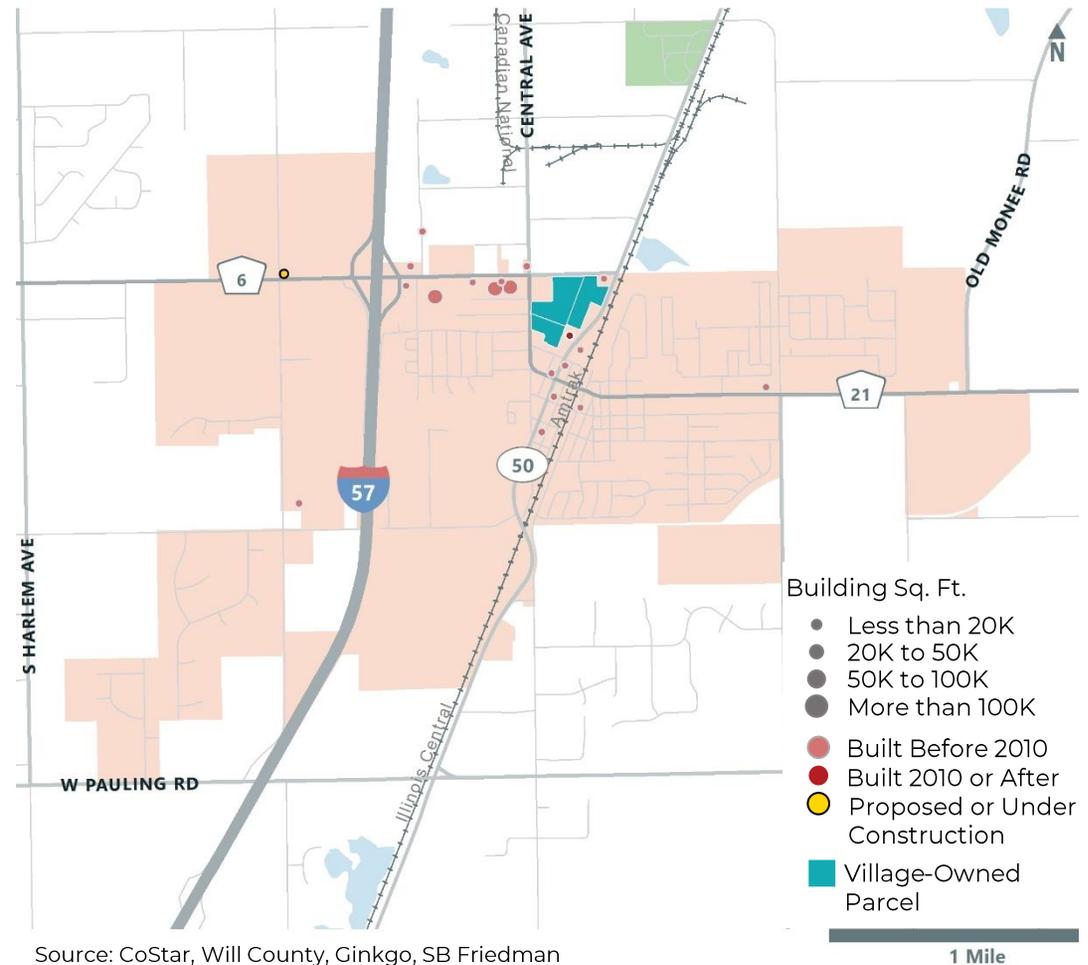
There are several common retail typologies absent in the Village.

Key retail uses absent in the Village include a supermarket, day care, drug store and entertainment retailers. The lack of retailers today is likely due to the small existing population, however as the population continues to grow additional demand will be generated. A combination of the missing retail uses would be well suited for the Village town center site which is centrally located at the southeast corner of the Monee Manhattan Road and Egyptian Trail intersection.

EXISTING RETAIL	RETAIL TYPE	COUNT
	Auto Dealership	2
	Auto Repair	1
	Bank	1
	Fast Food	2
	Freestanding	7
	Funeral Home	1
	Garden Center	1
	Restaurant	4
	Service Station	2
	Storefront Retail/Residential	1
	Truck Stop	1

MISSING RETAIL	RETAIL TYPE	COUNT
	Supermarket	0
	Movie Theater	0
	Bar/Nightclub	0
	Day Care	0
	Department Store	0
	Drug Store	0
	Bowling Alley	0

Source: CoStar, Esri, Will County, Ginkgo, SB Friedman



Retail Leakage in Local Trade Area

There are gaps in the supply of retail in the Monee retail trade area.

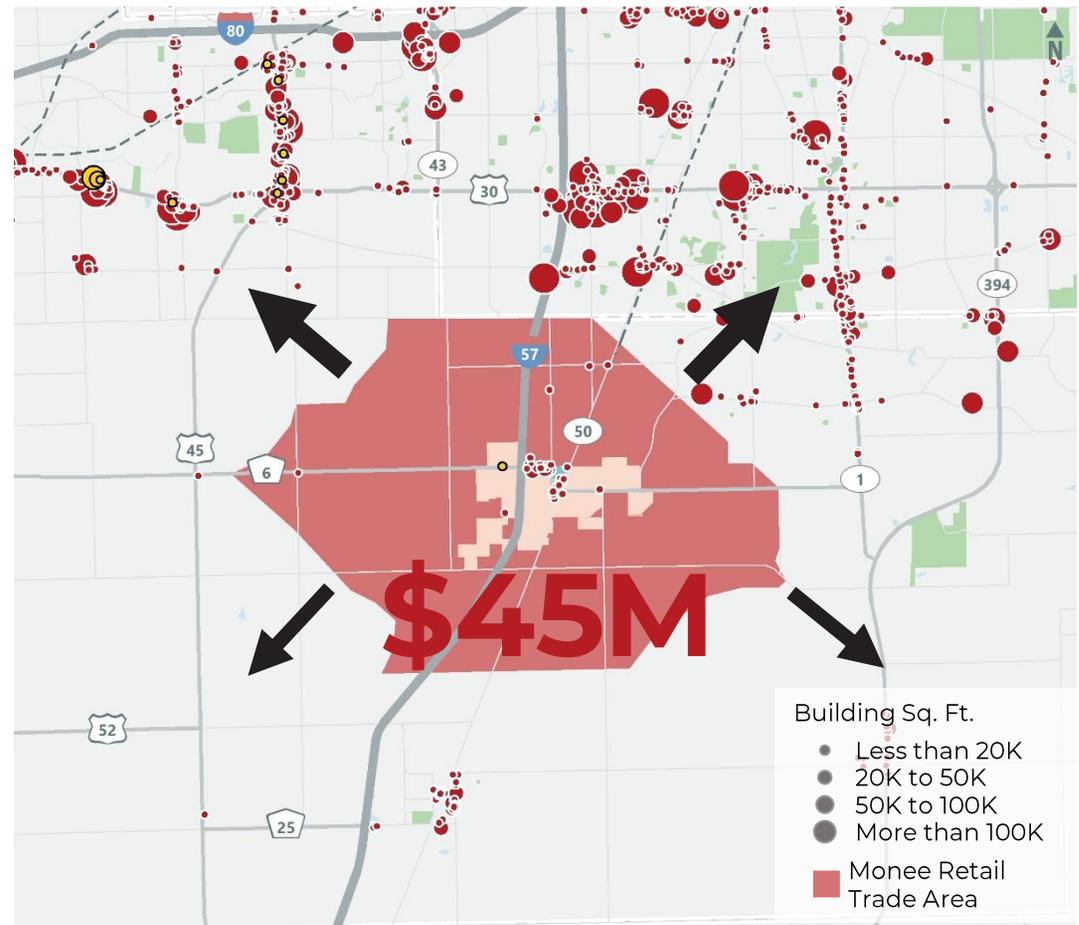
SB Friedman identified the local retail trade area for Monee relative to surrounding retail alternatives. The trade area includes homes within a 10-minute drive time that are closer to retail in Monee than any alternative retail hub.

The trade area households leak approximately **\$45M in sales per year** to surrounding areas. Trade areas are considered undersupplied (or leaking sales) when store sales in the trade area are less than the consumer demand potential within the trade area.

Esri Analytics finds retail to be significantly **oversupplied** in the drive-shed in only one sector-- Gas Stations. The trade area surrounding the Village is likely over-supplied relative to resident demand due to the significant presence of freight traffic that requires additional gas stations.

Sectors that are traditionally served by local retailers which are most **undersupplied** in the area include:

- Grocery Stores: \$16M
- Health and Personal Care Stores: \$6M



Source: CoStar, Esri, Will County, Ginkgo, SB Friedman

Retail Leakage by Sector

Monee has the most potential for attracting a 'Health and Personal Care' retailer.

'Health and Personal Care' stores are the best suited for Monee based on average store size, existing leakage and typical sales-per-square-foot ratio. Existing leakage could support a standard size health and personal care store. There does not appear to be sufficient demand for other retail categories, or to support a full-service grocery store. Existing sales potential is limited due to the relatively small trade area population, however additional demand for retail will follow residential growth.

Retail Category	Retail Sales Leakage outside Monee	Typical Sales per Square Foot	Supportable Square Feet from Demand	Typical Store Size (Square Foot)	Minimum Store Requirements Met?	Total Supportable Stores
Food and Beverage Stores	\$ 16,380,000	\$ 600	27,300	60,000-80,000	No	N/A
Health and Personal Care Stores	\$ 5,860,000	\$ 595	9,840	8,000-15,000	Yes	1
Miscellaneous Store Retailers	\$ 1,930,000	\$ 219	8,790	26,000	No	N/A
Food Services and Drinking Places	\$ 1,930,000	\$ 613	3,145	3,000-10,000	Yes	1

Source: Esri Business Analyst Online, SB Friedman

Retail Town Center Site Characteristics

The Village town center site is in a prime location within Monee, has good access, and ample space for development.

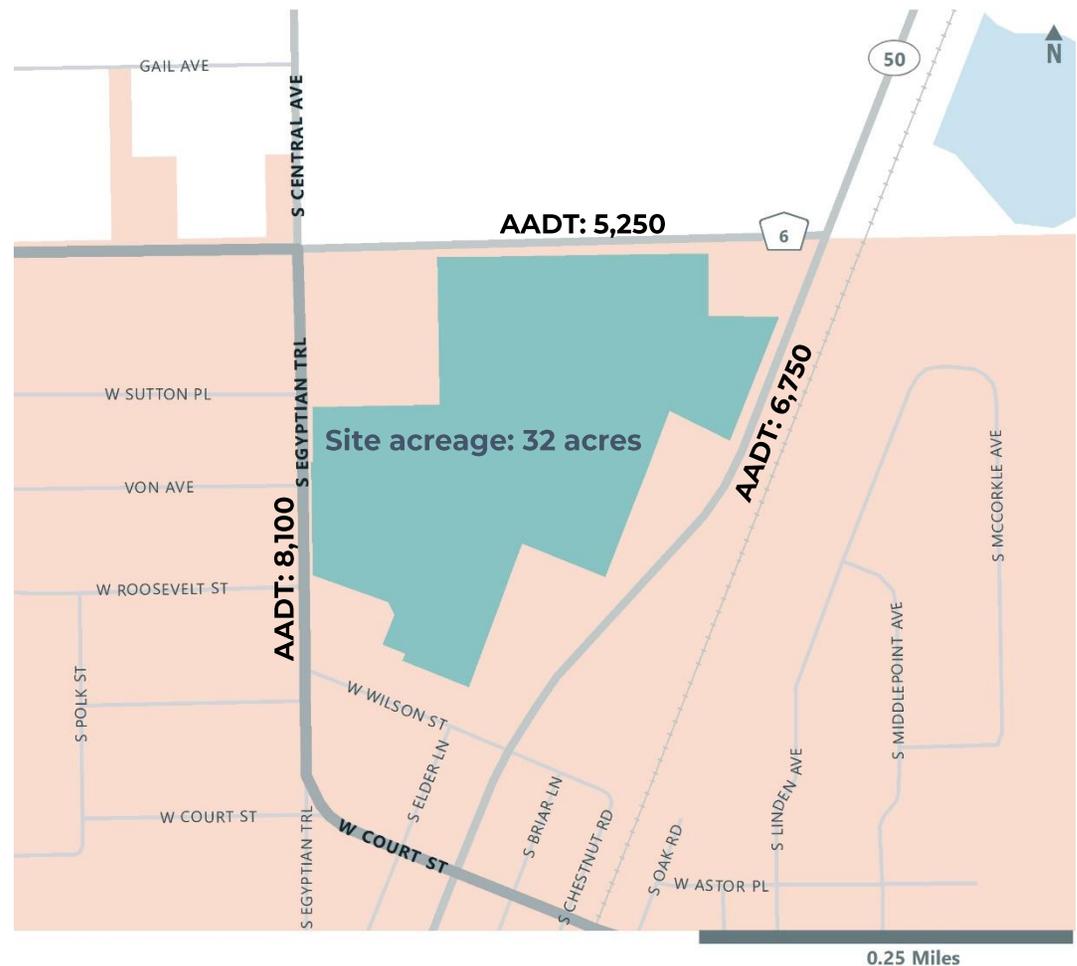
The Village has acquired a site at the intersection of S Egyptian Trail and Monee Manhattan Road intended to serve as a town center. The site is centrally located and surrounded by low density retail and residential land uses.

Despite lack of significant demand, redevelopment of the site is an attractive development opportunity. The site is near I-57, adjacent to three major local arterials, and includes ample developable space that could accommodate a variety of land uses.

Average Annual Daily Traffic Counts (AADT):
5,250 – 8,100

Site Area: 32 Acres

Distance from Interstate: 0.5 miles



Retail Retailer Needs

The Village population is a challenge to attracting new retailers.

SB Friedman identified retailer preferences on Retail Lease Trac to compare existing Monee characteristics with stated retailer preferences. Despite the presence of leakage that could support additional retail, Monee is well below the preference thresholds for a variety of national retailers. Retailers listed below are expanding in the Chicagoland area.

While the average household income targets are present, Monee is significantly below the population and traffic thresholds retailers require to consider franchise expansion. The daytime population driven by local employers is significant relative to the population but is still below preferences of major retailers. Despite the land availability, it will be difficult to attract additional national retailers until population growth occurs. However smaller, local retailers could be possible.

MONEE CHARACTERISTICS

Distance from the Site	Population	Daytime Population	Average Household Income	Average Annual Daily Traffic Count	
1-Mile	4,112	5,071	\$73,065	8,100	
2-Mile	6,076	8,006	\$76,906	N/A	Criteria Met
3-Mile	7,677	11,201	\$81,008	N/A	Criteria Not Met

RETAILER LOCATION NEEDS

Retailer	Square Feet	Population	Household Income	Traffic Count	Potential Tenant?
Aldi	22,500	35,000 (within 3 miles)	\$50,000 (within 3 miles)	20,000	Unlikely
Panera	4,250	30,000 (within 2 miles)	\$50,000 (Within 2 miles)	20,000	Unlikely
Walgreens	8,500	20,000 (within 1 mile)	No data	No data	Unlikely
Chipotle	2,200	20,000 (within 2 miles)	\$40,000 (within 2 miles)	No data	Unlikely

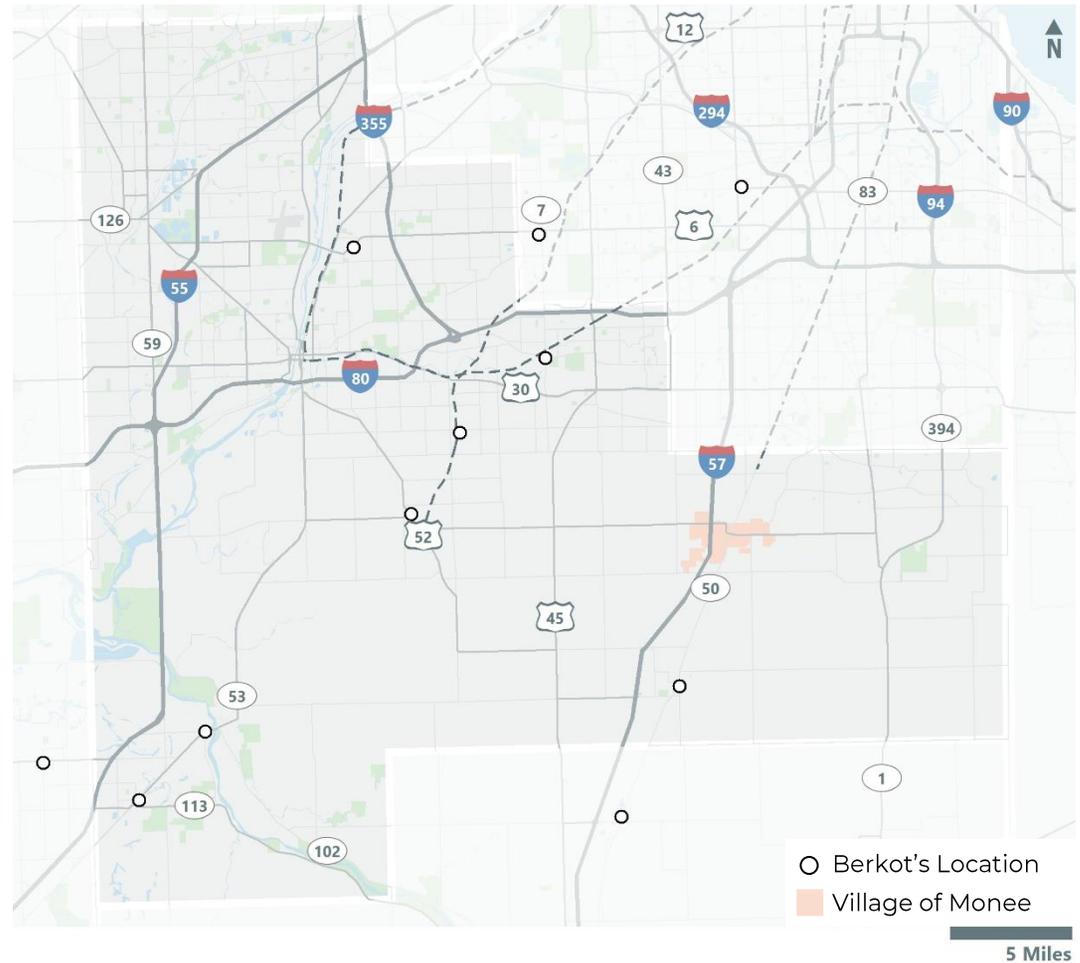
Source: Esri Business Analyst Online, Illinois Department of Transportation, Retail Lease Trac, SB Friedman

Retail Local Grocer Trends

A small local grocer is the best candidate to anchor a future Monee town center.

Berkot's is an example of a feasible small-scale grocer already established in Will County and in communities comparable to Monee. Based on data from 16 Illinois Berkot's locations, Monee's traffic and population counts fall within the low-end of the range of Berkot's locations.

Berkot's has opened a store in nearby Peotone and that may be a disincentive for the grocer to open a store in Monee, but the chain has opened stores within 10 minutes of other stores elsewhere in Will County. A local grocer is a more reasonable tenant and could be identified with targeted outreach.



MONEE CHARACTERISTICS

Distance from the Site	Population	Average Annual Daily Traffic Count
1-Mile	4,112	8,100
2-Mile	6,076	N/A
3-Mile	7,677	N/A

BERKOT'S LOCATIONS

Distance from the Site	Population	Average Annual Daily Traffic Count
1-Mile	1,300 to 13,100	3,950 to 20,000
2-Mile	2,900 to 44,400	N/A
3-Mile	4,600 to 81,000	N/A

Source: Berkot's, Esri Business Analyst Online, Illinois Department of Transportation, SB Friedman

Retail Key Demand Considerations

Monee's size is the biggest obstacle to retail development.

Monee's relatively low population base is a challenge in attracting new retailers

- The trade area generates limited demand due to the relatively small population
- Traffic counts are approximately half the preferred traffic counts of expanding national retailers
- There is greater potential for local retailers with lower density preferences

The Town Center Site remains an attractive location

- Accessibility to the interstate is a critical asset
- Existing leakage is present due to limited local retail alternatives, especially in the 'Health and Personal Care' category
- Publicly owned land can reduce development costs, increasing financial feasibility

Demand will follow growth

- Promoting residential and industrial growth in Monee will make retail development more feasible
- Residential development and annexation will make retail development more feasible in the future, although the preferred population thresholds will require the trade area population to more than double for significant national tenant interest

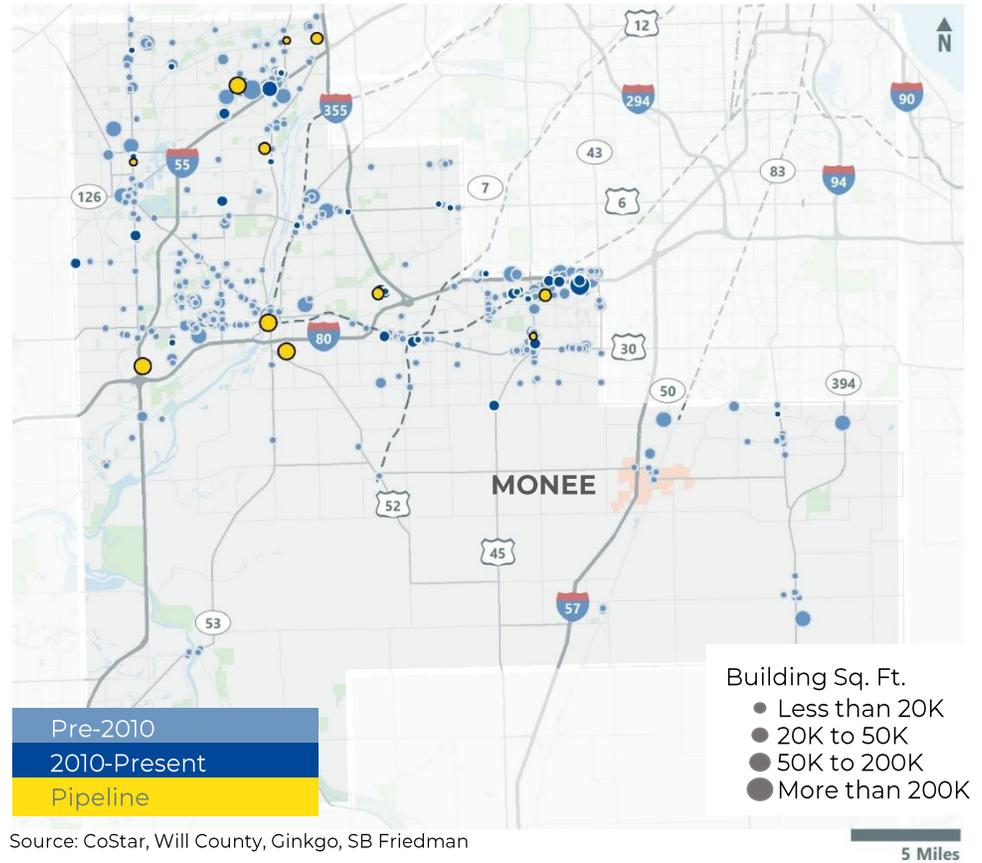


Office Products in Will County and Monee

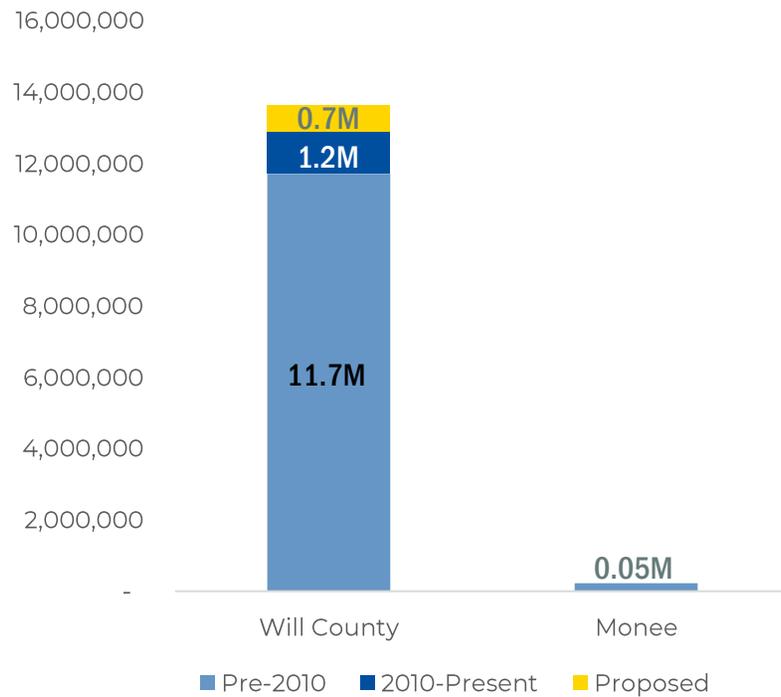
Very little office product exists in Monee relative to Will County.

Office clusters in Will County are located in Romeoville, Joliet and near Tinley Park. Countywide, there is very limited office development currently in the pipeline and none in the Village.

Will County's office inventory historically has been predominately professional office properties. Existing clusters align well with industrial nodes, although most proposed office space is either flex or medical office. Monee is the only major industrial node without an office presence.



WILL COUNTY OFFICE



Office Product in Monee

According to CoStar, there are 9 commercial office properties in Monee.

There are three office typologies within the Village:



Professional Office

Standalone, single-tenant office buildings

2 buildings,
4,000-9,000 SF



Flex Office

Standalone, single-tenant office buildings with larger footprints

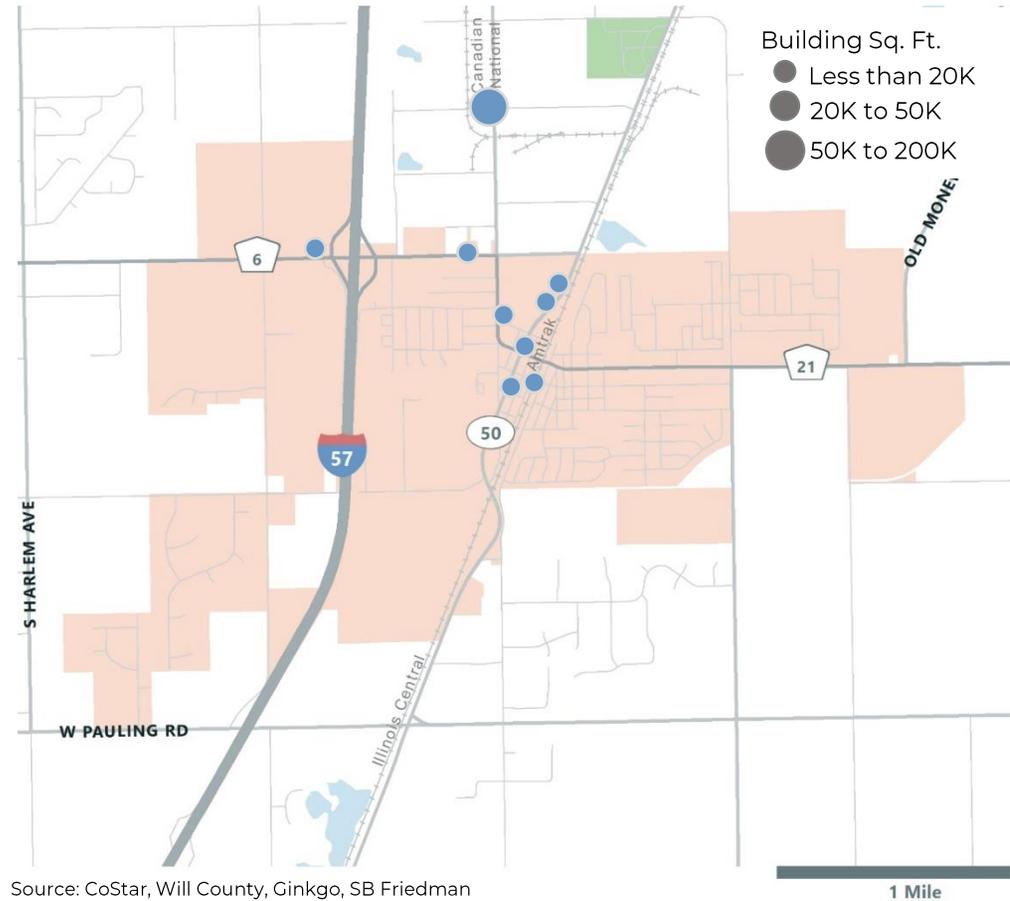
2 buildings,
6,000-13,000 SF



Residential Office

Converted homes or mixed-use in-home office

< 2,000 SF
5 of the 9 office spaces
within the Village



Conclusions Monee Market Momentum

INDUSTRIAL



The rapidly expanding industrial market makes annexation necessary to fully capture the projected 7.9-13.2M square feet of projected demand.

Development will likely be constrained by land availability. COVID-19 is predicted to minimally affect industrial due to more demand for e-commerce.

As shown on the Future Land Use plan on page 22, the Comprehensive Plan provides a sustainable and balanced approach to these different land uses. Industrial uses, in particular, are concentrated along major freight arterials to help minimize future infrastructure costs. The Village should do more detailed cost-benefit analyses for future industrial developments that will require annexation of land. The analyses should aim to balance new infrastructure and other public costs with potential benefits like tax revenue and job creation.

RESIDENTIAL



Increase in TDL employment creates demand for approximately 400 residential units by 2040.

A large share of TDL employees, who predominately prefer single-family homes, earn wages that could support the cost of new construction.

RETAIL



Opportunity for retail growth will follow other market segments.

There is very limited near-term potential as retail is significantly impacted by COVID-19, and the current conditions are below typical retailer thresholds. Local retailers are better suited for near-term development.

Source: RCLCO Real Estate Advisors, "COVID-19 Real Estate Sentiment Survey and the Truncated V-Curve, with a Tail..."

Limitations of Engagement: Our deliverable is based on estimates, assumptions and other information developed from research of the market, knowledge of the industry, and meetings/teleconferences with the Village during which we obtained certain information. The sources of information and bases of the estimates and assumptions are stated in the deliverable. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will necessarily vary from those described in our report, and the variations may be material.

The terms of this engagement are such that we have no obligation to revise analyses or the deliverables to reflect events or conditions that occur subsequent to the date of the deliverable. These events or conditions include, without limitation, economic growth trends, governmental actions, changes in state statute or village ordinance, additional competitive developments, interest rates, and other market factors. However, we will be available to discuss the necessity for revision in view of changes in the economic or market factors affecting the proposed project.

We acknowledge that upon submission to the Village of Monee, the report may become a public document within the meaning of the Freedom of Information Act. Nothing in these limitations is intended to block the disclosure of the documents under such Act.

GOAL 9

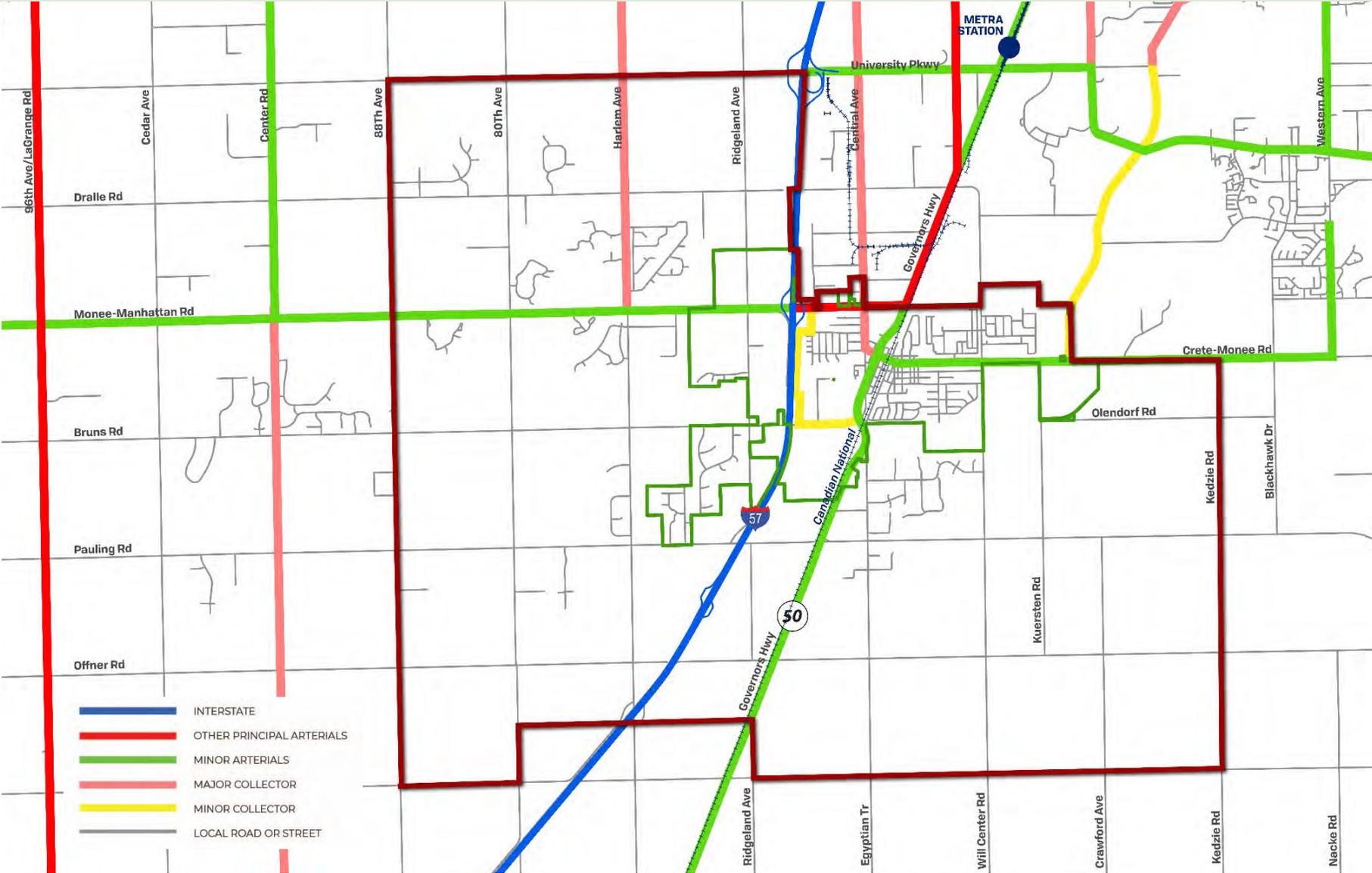
RESTRICT FREIGHT TRAFFIC FROM OUR NEIGHBORHOODS.



FREIGHT TRANSPORTATION

EXISTING FREIGHT NETWORK
RECOMMENDED TRUCK ROUTES

Freight Existing Roadway Network



Proximity to I-57, IL 50 and Monee-Manhattan Road are major roadway transportation assets for Monee.

Freight Designated Truck Routes and Restrictions in Monee

Illinois state statute

Illinois state statute allows local highway jurisdictions to define both truck routes and truck restrictions. The former defines lawful access for trucks based on length, and also allow for reasonable access from a designated truck route along undesignated facilities in certain cases. The latter allow jurisdictions to prohibit truck access from a facility, either categorically or by a weight limit, but require posting of that truck restriction for it to be valid.

The statute governing truck routes was recently amended, with new definitions in effect as of January 1, 2020. The effect is to simplify truck routing, reducing the number of categories from five to three. In addition, the changes generally allow a truck tractor-semitrailer combination up to 65 feet in length on all roadways, regardless of designation as a truck route. Prior to the new statutes, state law had allowed general access for trucks up to 55 feet in length on undesignated roadways. This change reduces the benefit of formal designation of a roadway as a Class I or II truck route.

However, designation of Class I or II

truck routes still has bearing on reasonable access for combination vehicles exceeding 65 feet in length. Those vehicles may travel from a Class I or Class II designated truck route onto any non-designated highway for a distance of 5 highway miles for the purpose of loading, unloading, food, fuel, repairs, or rest if: (1) there is no sign prohibiting that access and (2) the route is not being used as a thoroughfare between Class I or Class II highways.

These large trucks are critical for the movement of freight for agriculture, energy, construction, and heavy manufacturing industries, all of which contribute to economic activity in Will County and the Chicago metropolitan area.

Local agencies

Local agencies use a range of approaches to establish truck restrictions on their highway networks. Many agencies use weight limits to establish a truck restriction, for example by prohibiting trucks heavier than 8 tons from access to municipal roadways. Others use length limits, and that approach typically uses a length of 55 feet as maximum permitted vehicle length. Some agencies use a combination of weight and length limits. Fewer agencies issue blanket prohibitions for all trucks, width-based restrictions, or close small roadway segments entirely to avoid trucks from traveling in undesired locations. Across approaches, most local truck restrictions include exceptions, often for trucks making local pickups or deliveries; for school buses, garbage trucks, utility vehicles, and other vehicle types serving local land uses; or for specified facilities.

¹ Former categories were Class I, II, III, locally preferred truck routes, and undesignated. Current categories are Class I, II, and undesignated.

Freight Designated Truck Routes and Restrictions in Monee

Truck routes include the formal Class I and Class II designations pursuant to state law, as well as Limited Continuous Operations (LCO) routes established by the Will County Division of Transportation. LCOs are not officially designated truck routes, but they do provide an indication of where the Will County DOT prefers trucks to go and have bearing on local permitting for oversized/overweight trucks.

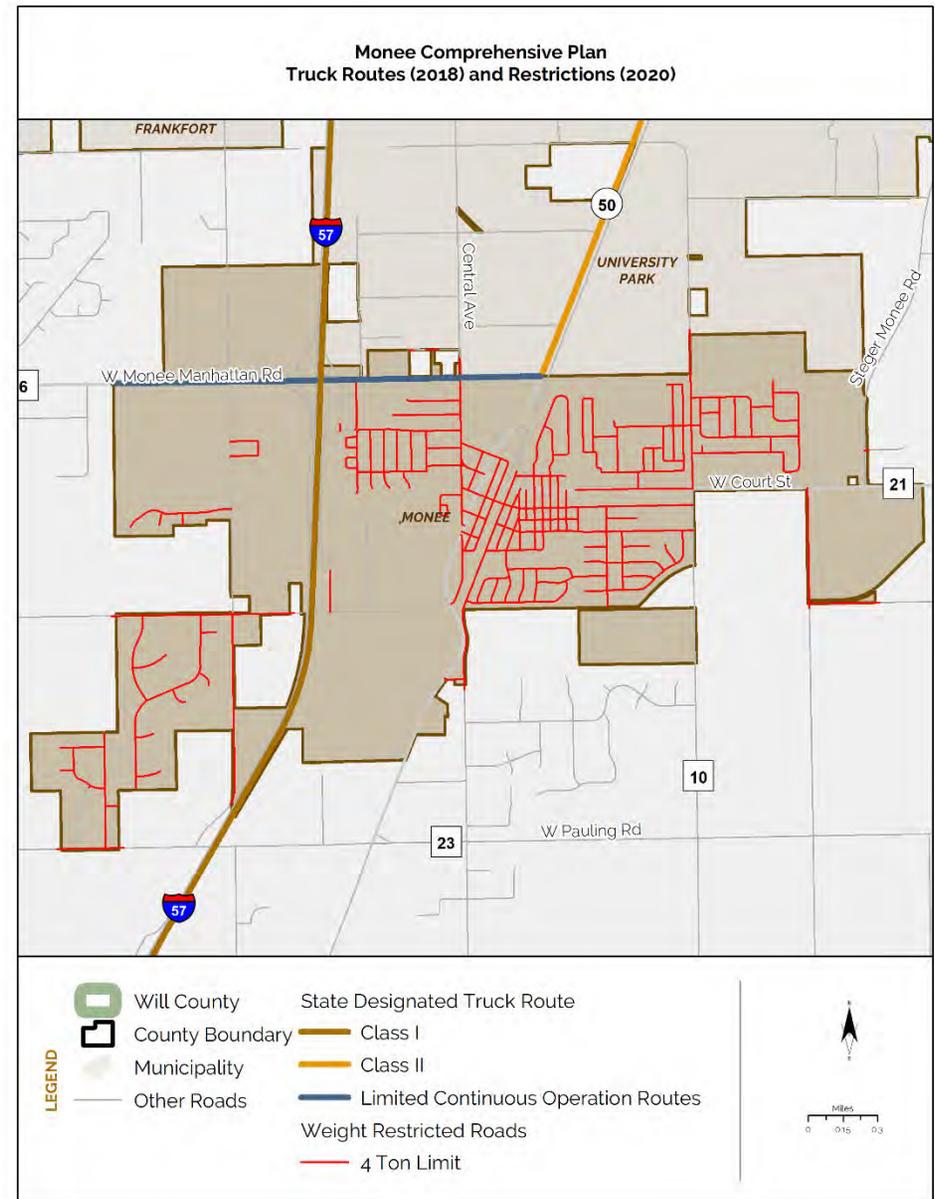
The only designated truck route in Monee is a two-mile segment of I-57, which is a Class I truck route.

In addition, Monee Manhattan Road (County Road 6) is an LCO that connects Governors Highway/IL 50 to I-57 and other locations to the west; this corridor is currently proposed as a Class II designated truck route.

IL 50 is a Class II designated truck route just north of Monee, in the Village of University Park. Although IL 50 is not a designated truck route within Monee, it is a state-jurisdiction facility and is not subject to local restrictions.

Most local roads in Monee have a weight restriction of 4 tons, pursuant to municipal ordinance.

² According to Monee municipal code Title 6 Chapter 3, Section 9, "Size, Weight and Load" (6-3-9): https://www.sterlingcodifiers.com/codebook/index.php?book_id=964



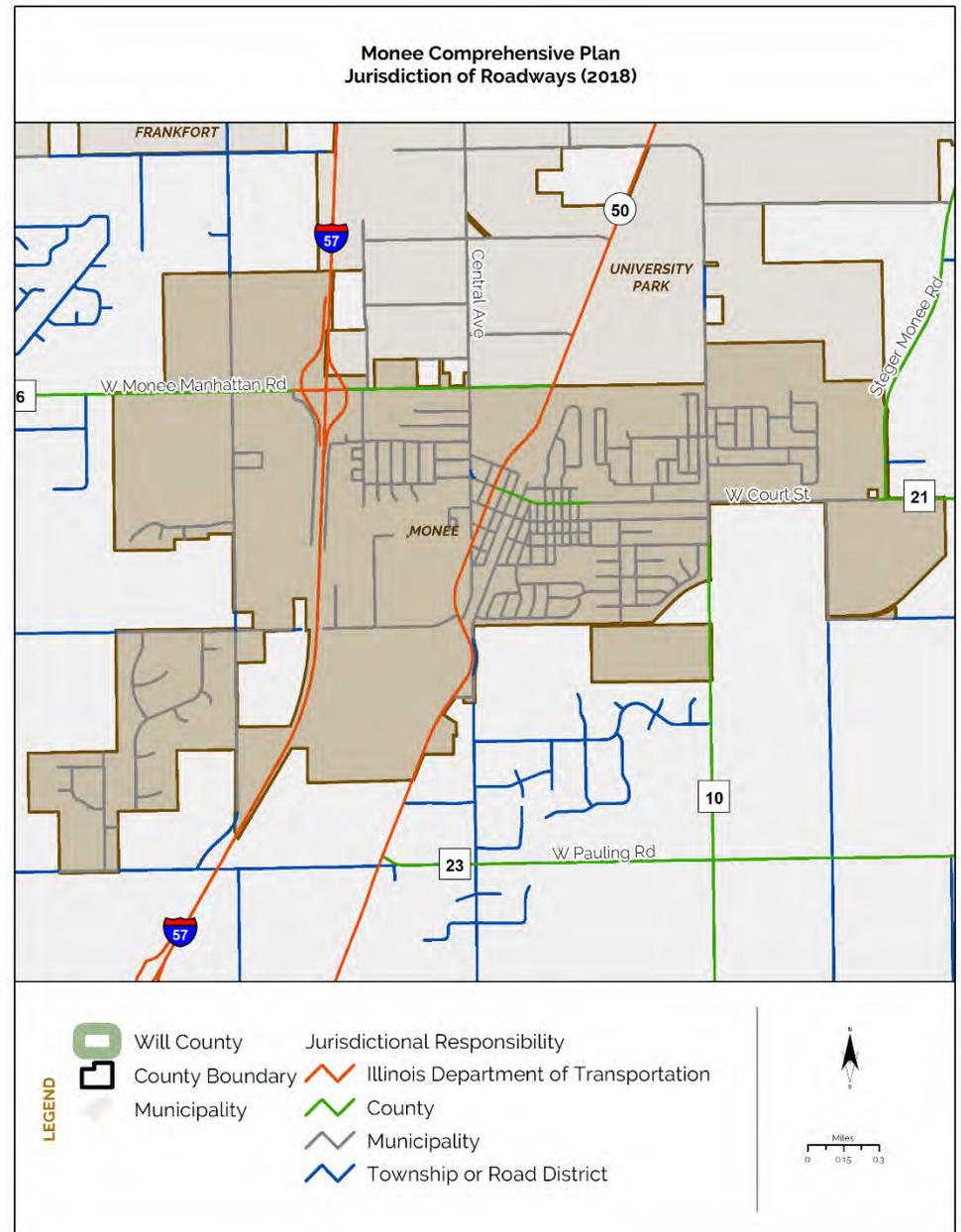
IDOT has jurisdiction of I-57 and IL 50, which together provide regional and national north-south connections. The Will County Division of Transportation (WCDOT) has jurisdiction over two major east-west routes in Monee: portions of Court Street (County Road 21) and the entirety of Monee Manhattan Road (County Road 6).

Additionally, Pauling Road (County Road 23), a major east-west facility passing just south of Monee, and Will Center Road (County Road 10), a north-south facility on the east side of Monee, are under the Village's jurisdiction within the municipality, but transition to WCDOT or road district jurisdiction outside of Monee. Collectively, these routes extend outwards from Monee creating connections to other municipalities within the county. Monee has jurisdiction over the remaining local roadways.

Number of Miles by Jurisdiction

Jurisdiction	Miles in Monee
IDOT	3.7
County	0.9
Municipal	35.2
Township or Road Districts	0.0

Source: IDOT, CMAP



Freight Land Use and Freight Clusters

Freight-related land uses primarily include industrial land uses and transportation facilities. Secondly, commercial land uses are considered to be freight-related. Together, these land uses act as the primary origin and destination points for goods movement and require adequate access for trucks. Table below provides a summary of the acres of freight-related land use in Monee and Will County.

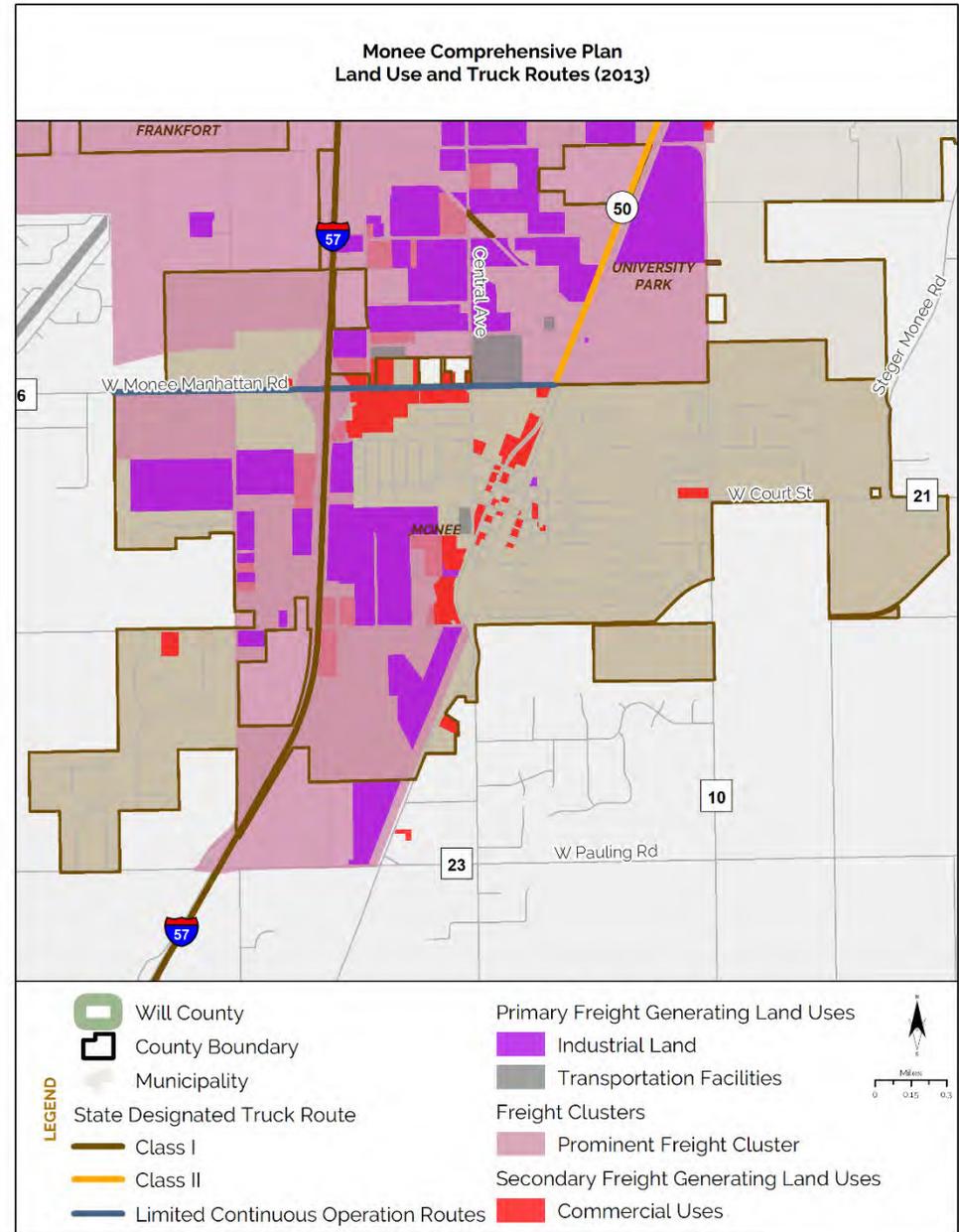
Monee is home to a number of freight-related land uses. These include clusters of industrial land along the I-57 and IL 50 corridors that connect to the greater Will County and Chicago area. Commercial land uses are found along US 50 and Monee Manhattan Road. This information is depicted in Map 3 below.

Additionally, Monee is a part of the larger University Park/Monee freight cluster that consists of over 6,000 acres of freight-related land use. According to the Will County Community Friendly Freight Mobility Plan (2017), the University Park/Monee cluster has over 15 million square feet of existing building area and an employment of over 5,300, with one-third of those workers employed in the transportation, trade, or utility sectors. The cluster is anticipated to grow by over 10 million square feet by the mid-2020s.

Acres of Freight Related Land Uses in Monee

Land Use	Acres in Monee
Industrial	310
Transportation Related	4
Commercial	148

Source: CMAP



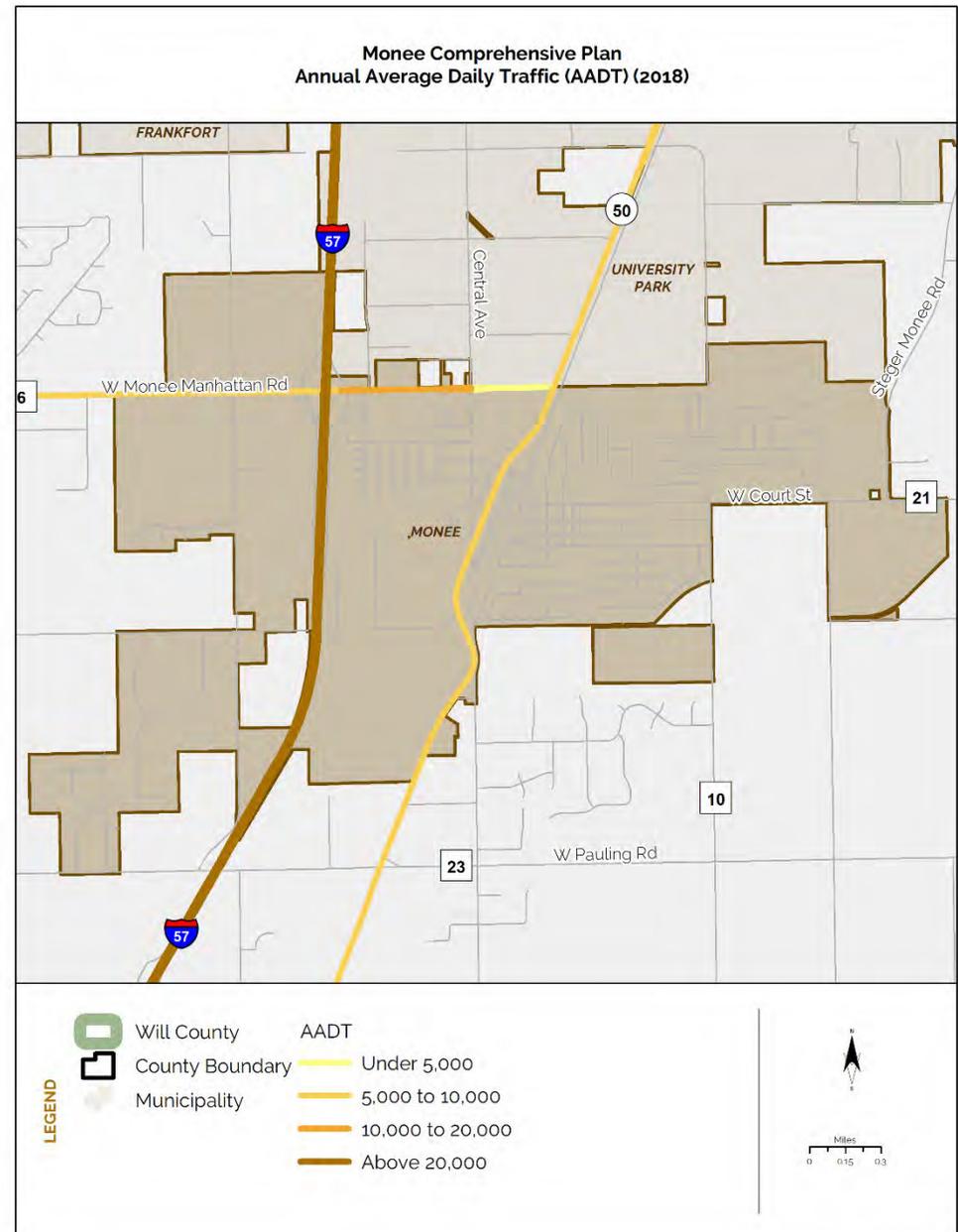
Freight Highway System Performance

Planning-level measures of the highway network, in and around Monee, were reviewed. The highway segments with high truck volume, density of goods movement and congested highway segments were identified.

Average Annual Daily Traffic (AADT)

Data on average annual daily traffic was provided by CMAP from the Highway Performance Monitoring System (HPMS) dataset. Using this data, CDM Smith developed a map depicting the AADT of Monee. The HPMS dataset does not include local roadways, and CDM Smith is not aware of local traffic count data in this area.

- I-57 has the highest AADT, carrying an average of above 20,000 vehicles daily.
- IL 50 carries fewer than 10,000 vehicles daily.
- West of I-57, Monee Manhattan Road carries between 5,000-10,000 vehicles daily, while a small portion east of I-57 carries between 10,000-20,000 vehicles daily.

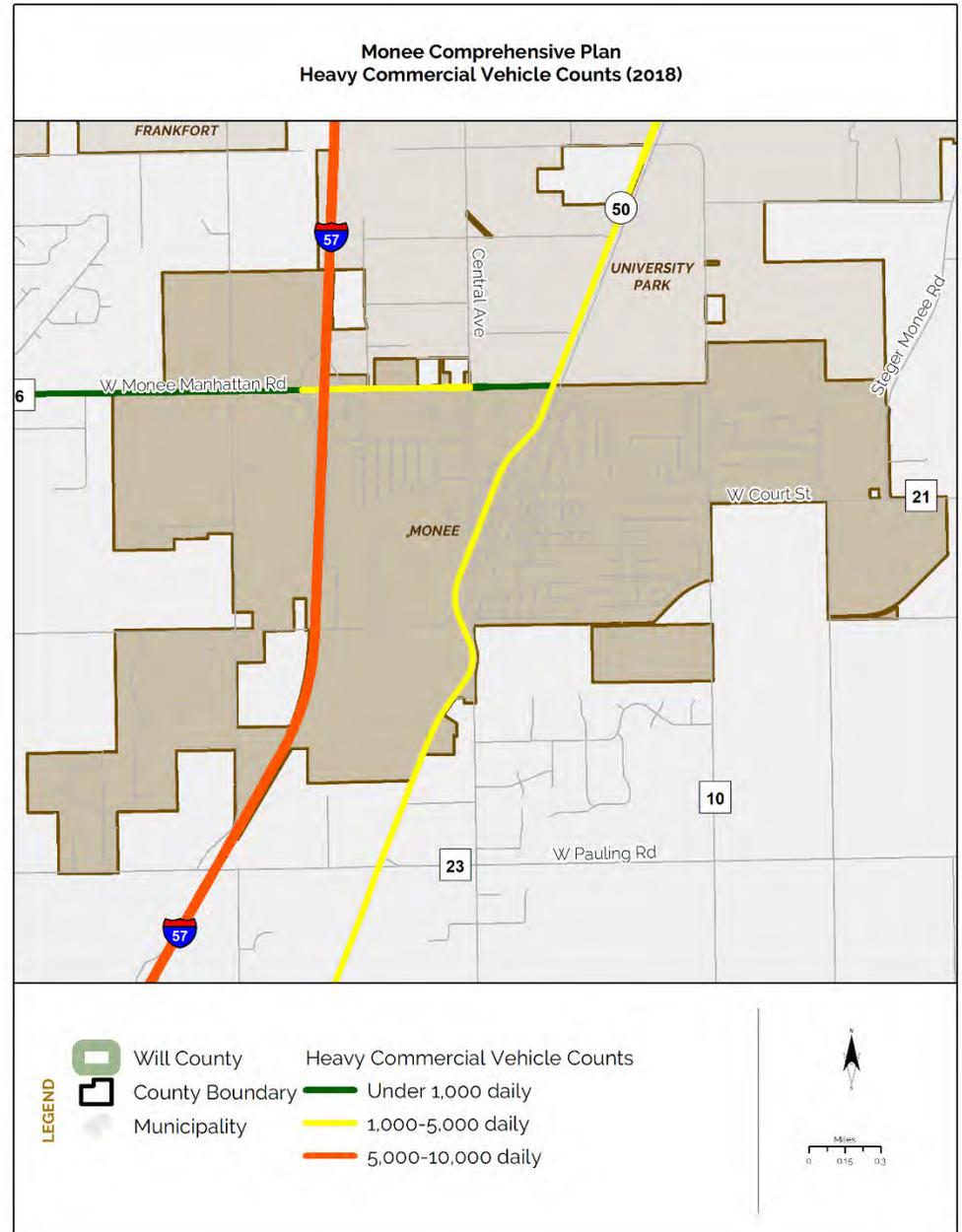


Freight Heavy Commercial Vehicle Counts

Data on average daily heavy commercial vehicle traffic was provided by CMAP from the Highway Performance Monitoring System (HPMS) dataset. Heavy commercial vehicles include larger trucks.

Heavy commercial vehicle counts show a similar pattern to overall AADT:

- I-57 has the highest number of heavy commercial vehicles, between 5,000 and 10,000 daily.
- IL 50 carries the second highest number of heavy commercial vehicles, between 1,000 and 5,000 each day.
- Monee Manhattan Road carries fewer than 1,000 heavy commercial vehicles daily, again with the exception of the segment just east of I-57, which carries between 1,000 and 5,000 daily.



Freight Pavement Conditions

Pavement conditions data was provided using two metrics, the Pavement Conditions Index (PCI) and Condition Rating Survey (CRS).

Of local jurisdiction facilities for which PCI data is available, approx. 0.24 miles or 9% of all roads in Monee, are in poor, very poor, serious, or failed condition.

These are generally short segments and are located along Court Street in downtown Monee. About three-quarters of all roadways for which PCI is available are in fair or satisfactory condition, and the remaining 15 percent are in good condition.

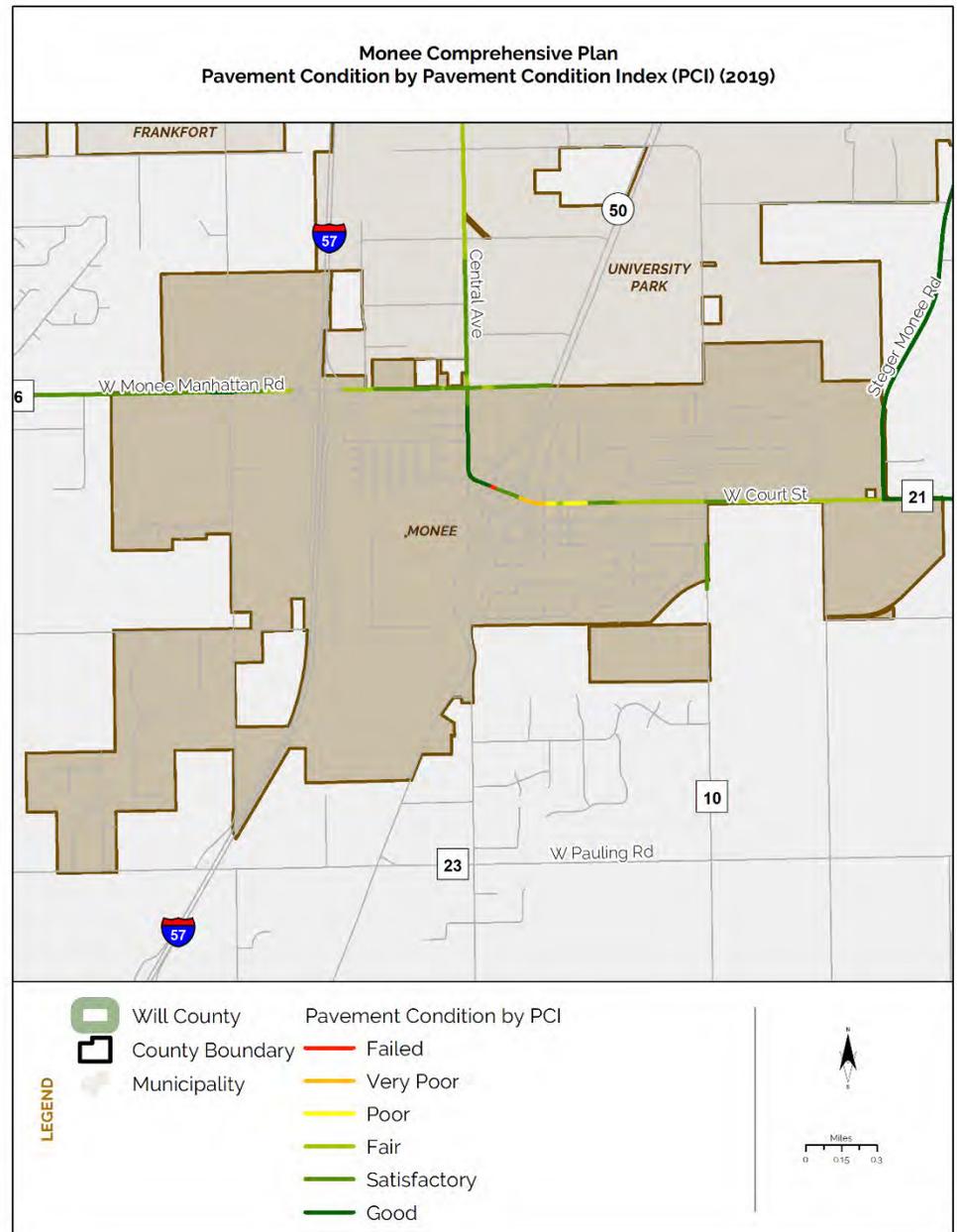
Number of Miles by Roadway Condition (PCI)

Facilities according to Pavement Condition Index (PCI)	Number of Miles in Monee	Percentage of Mileage in Monee
Failed	0.01	0.4%
Serious	0.00	0.0%
Very Poor	0.09	3.4%
Poor	0.14	5.3%
Fair	1.19	44.9%
Satisfactory	0.82	30.9%
Good	0.40	15.1%
Total	2.65	100%

Source: CMAP

Note: PCI is broadly used within the transportation industry, and is based on a 0 to 100 rating scale in which 0 represents a failed roadway condition and 100 represent an excellent roadway condition. Recently, CMAP has been working to collect PCI data for federal-aid eligible, local jurisdiction facilities in northeastern Illinois.

CRS is a longstanding measure of pavement condition used by IDOT and indicates the presence and severity of defects. CRS is rated on a 1 to 9 scale, with scores between 1.0-4.5 considered poor, 4.6-6.0 considered fair, 6.1-7.5 considered good, and 7.6-9.0 considered excellent. PCI is the preferred metric but is not available for the entire road network within the study area. As a result, CRS is presented as a supplement for locations where PCI data was not available.



Freight Pavement Conditions

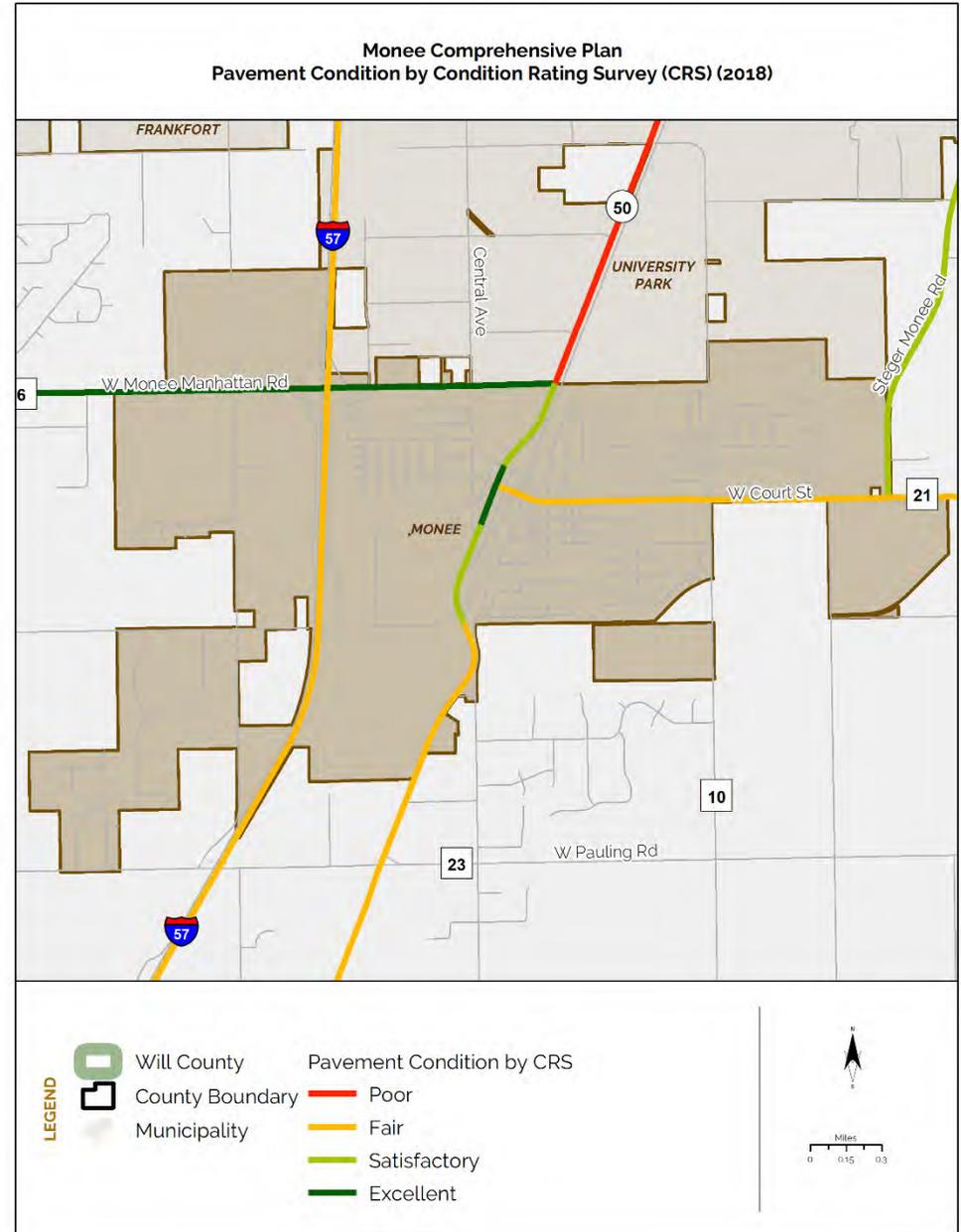
Of facilities for which only CRS data is available, none are in poor condition within Monee and 2.95 miles, or 61.6 percent, are in fair condition.

The remaining 1.84 miles, or 38.4 percent, are in either satisfactory or excellent condition. This information is depicted in the table below. Notably, IL 50 just north of the Monee-University Park border is in poor condition according to CRS, and I-57 in the Monee area is in fair condition.

Number of Miles by Roadway Condition (CRS)

Facilities according to Condition Rating Survey (CRS)	Number of Miles in Monee	Percentage of Mileage in Monee
Poor	0.00	0.0%
Fair	2.95	61.6%
Satisfactory	0.85	17.7%
Excellent	0.99	20.7%
Total	4.79	100%

Source: IDOT

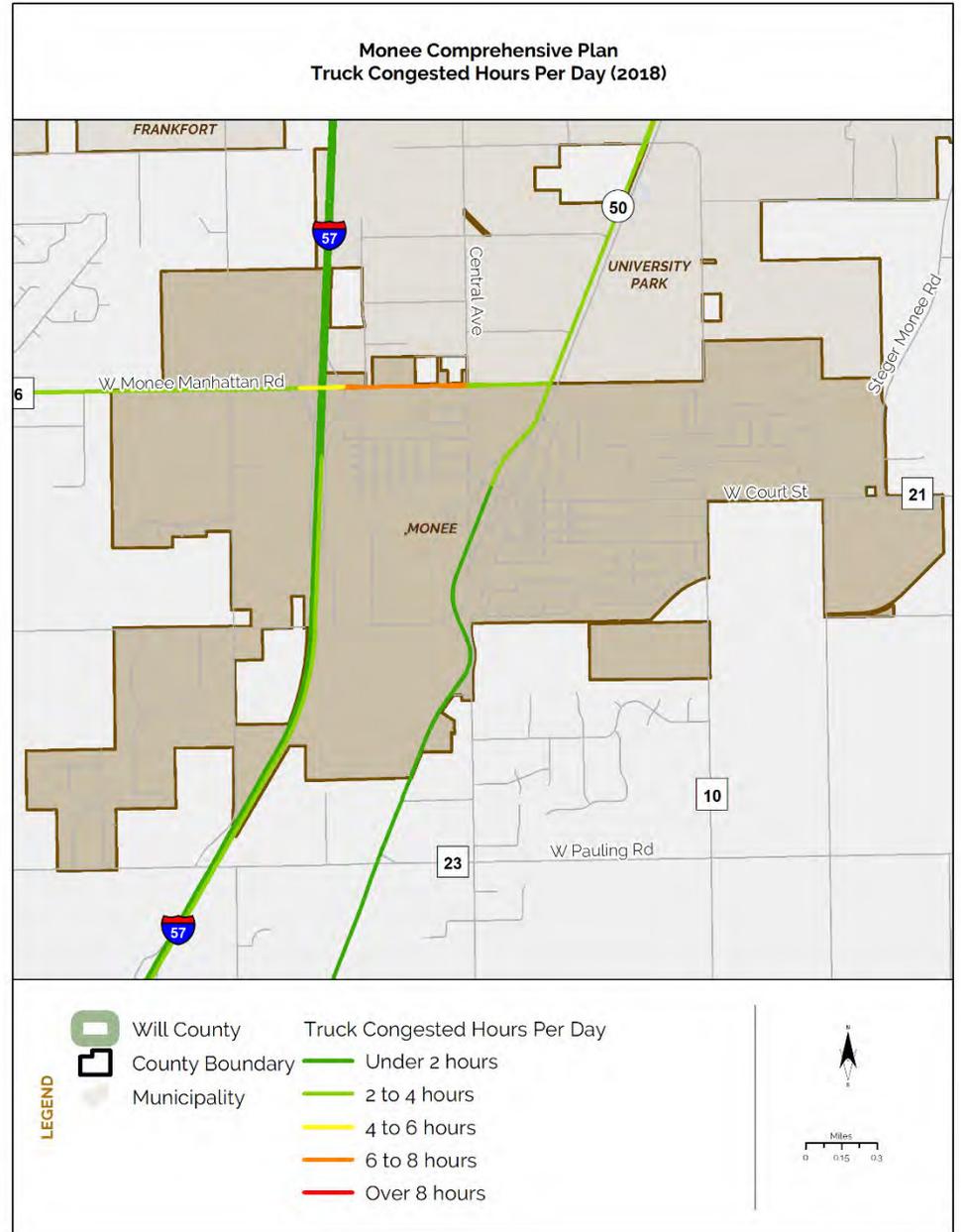


Freight Congestion

Truck congestion data was analyzed using 2018 National Performance Management Research Dataset (NPMRDS) speed data and is only available for the National Highway System.

This data shows that major roadways in and around Monee experience relatively little congestion.

Both I-57 and IL 50 experience under four hours of congestion each day. Monee Manhattan Road between I-57 and IL 50 experiences the most delay of any segment in the study area, with between 4 and 8 hours of daily congestion.



Freight Access Considerations

Freight circulation and access to current and future light industrial and logistics development along I-57 is of primary importance in Monee. The information presented here was gathered from an interview conducted with the Village of Monee's Administrator, Dave Wallace, on March 16, 2020.

According to the Village, the key issue of concern regarding access to I-57 is that the I-57 ramps are undersized for the current amount of traffic and would not be able to handle future potential traffic growth without increasing congestion.

As shown in the industrial-related land use maps, there is industrial development West of I-57 in Monee. According to the Village, the primary route coming off I-57 and heading west, Ridgeland Road, has been recently improved to truck specifications.

Portions of Manhattan-Monee Road has

also been improved to accommodate truck traffic.

East of I-57, the Village noted more areas of concern for access to I-57 where there is increasing congestion along Cleveland Avenue and Hamilton road. The intersection of Cleveland Avenue and Hamilton Road is an offset intersection and unsignalized. The Village has recently secured funding to realign the intersection and to signalize it, but they are looking to seek additional funding for those improvements through the Local Surface Transportation Program (STP-Local).

Intergovernmental Agreement (IGA) with Will County

The Village entered into an IGA with Will County DOT in November 2018 for a Phase 1 study on Manhattan-Monee road to continue to provide access to light industrial development within Monee.

Manhattan-Monee road provides access to Amazon facilities and other light industrial development in Monee. It is important to keep the road updated for trucks as future industrial development

looks to locate along that corridor.

The IGA states that the Village and the County aim "to enhance the free flow of traffic and ensure safety to the motoring public, by improving the existing corridor of Manhattan-Monee Road between I-57 and the municipal corporate limits west of Ridgeland Avenue".

East-West Truck Connectivity

Similarly to Will County as a whole, identifying an East-West corridor for truck movement is a top priority to continue to efficiently move trucks in and through Monee. Recently, the five communities in the eastern portion of the County, including Monee, have begun to collaborate with Will County DOT on improving east-west connectivity to explore new roads, connectivity opportunities, and extensions of existing roadways. Additionally, Will County DOT recently released a Statement of Interest for a feasibility study on east-west truck routes for both Crete-Monee and Pauling-Goodenow roadways, which should provide additional detail on improvements needed to accommodate truck traffic

Truck Routing and Restrictions

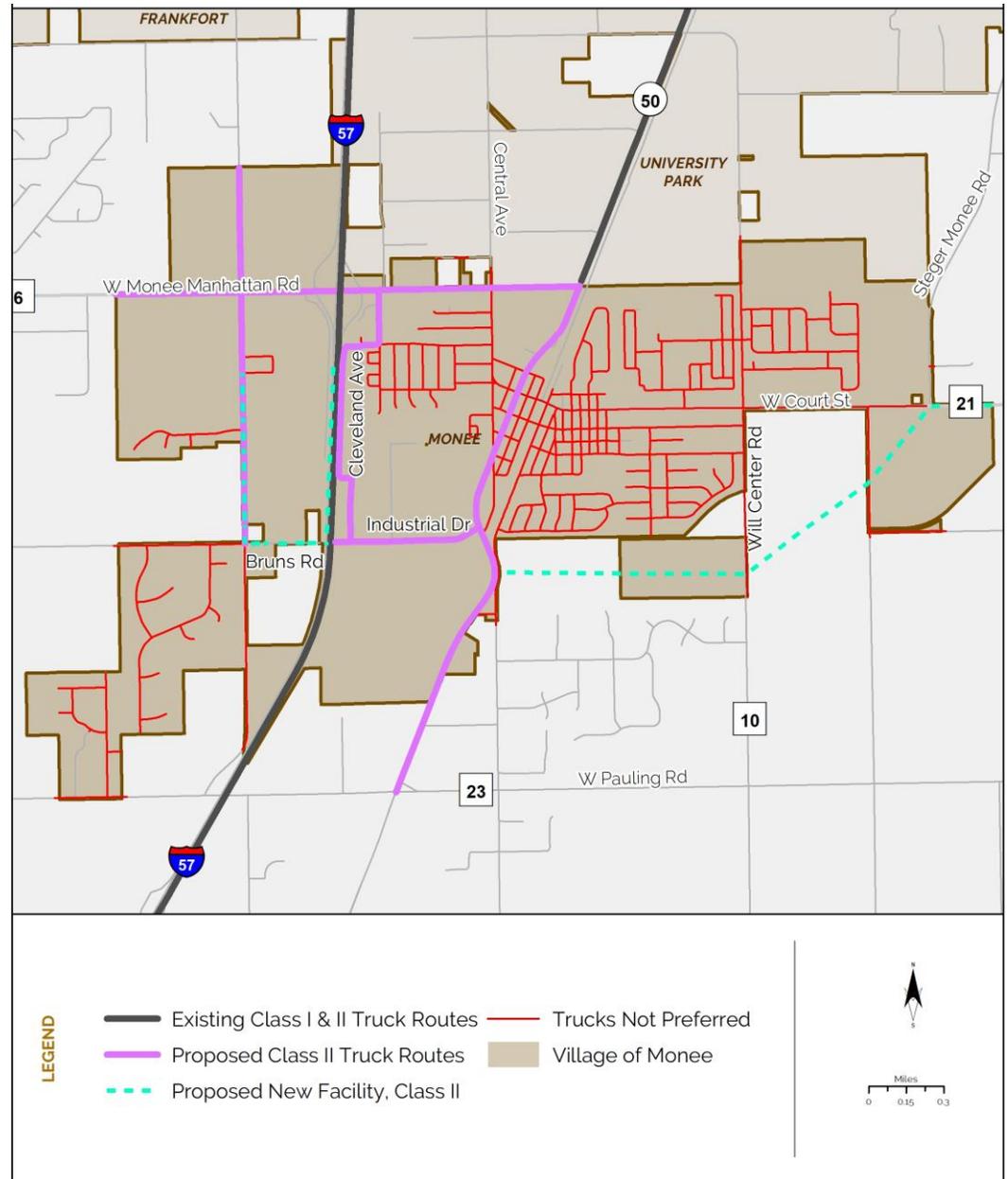
This section provides an overview of truck routes and restrictions recommendations, as well as associated capital improvement needs. These recommendations are based on the existing truck routes and restrictions, current and planned land use patterns, and feedback received from the community.

Specifically, the Comprehensive Plan recommends designation of Class II truck routes, which allow lawful access for larger trucks exceeding 65 feet in length under state statute. These larger trucks support the most economically-significant freight shipments. The Class II designation process requires the Village to pass an ordinance or resolution and to submit that document along with Form BLR 03210 to the IDOT Region 1 Engineer. Former categories were Class I, II, III, locally preferred truck routes, and undesignated. Current categories are Class I, II, and undesignated.

Upon receipt of the ordinance or resolution and Form BLR 03210, IDOT will publish the Class II truck route to the statewide truck route map on gettingaroundillinois.com, which navigation companies use in their routing software. The Village may only designate Class II truck routes for facilities under its jurisdiction.

Overview of Recommendations

The Truck Route and Restrictions Map depicts the existing truck routes and restrictions, recommended truck routes, and proposed new facilities to facilitate truck movement in and through the Village. Table 1 summarizes the changes in the designation that would be necessary to implement these recommended routes and restrictions. Based on the existing conditions analysis and feedback from the Steering Committee, there are two main categories for these recommendations: industrial access east of I-57 and industrial access west of I-57.



Truck Routing & Restrictions Map

Freight Truck Routing Recommendations (contd.)

Table 1. Changes in Designation

Jurisdiction	Street Name	From	To	Change in Designation
IDOT	IL 50	Monee Manhattan Road	Pauling Rd	Undesignated to Class II
Will County	Monee Manhattan Road*	Village limits	IL 50	LCO** to Class II
Monee	Ridgeland Avenue	Bruns Rd	North to Village limits	Undesignated to Class II
Monee	Cleveland Avenue	Monee Manhattan Road	Roosevelt St	Restriction to Class II
Monee	Cleveland Avenue	Roosevelt St	Just south of curve in road near Whiting Corp.	Undesignated to Class II
Monee	Cleveland Avenue	Just south of curve in road near Whiting Corp.	Industrial Dr	Restriction to Class II
Monee	Industrial Drive	Cleveland Avenue	IL 50	Undesignated to Class II
Monee/ IDOT	New Loop	Approx. south along Ridgeland Avenue, east along Bruns Road, and north along frontage road west of I-57		Restriction to Class II (for Bruns Road segment) Undesignated to Class II (for remaining segments)
Monee/Will County	New East-West Connection	IL 50	East to Village limits (approx. Crete-Monee Road and Steger Monee Road intersection)	New Class II facility
Monee	Court St	IL 50	East to Village limits	Undesignated to Restriction***

* In February 2020, the Will County Board approved a list of 12 new designated Class II truck routes, including this segment of Manhattan Monee Road, through Resolution 20-44. Those designations are not yet published on IDOT's statewide truck route map on gettingaroundillinois.com, and so Manhattan Monee Road is included in Table 1.

** Limited Continuous Operations (LCO) routes are not officially designated truck routes. They provide an indication of the corridors where WCDOT prefers agricultural movements to travel and have bearing on permits for oversized and overweight vehicles.

*** Some portions of Court Street in this segment (approximately from Eastgate Avenue to Will Center Road) are currently restricted and are recommended to remain restricted.

Industrial Access East of I-57

Additional truck routes and roadway improvements are needed for access to existing industrial land uses east of I-57, as well as potential future uses if the property south of Industrial Drive and west of IL 50/Governors Highway is further developed as industrial. Most of the Village's existing truck restrictions are recommended to be retained to avoid routing through residential neighborhoods and through local streets serving the downtown area, like Egyptian Trail.

Cleveland Avenue connects trucks to the industrial park east of I-57 and is recommended to be designated as a Class II truck route to ensure lawful access for larger trucks. The Village recently secured Federal Aid Urban (FAU) classification for Cleveland Avenue, opening up eligibility for future funding opportunities. The Village may need to revise its local ordinances regarding truck routes to facilitate this designation; some segments, including from Monee-Manhattan Road to Roosevelt Street, are currently restricted for trucks.

The Cleveland Avenue corridor could benefit from improvements to its alignment to better accommodate truck movements. For example, the offset intersection of Monee Manhattan Road and Cleveland Avenue/Hamilton Avenue would benefit from realignment of the north and south approaches, as well as connected signal timing to reduce congestion along Monee Manhattan Road. The Village is actively working to address these issues, and approximately \$3 million is programmed for construction of interchange improvements at this location in 2020 and 2021 (CMAP TIP ID: 12-16-0001). In addition, the Cleveland Avenue corridor includes a sharp turn at

Freight Truck Routing Recommendations (contd.)

Roosevelt Street that may be difficult for trucks to accommodate. The southern portion of the corridor was recently constructed, completing a connection to Industrial Drive.

Industrial Drive connects to IL 50 and serves existing and potential future industrial land uses to the south, and as a result is also recommended as a Class II truck route.

IL 50/Governors Highway has generally strong performance for trucks, and local stakeholders accept and encourage trucks on this route. IL 50 is a state jurisdiction roadway and is built to accommodate heavy truck traffic. We recommend that the Village request IDOT to designate the segment of IL 50 passing through the Village as a Class II truck route, providing continuous lawful access for large trucks north to the University Park industrial area. However, local stakeholders prefer that new large-scale industrial or logistics developments not be permitted along IL 50, in order to avoid potential impacts on the historic downtown. Local stakeholders are also interested in placemaking and beautification projects along Monee Manhattan Road (east of I-57) and IL 50, which together serve as the main gateways to the Village.

Court Street in Monee could be restricted to trucks to avoid routing through residential neighborhoods and the Village's downtown. However, an east-west bypass route for trucks would be needed to accommodate regional movements that currently use Court Street to pass through Monee for connections to I-57 and beyond.

Trucks are not wanted on **Will Center Road** because of the elementary school, residential neighborhoods, and associated pedestrian safety concerns. This roadway is already restricted but many trucks use it anyway to access the industrial area in University Park

to the north. In addition to enforcement activities, design treatments, such as traffic calming, could discourage trucks from using this corridor.

Industrial Access West of I-57

Additional truck routes are needed for access to existing industrial land uses west of I-57, such as the Amazon distribution center at the southwest corner of Ridgeland Avenue and Monee Manhattan Road.

These designations would also support the Village's future land use goals for additional industrial development in this area.

Ridgeland Avenue could be designated as a Class II truck route from Bruns Road in the south to the northern boundary of Village. Recent improvements to Ridgeland Avenue near Monee Manhattan Road could be extended south towards Bruns Road to promote additional industrial development. A design treatment for the intersection of Lakeway Drive and Ridgeland Avenue could discourage trucks from incorrectly routing down this residential street.

A **potential new "loop road"** could be built connecting the Ridgeland Avenue corridor to undeveloped land west of I-57 by routing east along Bruns Road and then north along the frontage road system. This roadway would provide access for new industrial development in an appropriate area of the Village, separate from residential or other sensitive land uses. It would also provide an exit option for trucks that incorrectly travel past the Amazon center along Ridgeland Avenue without impacting residential areas.

Finally, **improvements related the Amazon distribution center** are recommended. Traffic signal improvements and coordination along Monee Manhattan Road would improve traffic flow from the Ridgeland Avenue, I-57 entrance and exit ramps, and Hamilton

Avenue/Cleveland Avenue intersections. In order to time the signals most effectively, coordination with Amazon is necessary to consolidate start and end times for employee shifts. A related project to expand Monee Manhattan Road from two lanes to five lanes, with intersection and drainage improvements, is currently in the engineering phases (CMAP TIP ID 12-19-0039). A total of \$460,000 is programmed for design engineering in 2021, and the construction cost is anticipated to be approximately \$7.5 million. Construction funding is not yet secured.

Local stakeholders have also identified peak period impacts of employee traffic as a concern, particularly employees accessing the Amazon distribution center. The Amazon center also experiences a strong seasonal peak in employee traffic during the holiday season. A possible solution to these impacts would be separate points of ingress and egress at the Amazon facility for employee traffic, potentially with localized improvements such as new turning lanes or signals. This approach would streamline traffic flows, reduce potential points of conflict, and allow traffic signals to be timed to favor dominate traffic flows during peak periods.



GOAL 10

NURTURE THE PLAN MOMENTUM & INVEST IN NEAR TERM PROJECTS.



10

IMPLEMENTATION

IMPLEMENTATION MATRIX
POTENTIAL FUNDING SOURCES
DESIGN GUIDELINES

Implementation Matrix Full List of Recommendations

Major recommendations made in previous sections of the Comprehensive Plan are presented in the Implementation Matrix. The Matrix follows the organization of the overall document and goals. High-level cost and time estimates, and potential partnerships are provided for each recommendation.

The Matrix is also meant to help the Village evaluate implementation and measure progress on completed actions.

Potential funding sources for transportation, open spaces and trails, and economic development are provided on page 126.

High-Level Cost Estimates

High-level cost estimates are represented by a scale ranging from \$ to \$\$\$\$. These estimates refer only to potential public costs.

Assumed scale for high-level cost estimates is as follows:

- \$: Requires primarily staff time with limited outside funding.
- \$\$: Requires consulting assistance and can expect capital expenditures between \$25,000 to \$100,000.
- \$\$\$: Requires consulting assistance and can expect capital expenditures greater than \$100,000.

Potential Time Estimates

Potential time estimates provide a general gauge for how many years it might take to complete a specific action. Actual time will be contingent on funding availability, market conditions and other factors.

Assumed scale for potential time estimates is as follows:

- Near-term: less than two years
- Mid-term: two to five years
- Long-term: over five years

RECOMMENDATIONS		COST ESTIMATE	TIME ESTIMATE	PARTNER AGENCY
NO.	PROJECT	COSTS	TIMELINE	PARTNER AGENCY
GOAL 1	PRESERVE THE HOMETOWN FEEL OF OUR VILLAGE - LAND USE			
1	Negotiate a Planning Boundary Agreement with Frankfort	\$	Near Term	FRANKFORT
2	Update Zoning Code to reflect proposed Land Use Plan and District Plans	\$\$	Near Term	
GOAL 2	CREATE A TOWN CENTER WHERE OUR COMMUNITY CAN GATHER			
3	Develop architectural plans for the new Village Hall as a focal point of the Town Center.	\$\$	Long Term	
4	Market the north-east corner site to attract a grocery anchor.	\$	Near Term	
5	Identify funding mechanisms for future phases and apply for potential grants.	\$	Near Term	
6	Initiate full master plan and design of major public streets, detention and infrastructure.	\$\$	Near Term	
7	Rezone the area to a new Town Center District Zoning Designation.	\$	Near Term	
8	Issue an RFP for potential Public-Private partnership with developer(s).	\$	Mid Term	
9	Continue to market to developers for build-out of parcels.	\$	Near Term	

Implementation Matrix Full List of Recommendations

RECOMMENDATIONS		COST ESTIMATE	TIME ESTIMATE	PARTNER AGENCY
GOAL 1	PRESERVE THE HOMETOWN FEEL OF OUR VILLAGE - LAND USE (CONT.)			
10	Invest in trail connections to surrounding neighborhoods.	\$\$\$	Long Term	
11	Develop Streetscape Plan for Governor's Highway	\$\$	Mid Term	IDOT
12	Develop Streetscape Plan for Town Center Streets	\$\$	Mid Term	
13	Pursue grants for streetscaping and multimodal design (see Section 6) for Governor's Highway and Monee-Manhattan Road.	\$	Near Term	IDOT, CMAP, STATE
14	Construct major public streets	\$\$\$	Mid Term	
15	Construct detention areas and trail	\$\$\$	Mid Term	
16	Construct public square	\$\$	Mid Term	
17	Program the square for events and activities for all seasons.	\$\$	Long Term	
GOAL 3	PROTECT OUR HISTORIC HERITAGE			
18	Create a stronger identity for the Main Street Area, Develop a Main Street Area branding and identity Plan	\$	Near Term	
19	Introduce policies to assist in the preservation of historic buildings	\$	Near Term	
20	Develop a Streetscape Plan with lighting, landscape and pedestrian amenities to enhance the historic small-town	\$\$	Mid Term	
21	Create a new "Historic District (HD)"	\$	Near Term	
GOAL 4	PRESERVE OUR UNIQUE NATURAL RESOURCES			
22	Establish a consistent buffer to protect all creeks, flood plains, and wetlands	\$	Near Term	
23	Preserve Forked Creek as a major regional natural resource	\$	Long Term	FPDWC, OPEN LANDS
24	Preserve the existing wetland on Court Street as a future public open space amenity	\$	Long Term	
25	Support FPDWC plans for the Thorn Creek Greenway and Headwaters Preserve, Monee Reservoir, and Raccoon Grove Nature Preserves	\$	Long Term	FPDWC
26	Protect the shallow aquifers in the southwest portion of the planning area from future groundwater contamination	\$	Long Term	CMAP
27	Develop a program to practice sensible salting	\$	Near Term	Salt Smart Collaborative

Implementation Matrix Full List of Recommendations

RECOMMENDATIONS		COST ESTIMATE	TIME ESTIMATE	PARTNER AGENCY
28	Develop a Water Source Protection Plan	\$	Near Term	
29	Work with landowners to apply responsible land and agricultural management practices	\$	Near Term	Will-South Cook Soil & Water Conservation
30	Promote wise outdoor water use	\$	Near Term	
31	Encourage the use of high performing, water efficient plumbing and building standards	\$	Near Term	
32	Protect areas with Hydric Soils as open space	\$	Long Term	CMAP
33	Use Monee's unique natural resources to build a distinctive regional identity	\$	Near Term	
GOAL 5 CREATE A TRAIL NETWORK THAT SERVES ALL OUR NEIGHBORHOODS				
Implement Will County Trails through the Village				
34	Possible north realignment beginning at Bruns Road and continuing east to link up with planned trail corridor along Olendorf Road. Will require a trail bridge over I-57 an overpass or underpass at the CN railroad tracks	\$\$	Mid Term	FPDWC
35	Possible south alignment continuing along Pauling Road, then heading northeast along the north side of Rock Creek to Olendorf Road and connecting with planned trail corridor. This alignment may require a trail bridge over I-57 and may also require an overpass or underpass at the CN railroad tracks	\$\$	Mid Term	FPDWC
Implement Village wide Trails				
36	Develop Plan for trail along Governor's Highway to connect to University Park Metra Station	\$	Near Term	FPDWC
37	North-south trail along Will Center Road from Thorn Creek Headwaters Preserve to Rock Creek, then southwest along Rock Creek to Pauling Road then west to Stone Road	\$\$	Near Term	
38	Trail from Pauling and Stone Roads north along Stone Road, continuing north along Oak Road to Court Street	\$\$	Mid Term	
39	Trail from the new Town Center, beginning at Egyptian Trail and Monee Manhattan Road and heading south along the east side of Egyptian Trail to Court Street then continuing east along Court street to meet with the north-south trail at Will Center Road	\$\$	Long Term	
40	Trail along Monee Manhattan Road from Will Center Road west to Egyptian Trail	\$\$	Mid Term	WILL COUNTY
41	Trail from Will Center Road and Court Street east along Court Street/Crete Monee Road to Deer Creek then south along Deer Creek to meet with Will County planned trail at Olendorf Road	\$\$	Mid Term	FPDWC

Implementation Matrix Full List of Recommendations

RECOMMENDATIONS		COST ESTIMATE	TIME ESTIMATE	PARTNER AGENCY
GOAL 5 CREATE A TRAIL NETWORK THAT SERVES ALL OUR NEIGHBORHOODS (CONT.)				
42	Trail along the south side of Monee Manhattan road and Egyptian Trail west to 88th Avenue	\$\$	Long Term	WILL COUNTY
43	Trail north along 88th Avenue from planned Will County trail at Pauling Road to Stuenkel Road then east to Harlem to meet planned Will County trail	\$\$	Long Term	
44	Trail along South Branch Forked Creek from Pauling Road to Bruns Road then east along Bruns to I-57, then north along the west side of I-57 to connect to trail on Monee Manhattan Road	\$\$	Long Term	FPDWC
45	Trail along Forked Creek from 88th Avenue to connect to trail on Monee Manhattan Road	\$\$	Long Term	FPDWC
46	New Town Center Trails, Trails will depend on final Town Center Plan	\$\$	Mid Term	
GOAL 6 MAKE OUR STREETS SAFE FOR ALL MODES OF TRAVEL: PEDESTRIANS, BIKES & CARS				
47	Create a long term maintenance and capital improvement project list for all Village Streets	\$	Near Term	
48	Develop A consistent streetscaping and wayfinding palette to create a unique brand for Monee and make the streets safer and more attractive	\$\$	Mid Term	
49	Develop Streetscape Plan to provides a connected system of streets recommended for the three districts, Town Center, Main Street, and Firemen's park	\$\$	Near Term	
	Implement Steetscape Plan for the Major streets:			
50	Main Street	\$\$\$	Mid Term	
51	Oak Road	\$\$\$	Long Term	
52	Court Street	\$\$\$	Mid Term	
53	Egyptian Trail	\$\$\$	Long Term	
54	Governor's Highway	\$\$\$	Mid Term	
55	Monee-Manhattan Road	\$\$\$	Mid Term	
GOAL 7 SUPPORT NEW TRANSIT OPPORTUNITIES FOR THE FUTURE				
56	Continue to work with Metra for future potential of service extension which would include a new stop in Monee	\$		RTA, METRA
57	Work with RTA and Pace for a potential Pace stop at the Town Center	\$		RTA, PACE

Implementation Matrix Full List of Recommendations

RECOMMENDATIONS		COST ESTIMATE	TIME ESTIMATE	PARTNER AGENCY
58	Implement trail connection from Town Center Area to University Park Metra Station	\$\$\$	Mid Term	RTA, METRA,
59	Investigate the viability of joining the River Valley Metro District and for a future stop in Monee	\$	Near Term	RIVER VALLEY METRO
GOAL 8 CAPTURE MARKET POTENTIAL FOR ALL USES				
60	Update zoning based on the recommendations of the Land Use Plan to capture the desired amount of Industrial, residential, and retail development	\$	Near Term	
GOAL 9 RESTRICT FREIGHT TRAFFIC FROM OUR NEIGHBORHOODS				
61	Designate IL 50 Governor's Hwy to Class II Truck Route	\$	Near Term	IDOT
62	Change Monee Manhattan Road designation from Limited Continuous Operations (LCO) route to Class II Truck Route, from village limits to IL 50	\$	Near Term	Will County DOT
63	Designate Ridgeland Avenue a Class II Truck Route from Bruns Road to north village limits	\$	Near Term	
64	Change Cleveland Avenue designation from Restricted to Class II Truck Route from Monee Manhattan Road to Roosevelt Street	\$	Mid Term	
65	Designate Cleveland Avenue Class II Truck Route, from Roosevelt Street to just south of curve in road near Whiting Corp.	\$	Mid Term	
66	Change Cleveland Avenue designation from Restricted to Class II Truck Route, from Just south of curve in road near Whiting Corp. to Industrial Drive	\$	Mid Term	
67	Create new Class II Truck Route Loop, (See Truck Recommendations table on pg118)		Mid Term	IDOT
68	Build new East-West Class II Road to route trucks around residential neighborhoods, from IL 50 to east village limits	\$\$\$	Long Term	Will County DOT
69	Designate Court Street as Restricted to truck traffic	\$	Mid Term	
70	Traffic Signal Improvements along Monee Manhattan Road, from Ridgeland Avenue to Hamilton Avenue	\$\$\$	Long Term	Will County DOT, IDOT, AMAZON
71	Work with Amazon to lessen impacts of employee traffic at shift changes and peak seasons	\$	Near Term	AMAZON

Implementation Potential Funding Sources

TRANSPORTATION

Transportation Alternatives Program (TAP-L)

- Bicycle facility projects that help complete the Regional Greenways and Trail Plan
- link: <https://www.cmap.illinois.gov/mobility/strategic-investment/transportation-alternatives>

Congestion Mitigation Air Quality (CMAQ)

- Access to Transit Projects (including pedestrian and bicycle accommodations)
- Traffic Flow Improvements (bottleneck eliminations, intersection improvements, signal interconnects)
- Bicycle Facility Projects
- Other transportation improvements designed to improve air quality and mitigate congestion
- link: <https://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>

Surface Transportation Program (STP) Shared Fund

- Traffic Signals, Modernization, and/or New Signals (where warranted)
- Structures (waterway, railroad, highway, pedestrian, bikeway)
- Bikeway/Pedway
- Lighting
- Wetland Mitigation
- Truck Route Improvements
- link: <https://www.wcgl.org/stp-l-resources.html>

Injury Prevention Program (IP)

- Can be used for to fund pedestrian and bicycle safety education programs and projects.
- Designed to reduce fatalities and injuries sustained in traffic crashes

through educational programs.

- link: http://www.trafficsafetygrantsillinois.org/Grants_2013.asp##IIP

Safe Routes to School (SRTS)

- Uses a multidisciplinary approach to improve conditions for students who walk or bike to school.
- Provides funding for both infrastructure improvements to the physical environment, as well as non-infrastructure projects.
- link: <http://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index>

OPEN SPACE & TRAILS

IL Department of Natural Resources

Open Space Land Acquisition & Development (OSLAD)

- Acquisition and development of public outdoor recreation facilities by local units of government through competitive reimbursement grants.
- <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Outdoor Recreation Acquisition, Development and Planning aka Land and Water Conservation Fund Program

- Provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Must be open and available for general public use.
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Park and Recreational Facility Construction

- Provides financial assistance to eligible local governments for park and recreation unit construction projects
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Recreational Trails Program

- Provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Illinois Bicycle Path Grant Program

- To financially assist eligible local units of government in acquiring, constructing, and rehabilitating public, non-motorized bicycle paths and directly related support facilities
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

IL EPA

Green Infrastructure

- Program funds are available to implement green infrastructure best management practices
- link: <https://govappsqa.illinois.gov/gata/csfa/Program.aspx?csfa=2388>

ECONOMIC DEVELOPMENT

Illinois Department of Commerce and Economic Opportunity (Illinois DCEO)

Tourism Attraction Development Grant Program (TAP)

- Provides matching grants to assist in the development or improvement of projects that

increase the economic impact of tourism throughout the State.

- link: <https://www2.illinois.gov/dceo/Media/PressReleases/Pages/PR20190522.aspx#:~:text=The%20Tourism%20Attraction%20Grant%20Program,the%20amount%20of%20%241.4%20million.>

Community Development Assistance Program (CDAP)

- Funded through the U.S. Department of Housing and Urban Development (HUD)
- Assists Illinois communities by providing grants to local governments to help them in financing economic development projects, public facilities and housing rehabilitation.
- Program is targeted to assist low-to-moderate income persons by creating job opportunities and improving the quality of their living environment.
- link: <https://www2.illinois.gov/dceo/AboutDCEO/Pages/ComDev.aspx>

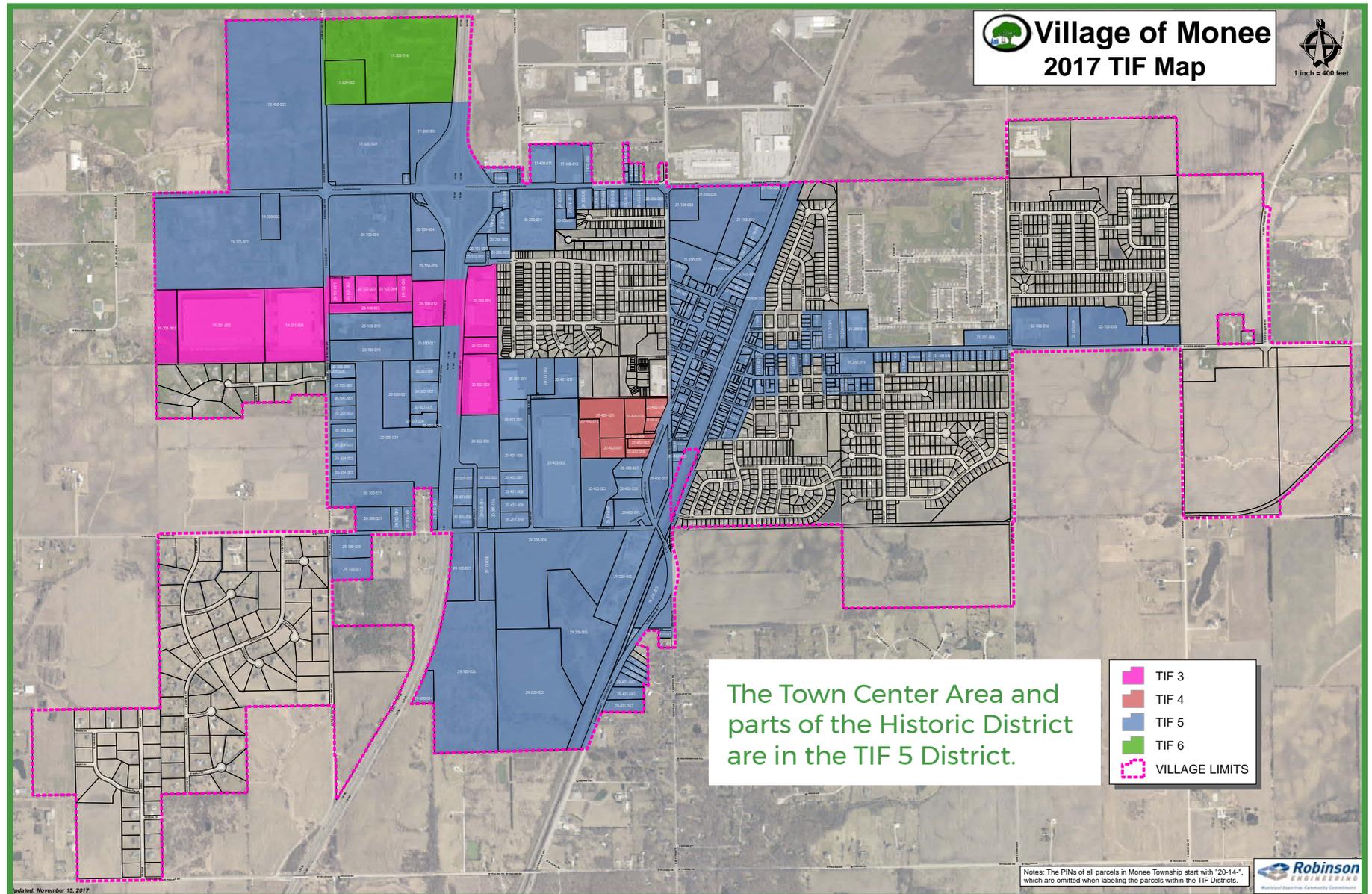
Local Technical Assistance (LTA) Program, CMAP

- Program involves providing assistance to communities across the Chicago metropolitan region to undertake planning projects that advance the principles of ON TO 2050.
- link: <https://www.cmap.illinois.gov/programs/lta>

Potential Local Funding Sources

- Tax Increment Financing (TIF)
- Special Service Area (SSA)
- Business Development District (BDD)
- Tax Abatement & Impact Fees
- General Revenues & General Obligations Bonds

Implementation Existing TIF Districts



Tax Increment Financing (TIF) Districts Map

Implementation Tool: Design Guidelines

Design Guidelines are effective tools for the Village ensuring that future developments are consistent with the community's vision and goals.

Design Guidelines laid out in this section are primarily intended for new developments in the Town Center and the Historic District. However, these can also be used in other areas of the Village to encourage more pedestrian oriented development patterns.

DESIGN GUIDELINES PRINCIPLES

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

These principles are described in detail on the following pages for key design elements.



EXAMPLES OF PEDESTRIAN ORIENTED DEVELOPMENT WITH BUILDINGS ALONG THE STREET WITH PARKING TO THE REAR

Building Placement

BUILDING PLACEMENT

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

BUILDING SETBACKS

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

LANDSCAPED BUFFER FROM LOT LINES

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



EXAMPLES OF ROWHOUSES AND SENIOR HOUSING THAT FACE THE STREET WITH GARAGE ACCESS AND PARKING TO THE REAR

Articulated Corners

Make street corners attractive with distinctive architectural elements and entrances.

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

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



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

Awnings & Canopies

Add awnings and canopies to create shade for pedestrians and make street facades more attractive

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



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

Articulation of Street Level

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

ACTIVE STREET LEVEL USES

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

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

STREET LEVEL TRANSPARENCY

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



EXAMPLES OF STREET LEVEL FACADE ARTICULATIONS

Facade Articulation

The facades of different buildings along a street, together, create the “STREET WALL” which defines the public realm, and is a critical element in creating a vibrant and pedestrian oriented environment.

Facade articulation creates interesting pedestrian-scaled street walls and helps avoid large, monotonous facades.

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

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



EXAMPLES OF FACADE ARTICULATIONS

Green Design Elements

GREEN BUILDINGS

All new buildings in Monee are strongly encouraged to employ green building technologies and strive to meet LEED (Leadership in Energy and Environmental Design) certification.

LEED CRITERIA FOR GREEN BUILDINGS

- **MATERIALS:** Focuses on materials to get a better understanding of what's in them and the effect those components have on human health and the environment.
- **PERFORMANCE-BASED:** Takes a more performance-based approach to indoor environmental quality to ensure improved occupant comfort.
- **SMART GRID:** Brings the benefits of smart grid thinking to the forefront with a credit that rewards projects for participating in demand response programs.
- **WATER EFFICIENCY:** Provides a clearer picture of water efficiency by evaluating total building water use.

GREEN ROOFS

Green roofs provide layers of living vegetation installed on top of buildings and are strongly encouraged on all buildings with flat roofs. Green roofs offer the following benefits:

- Manage stormwater and improve water quality by retaining and filtering rainwater.
- Provide more building insulation, reducing cooling and heating costs.
- Reduce cadmium, copper and lead in runoff by over 95% and zinc by 16%; nitrogen levels are also diminished.
- Extend the life of roofs two to three times. A vegetated roof, on average, can be expected to prolong the life of a conventional roof by at least 20 years because the vegetation prevents the roof from being exposed to ultraviolet radiation and cold winds.
- Preserve habitat and biodiversity
- Improve air quality and reduce "urban heat island" effect.
- Provide garden areas for occupants and attractive views from surrounding taller buildings.

TYPES OF GREEN ROOFS

- The two most effective types of green roofs are:
- Extensive systems, with 2 to 4 inches of soil, plants with shallow root systems, and easy maintenance. Extensive systems absorb storm water and provide insulation.
- Intensive systems are similar to gardens on the ground, with 6 to 12 inches of soil and deeper-rooted plants. This type provides more insulation, water filtration and storage.



EXAMPLES OF LEED GOLD CERTIFIED VILLAGE HALLS IN MUNDELEIN (ABOVE) & COUNTRYSIDE (BELOW)

Exterior Finish Materials

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

STANDARDS

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

GUIDELINES

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

PRIMARY MATERIALS (75% of Building Facade)

Primary Materials are High Quality Materials that are characterized by:

- Permanence And Durability
- Low Maintenance Costs
- Energy Efficiency

Primary Building Materials:

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

Primary Roofing Materials:

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

ACCENT MATERIALS (Maximum 25% of Building Facade)

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

PROHIBITED MATERIALS

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



EXAMPLES OF ROWHOUSES WITH HIGH QUALITY EXTERIOR FINISH MATERIALS

Green Infrastructure

BIOSWALES

Bioswales are linear, vegetated ditches which allow for the collection, conveyance, filtration and infiltration of stormwater.

Benefits

- Treats stormwater
- Improves water quality
- Adds visually appeal, especially near paved areas
- Can provide habitat for some wildlife species, especially birds

RAIN GARDENS

A rain garden is a garden of native shrubs, perennials, and flowers planted in a small depression, which is generally formed on a natural slope. A rain garden is not a water garden, a pond or a wetland. It is dry most of the time and typically holds water only during and following a rainfall event.

Benefits

- Temporarily holds and soaks in rain water runoff that flows from roofs, driveways, patios or lawns
- Can remove up to 90% of nutrients and chemicals and up to 80% of sediments from the rainwater runoff
- Compared to a conventional lawn, rain gardens allow for 30% more water to soak into the ground
- Because rain gardens drain within 12-48 hours, they prevent the breeding of mosquitoes.

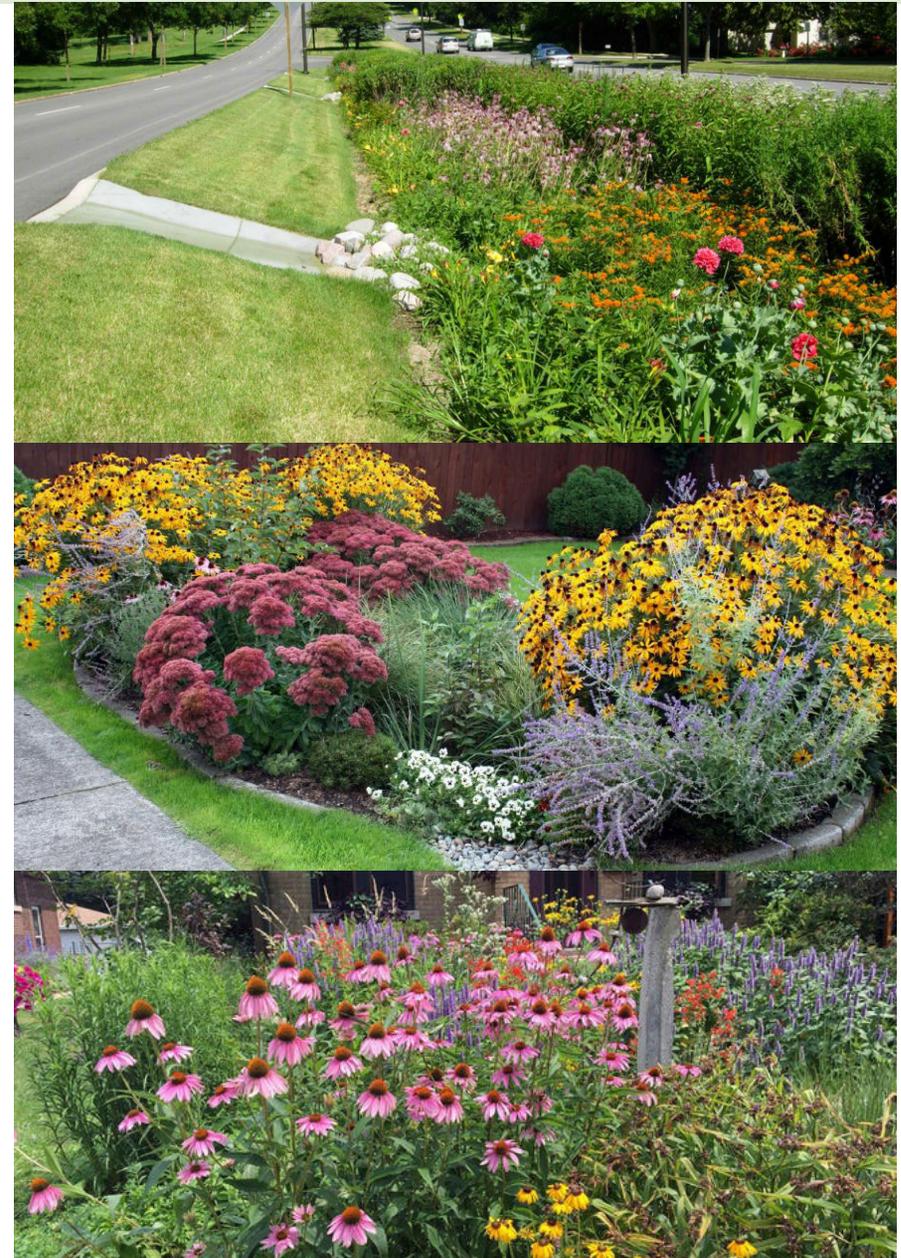
NATURAL LANDSCAPING

Natural landscaping refers to the use of native vegetation including prairie, wetland and woodland species, and is strongly encouraged as an alternative to conventional landscaping. On some sites natural landscaping can be installed or preserved in an informal setting; on others, native plants can be

used in more formal settings in place of imported species.

Benefits

- Native vegetation is a low-cost alternative to traditional landscaping that utilizes turf grass and ornamental plantings.
- A site that is naturally landscaped will produce substantially less stormwater runoff than a conventional landscape. Native vegetation enhances both absorption of rainfall and evaporation of soil moisture due to extensive root systems that extend down 3 to 10 feet or more. In contrast, the root zone of turf grass typically extends only about 3 to 4 inches.
- Natural landscaping reduces pollutants associated with urban runoff.
- Deep-rooted native plants effectively stabilize soils and prevent erosion along stream banks and detention basin edges.
- The reduced maintenance needs of natural landscaping not only save money, but also reduce air, water and noise pollution.
- Natural landscaping provides habitat for native and migrating birds, butterflies, and insects.
- Natural landscapes, especially trees, moderate temperature extremes (such as the “urban heat island” effect), resulting in reduced heating and air conditioning costs.
- Provides four seasons of color and textures not commonly found in conventional landscapes and requires less maintenance over time.



EXAMPLES OF BIOSWALES, RAIN GARDENS & NATURAL LANDSCAPING

Permeable Paving

PERMEABLE PAVING

Permeable paving promotes absorption of rain and melted snow and is strongly encouraged for all off-street paved surfaces in Monee including surface parking areas, private drives and alleys.

Benefits

- Substantially reduces runoff quantities, which can lead to significant cost savings in stormwater engineering and infrastructure, including curbs, gutters and storm sewer costs. These savings can partially offset the higher installation costs.
- Effective in reducing the quantity of surface runoff, particularly for

- small to moderate-sized storms.
- Reduces the runoff pollutants associated with these events.
- Requires less frequent replacement than typical asphalt and concrete paving.
- Permeable paving has aesthetic and marketing advantages over conventional paving. Vegetated pavers, in particular, can substantially improve the aesthetic appeal of paved areas and significantly reduce the urban heat island effect.



EXAMPLES OF PERMEABLE PAVED PARKING AREAS

Local Food

LOCAL FOOD

New development in Monee can incorporate design elements that support existing and new local food systems.

Benefits

- Fresher and more flavorful produce
- Decreased transportation costs and emissions
- Building community partnerships
- Keeping money in the local economy
- Creating opportunities for networking, education and advocacy for health and nutrition

Guidelines

- Encourage innovative design solutions that incorporate food forests and other local food initiatives like community gardens, micro-orchards, beehives, etc.
- Supporting local restaurants, breweries, artisanal maker spaces, farmers markets, co-ops etc. to attract residents as well as outside visitors.
- Incorporate local food supportive policies into the new Zoning Ordinance.



EXAMPLES OF COMMUNITY GARDEN & FARMERS MARKET

Conservation Design New Residential Neighborhoods

All new residential developments, regardless of density and location, are strongly encouraged to incorporate best practices in conservation design, as well as green infrastructure elements described in previous pages.

"Conservation design is a density neutral design strategy that allows for development while working closely with the site's natural functions to maintain and preserve the environmental integrity of the site. Natural landscaping, on site stormwater management and porous pavement are just a few practices that can be incorporated into this design strategy."

CMAP, 2008 Conservation Design Strategy Paper

The Will County Land Resource Management Plan (LRMP) highlights conservation design as a key form of development for the future, with the following general principles:

- Flexible design that maximizes open space preservation should be promoted by separating the issue of density from minimum lot size. This approach would permit a wide range of lot dimensions (area, frontage, setbacks, etc.) and a variety of housing types (detached, semidetached, attached) to serve multiple markets (traditional families, single-parent households, empty-nesters, etc.). Dedication of open space should be encouraged through incentives (density bonuses) based upon net density/yield rather than minimum lot size/widths.
- Open space should be designed to form an interconnected network, with provisions for linkages to existing or potential open space on adjoining properties.
- Pathways within open space and/or sidewalks along roadways should be provided to connect to surrounding pedestrian/bicycle networks.
- Fragmentation of open space into isolated, unconnected pieces should be avoided, except to provide neighborhood parks and commons.
- Stream corridors, woodlands, hedge rows, and other valuable natural and historic resources should be maintained as part of the dedicated open space
- Roadways and house lots should be located to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). "Single-loaded" streets (with homes on one side only) can be used to maximize open space visibility, thus increasing real estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).
- Open space should be used as part of an integrated storm water management approach to maintain natural drainage patterns, attenuate water quality impacts, replenish groundwater (e.g., through bioretention facilities such as infiltration trenches and "rain gardens" and incorporate detention facilities as visual and environmental amenities such as ponds).
- In areas without sewers, measures such as spray irrigation, constructed wetlands, or locating either individual or shared septic systems in easements within common open space should be used to accommodate smaller lot sizes.

Source: Forms & Concepts Handbook, LRMP. For more details conservation design guidelines, see p 24-29 of the "Open Space Element" of the LRMP.



EXAMPLE OF CONSERVATION DESIGN: SETTLERS RIDGE DEVELOPMENT, SUGAR GROVE, IL

Conservation Design Example: Prairie Crossing

Prairie Crossing is a nationally recognized conservation community in Grayslake, Illinois. Major features of this exemplary conservation community include the following:

- As a conservation community, Prairie Crossing was developed with less than a quarter of the 1,600 units allowed by local zoning, with more than 60% of the site preserved as open space.
- Out of the overall 677 acres, 350 acres are legally protected as open spaces that include restored prairies, farmland, nature preserves, water resources, and trails.
- Prairie Crossing offers a wide variety of housing choices, all designed in the Midwestern Vernacular style of architecture and incorporating energy-efficient design characteristics.
- The stormwater benefits of conservation design are drawn from the decrease in impervious surfaces. By clustering lots and limiting the impervious areas to one area, stormwater runoff is allowed to travel to the receiving body of water through the natural open spaces and riparian areas.
- The natural landscaping of the open areas generally has deeper root systems, which minimize erosion and increase water quality. The naturalized system is also expected to help reduce utility costs of storm sewer infrastructure.
- The neighborhood is tied together with a series of trails, sidewalks, and streets and includes many small and large common areas where residents gather, including the popular sandy beach on Lake Aldo Leopold, and playgrounds interspersed throughout the community.
- Lake Leopold is the central detention basin for the overall natural stormwater system. It epitomizes the many levels of conservation designed into Prairie Crossing. It serves as a habitat consciously designed to support a variety of native wildlife, including five threatened and endangered fish species. It is also a wonderful recreational amenity for residents with water clean enough for swimming, fishing, and a beach.





BOARD APPROVED 3-24-2021



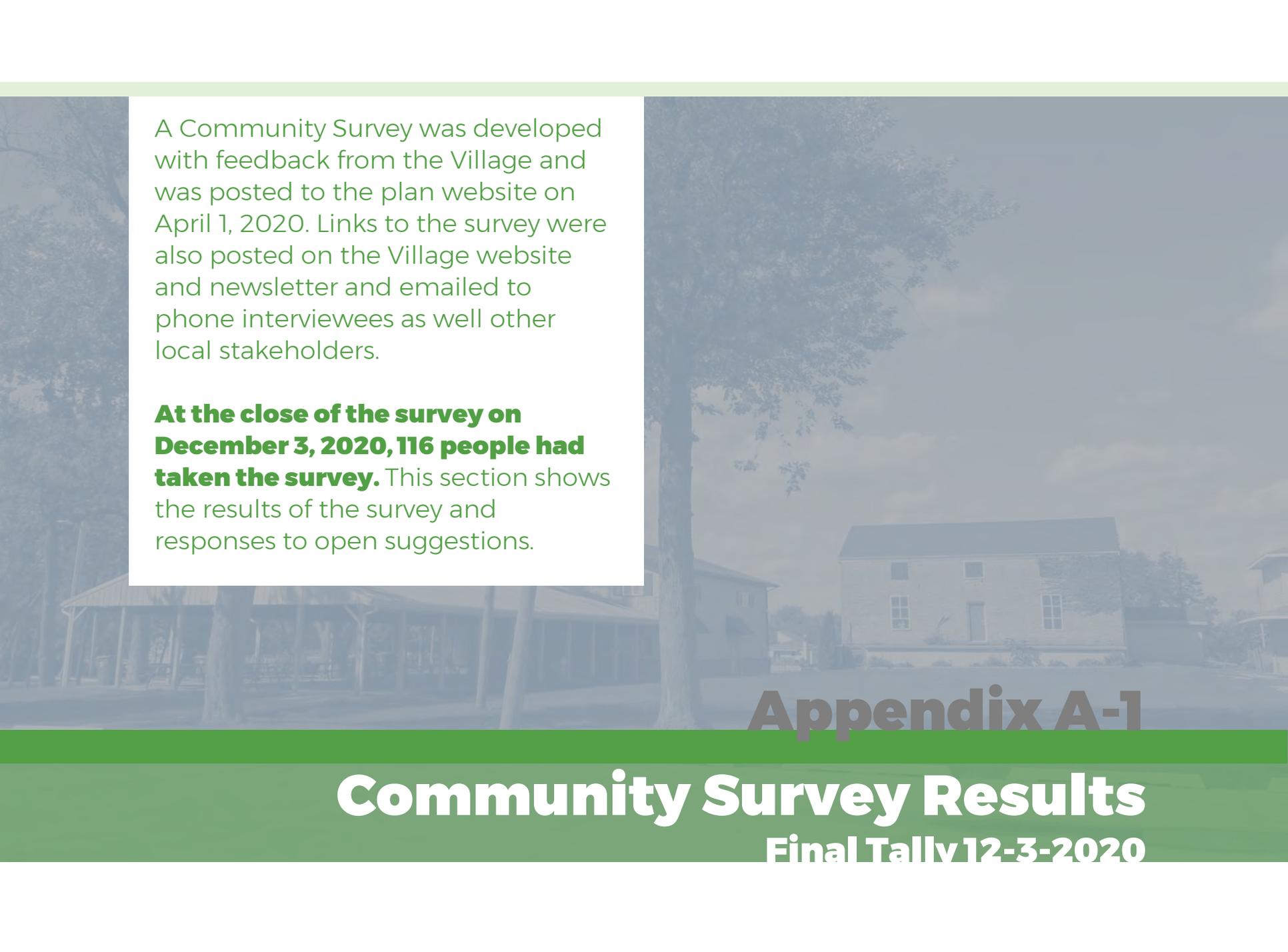
A-1
COMMUNITY SURVEY
RESULTS

A-2
SUMMARY OF PHONE
INTERVIEWS

A-3
COMMUNITY FEEDBACK
VIA EMAILS RECEIVED

Appendix A

Community Feedback

A background image showing a street scene in a village. On the left, there is a long wooden building with a covered porch supported by several wooden posts. In the center and right, there are large, leafy trees. In the background, there are several two-story brick buildings with windows. The sky is overcast with grey clouds. The entire image has a semi-transparent dark green overlay.

A Community Survey was developed with feedback from the Village and was posted to the plan website on April 1, 2020. Links to the survey were also posted on the Village website and newsletter and emailed to phone interviewees as well other local stakeholders.

At the close of the survey on December 3, 2020, 116 people had taken the survey. This section shows the results of the survey and responses to open suggestions.

Appendix A-1

Community Survey Results

Final Tally 12-3-2020

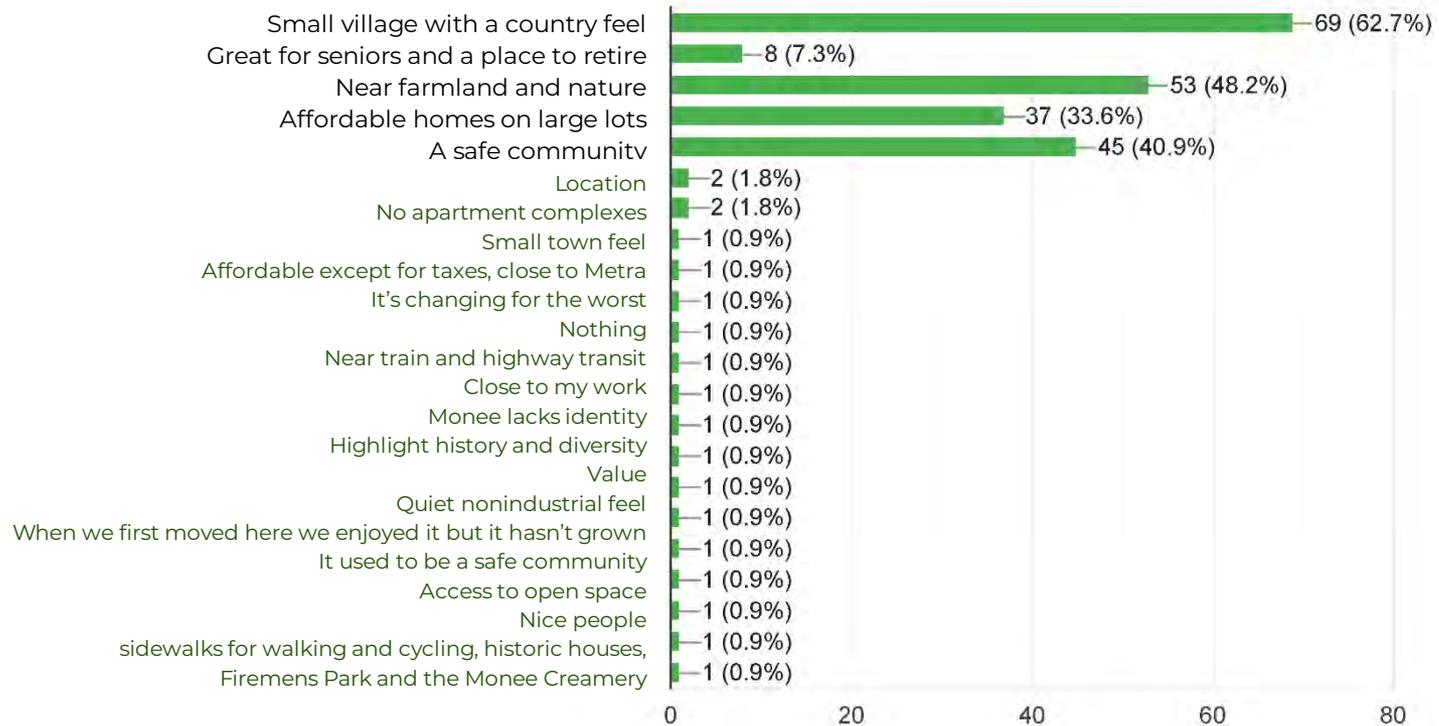
Question 1

What are the things you love most about Monee?

- Small village with a country feel
- Great for seniors and a place to retire
- Near farmland and nature
- Affordable homes on large lots
- A safe community
- Other.....

What are the things you love most about Monee?

110 responses



What are the biggest challenges facing Monee?

- I-57 divides the community into the east and west sides
- Lack of a grocery
- Lack of hardware store and a drug store
- Distance to Middle School and High School in Crete
- Quality of schools
- Other...

What are the biggest challenges facing Monee?

109 responses



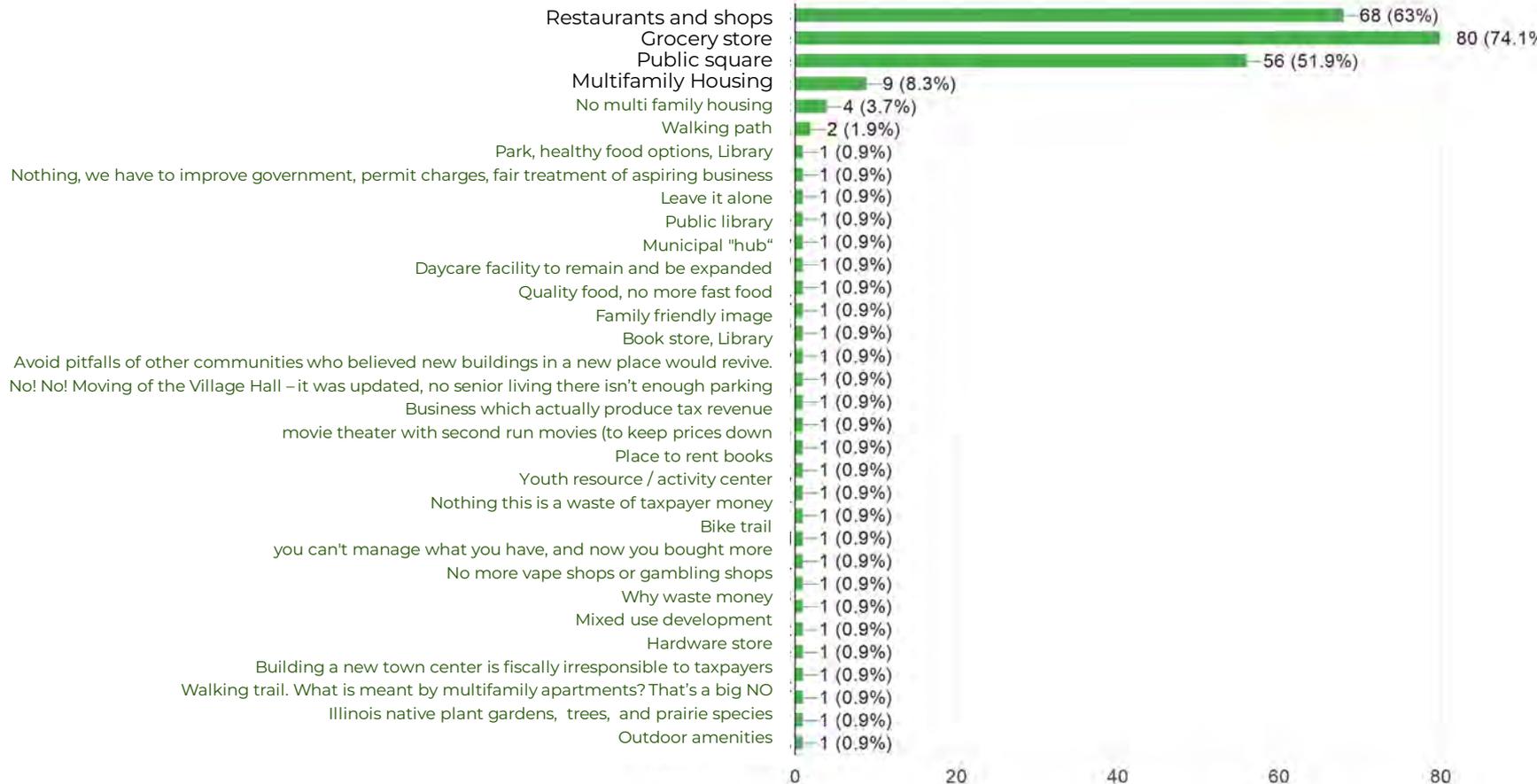
Question 3

The Village has purchased over 30 acres of land on Manhattan-Monee Road to create a new Town Center. What would you like to see in the proposed Town Center?

- Restaurants and shops
- Grocery store
- Public square
- Multifamily Housing
- Other...

The Village has purchased over 30 acres of land on Manhattan-Monee Road to create a new Town Center. What would you like to see in the proposed Town Center?

108 responses



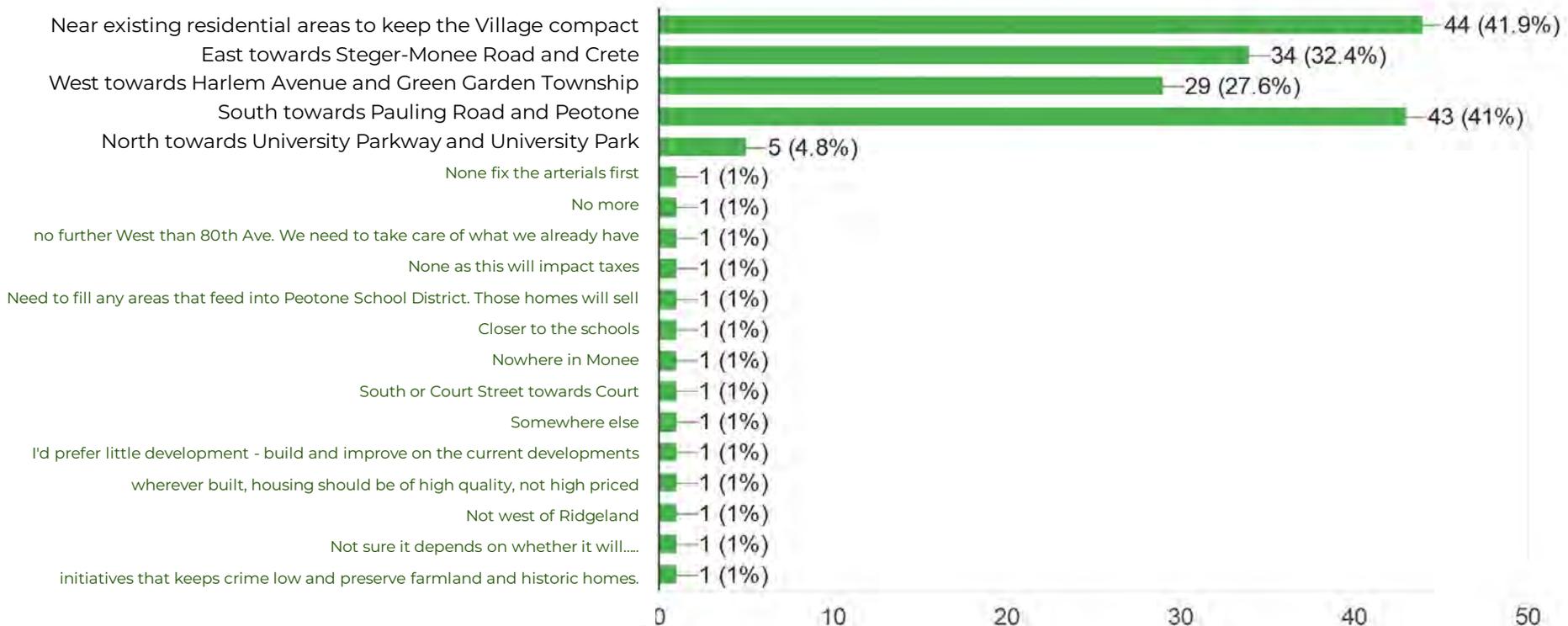
Question 4

Where should new residential development be directed?

- Near existing residential areas to keep the Village compact
- East towards Steger-Monee Road and Crete
- West towards Harlem Avenue and Green Garden Township
- South towards Pauling Road and Peotone
- North towards University Parkway and University Park
- Other...

Where should new residential development be directed?

105 responses



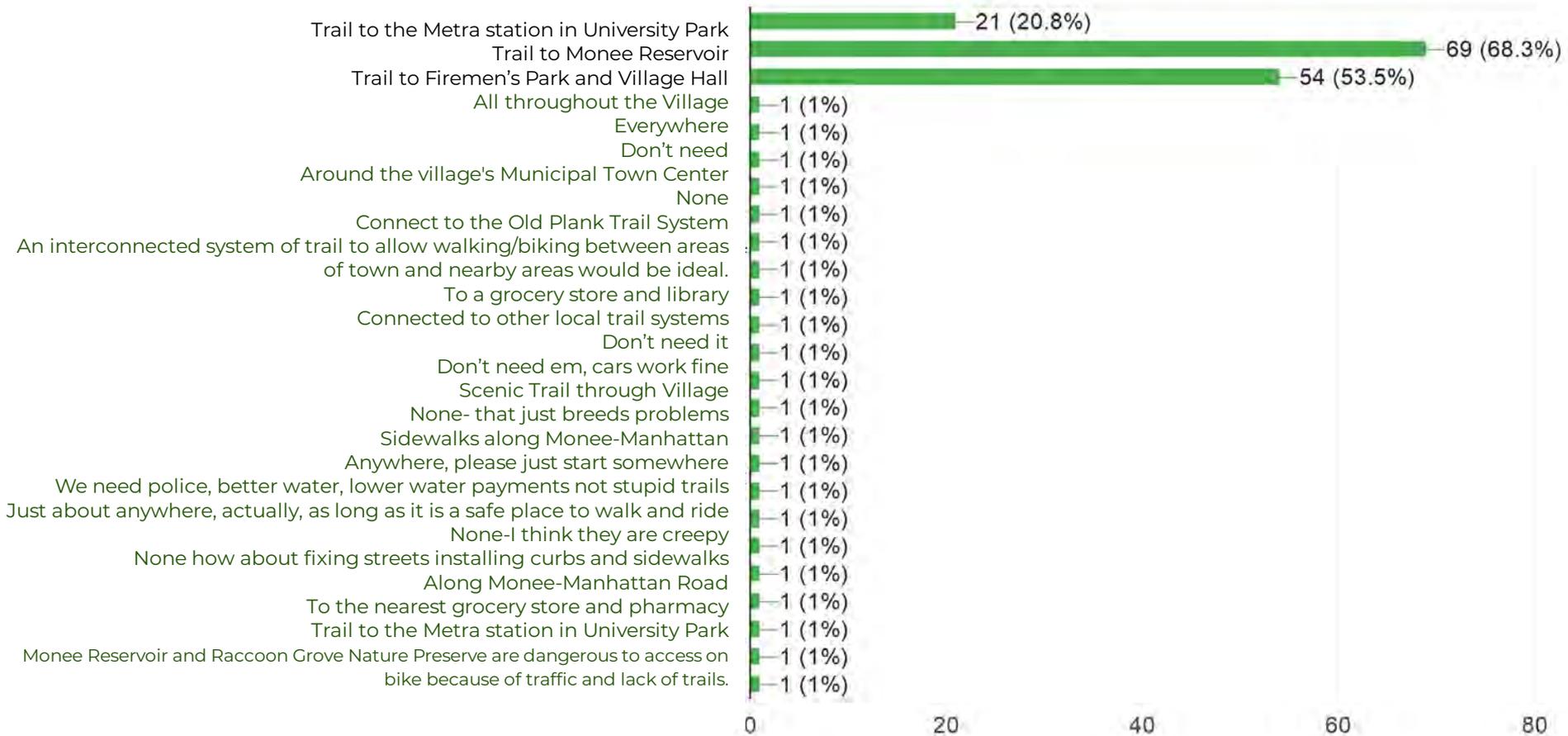
Question 5

There are no bike trails in Monee today. Where would you like to see new bike trails?

- Trail to the Metra station in University Park
- Trail to Monee Reservoir
- Trail to Firemen's Park and Village Hall
- Other...

There are no bike trails in Monee today. Where would you like to see new bike trails?

101 responses



Question 6

Where would you like to see new industrial and freight uses?

On west side of I-57

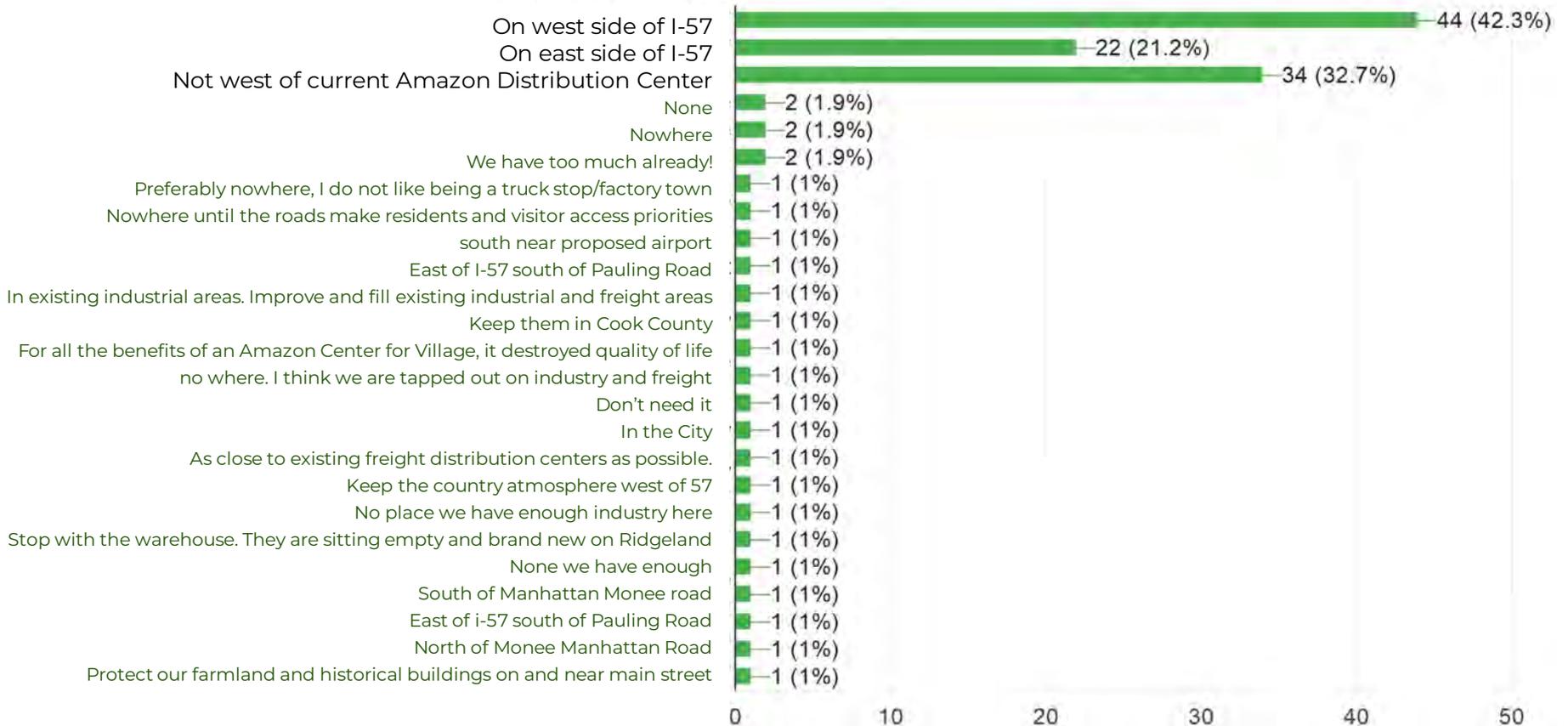
On east side of I-57

Not west of current Amazon Distribution Center

Other...

Where would you like to see new industrial and freight uses?

104 responses



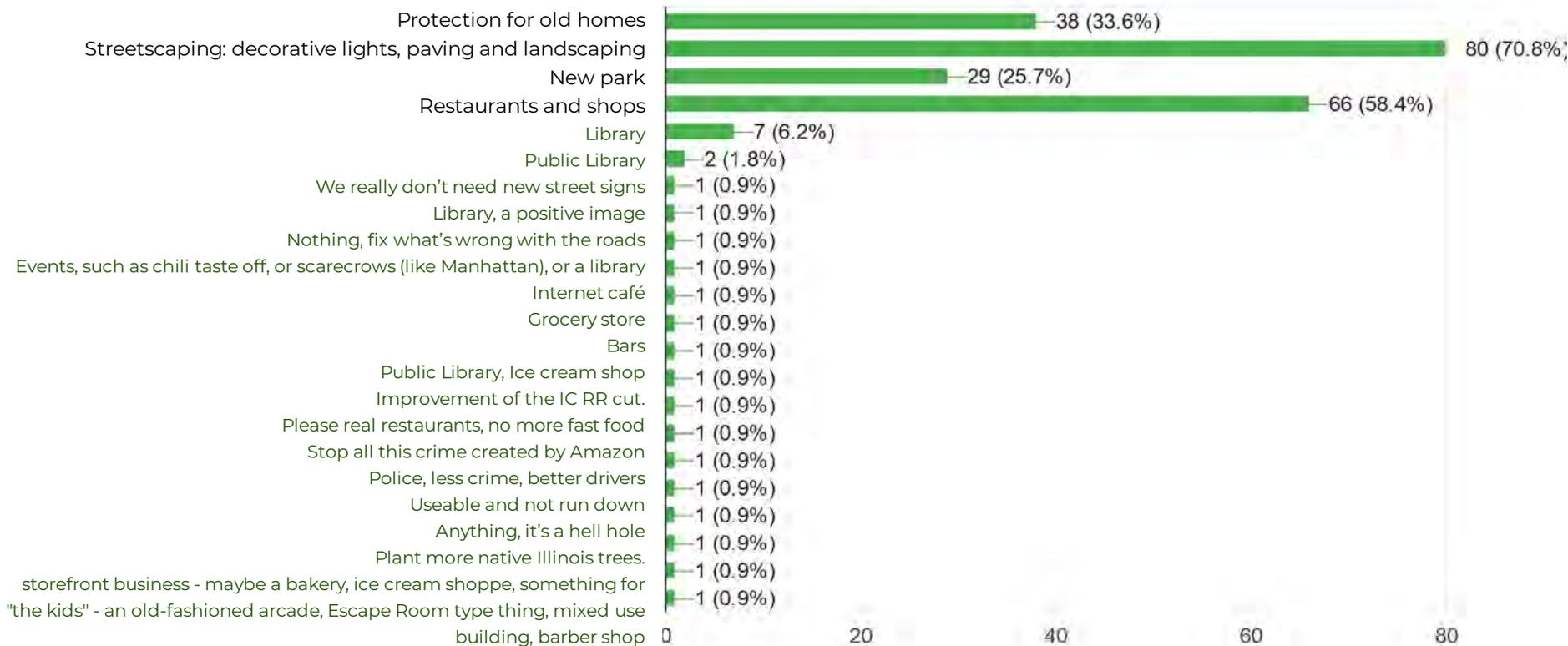
Question 7

What would you like to see in the Main Street / Old Monee area?

- Protection for old homes
- Streetscaping: decorative lights, paving and landscaping
- New park
- Restaurants and shops
- Other...

What would you like to see in the Main Street / Old Monee area?

113 responses



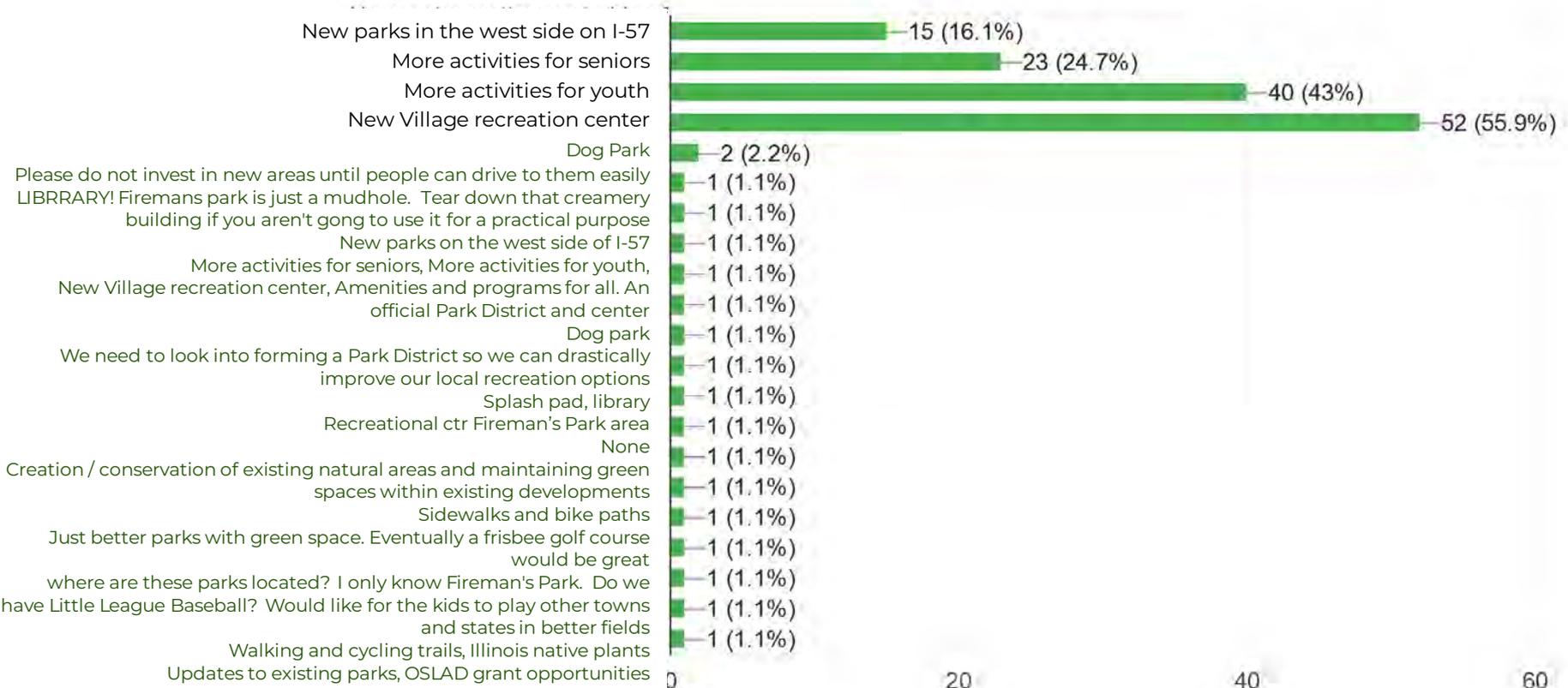
Question 8

There are four public parks owned by the Village today: Firemen's Park, Powatomi Park, Sunrise Park and Friendship Park. What are the major parks and open space needs?

- New parks on the west side of I-57
- More activities for seniors
- More activities for youth
- New Village recreation center
- Other...

There are four public parks owned by the Village today: Firemen's Park, Powatomi Park, Sunrise Park and Friendship Park. What are the major parks and open space needs?

93 responses



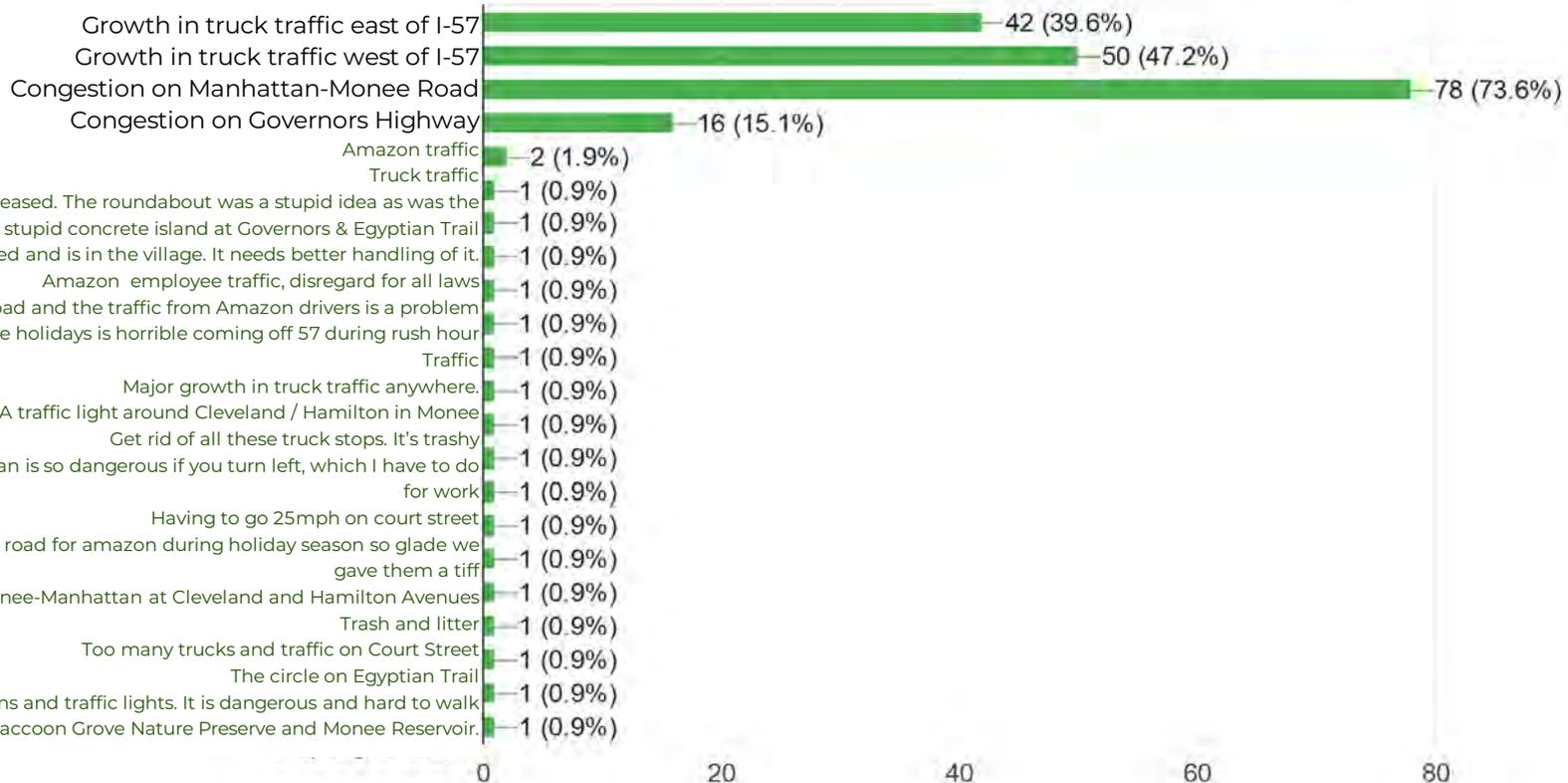
Question 9

What are your biggest traffic concerns?

- Growth in truck traffic east of I-57
- Growth in truck traffic west of I-57
- Congestion on Manhattan-Monee Road
- Congestion on Governors Highway
- Other...

What are your biggest traffic concerns?

106 responses



Open Suggestions

Please add any feedback on other issues and opportunities

47 responses

1. Lower taxes, better schools, more community programs for kids
2. We are not fans of apartment complexes and multi family housing. We also believe that we don't need more building for ships and restaurants because the mini malls on Monee Manhattan road have vacancies all the time. It would be best served to make a beautiful park area for families to enjoy and spend time and to focus on filling the vacancies in current commercial buildings.
3. Do not make multi family homes , we love not having that, ruin small town living . Many will leave
4. Creamery needs to go. Replace with a band shell/pavilion. Take a look at Lansing's music pavilion.
5. Stop the large factories, there are too many already. Coming from the north down 57 you would think we only had factories and fast food. Also, seriously why so many fast food establishments, are you trying to make us all fat and sick!? This whole survey seems to be a waste of time, as I have found out you've had plans previously and never followed through. Also, why are our taxes sooo high? I have family in Tinley Park, in homes worth \$300,000+ that pay about the same amount of taxes as I do, and my home isn't worth even \$200,000. This town was a waste of our money, prices on homes have barely increased. Few people want to move here. It is all disheartening.
6. Start enforcing speed limits, stop signs. Lower and enforce speed limit on Von. Nowhere for little ones to ride their rideum toys as there are no sidewalks. Drivers speed down the street. there is ONE slow children at play sign, and FOUR no parking this side signs. Children shoud be more important than the parking.
7. Close all the gambling establishments, not very attractive for raising a family
8. lower sewer bill
9. McDondalds needs an exit to turn left leaving, and left to enter. So, many people make u-turns because there is no other option.
10. Monee needs a a nice downtown area that brightens up Monee. We need to be competitive and attract residents Just like the other far south suburban towns.
11. A nice little library would enrich all the residents lives.
12. Being able to bike/walk around town without having to suffer walking on gravel shoulders and in ditches for distances would be very nice. Being able to safely enjoy the various parks and nearby forest preserves without driving to them would be lovely. Encroachment of heavy truck traffic in/through town concerns me with the extra development north in University Park. Far too many trucks are still passing through Egyptian Trail to the round-about.
13. Would love to see a dog park!
14. There have been 6 previous Comprehensive plans developed, and the administration has NEVER followed thru on any of them. Why would this be different, and can a plan be made that is simple enough for the administration to follow and implement?
15. The train need to stop honking its horn in the early morning hours.

Open Suggestions

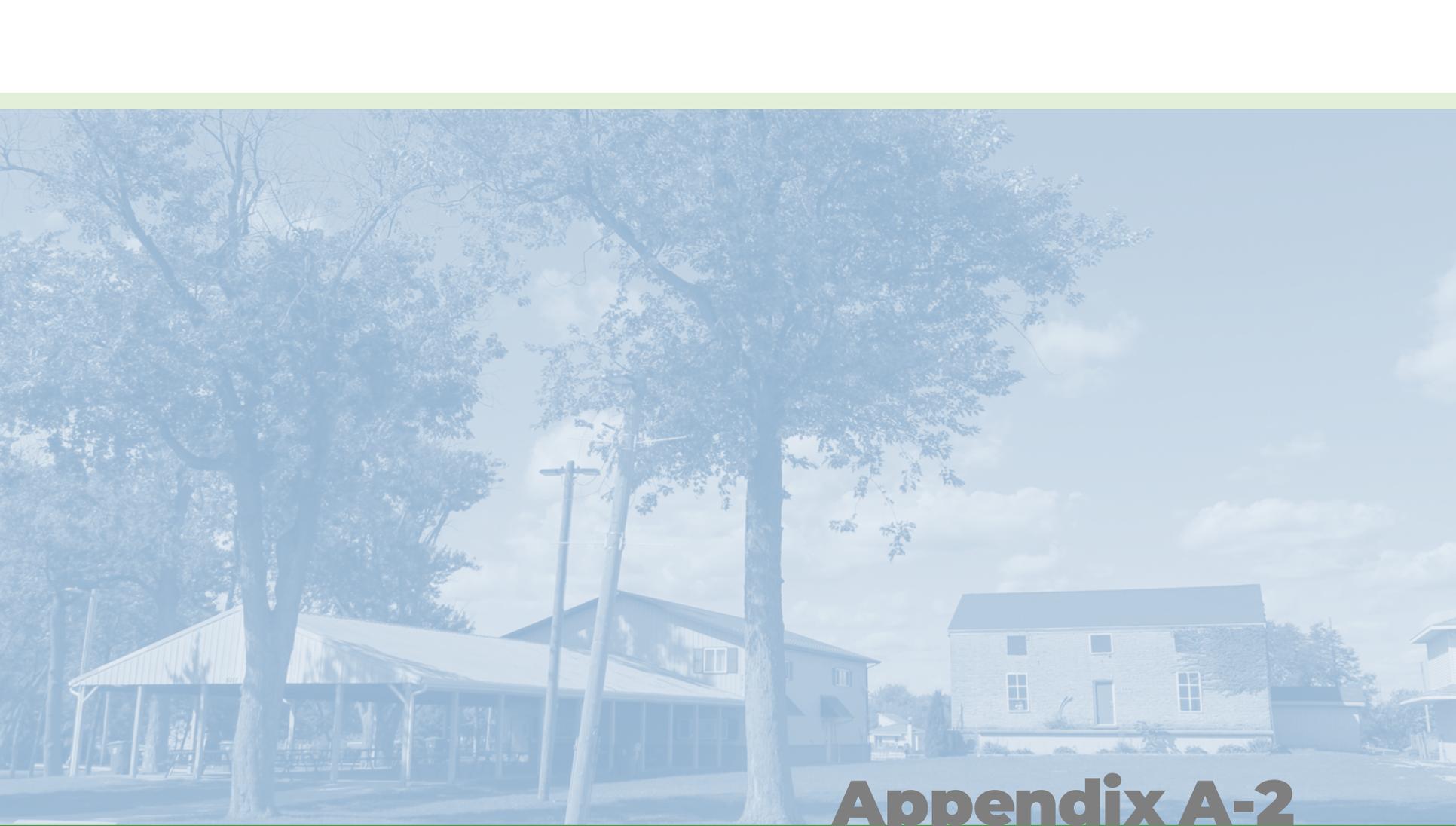
16. I've lived in Green Garden Township for almost 50 years. My neighbors and I have invested our lifetimes in making beautiful estate properties, with landscaping, nature areas, and often with horses and livestock. Unlike many townships, we have a current comprehensive plan designed to preserve our quality of life. We have a county process to adjudicate zoning issues, and our rural neighborhoods have and continue to vigorously defend our rural quality of life from sprawl and commercial & industrial intrusion. If you seek influence West of your jurisdictional village limits, please have your plans respect our rural lifestyle & our comprehensive plan. Thank you.
17. Last four years have been good years. We feel more like a community. Let's keep it that way.
18. I loved the little bridge and path over a little creek in the current plan ! Great ideas. Just moved here and am excited to see it grow
19. We have a senior living area in Golf Vista. If additional senior living is needed it should be located East of Will-Center Rd. For multi-family construction there is more room for development south on Rd. 50 toward Peotone. There is already too much congestion of traffic on Manhattan Monee Rd and I-57. When the 2nd Amazon opens in University Park it will be treacherous at the light at Egyptian Trail and Manhattan Monee Rd to consider multifamily and senior living. Far too dangerous to walk!!!
20. Keep your development east of I 57
21. Growth should not occur west of Harlem Ave. If so, large groups of residents will protest and create significant challenges for development.
22. No more low income housing
23. You need shopping malls east 57 and grocery stores, shoe stores, restaurants
24. don't raise our taxes
25. Encourage small businesses especially grocery/drug store
26. why did we have to waste taxpayers money when we have a village hall
27. Thank you for this opportunity to comment. I grew up in Monee and watched it grow from a population of 600 - I'd like to ensure it maintains its small-town feel while keeping pace with the times and planned growth.
28. Please, no multi family housing.
29. Please consider the types of businesses allowed in the new town center.. Monee does not need more gambling establishments. Keep it to shops and restaurants that everyone can use. Also we need a Dairy Queen :)
30. We are pro multi-family housing options. If there were more opportunities for affordable housing, the investment companies would not purchase single family homes and turn them into rentals.
31. We would love the train station to be extended to Monee but that isn't going to happen until we have a town center.
32. Do not incorporate Green Garden Township - keep them unincorporated
33. Keep development East of 57. The Meadow Creek people and Harlem Green Garden people do not want industrial development west of 57. We have a strong group and we will fight it

Community Survey

Open Suggestions

Open suggestions: Please add any feedback on other issues and opportunities

34. We have been here 20 years, we thought it was an up and coming neighborhood, but it certainly has disappointed us. We would like a regular sit down restaurant and a grocery store. A bike trail would be great, a better park district - more activities for all ages. WE should not allow so many rental units. Too many houses were sold to investment companies and are not filled with renters. These homes are much more run down than the average home.
35. Extending the train line down to monee with a nice train station. More sidewalks for walking places. Grocery and hardware stores. Growth of manufacturing type companies not only warehouse shipping type.
36. Felt parks lacking as is, but bike trails are great to tie into existing parks and community
37. we just remodeled the village hall and now you want to build a new one like I said we do it nice because we do it twice I am feed up with the lack of long term planning and poor use of taxpayer money the village ALWAYS takes an increase from the residents tax bill year to year I don't feel we get ANYTHING for this money you give huge tax brakes to big businesses like Amazon who in my opinion has devalued and damaged our village
38. Under the parks question, item 1 should read "New parks on the west side of I-57"
39. Monee has a tired feeling to it. It needs to be updated and spruced up. Pave roads, repair sidewalks, landscaping, lighting, exteriors of public buildings. Also needs to bring in business to fill the open buildings we currently have. If those can't be filled, then how are we filling the new ones being proposed.
40. Whatever we do we need to build community, bring them together however we can
41. I would love to see a senior community surrounded by shopping to assist the elderly for their convenience!
42. We need more grocery stores, restaurants, something to do more for travelers.
43. Monee should stay out of Green Garden. With Amazon, it has shown no regard for rural landowners' quality of life and that it is only interested in new revenue sources.
44. don't like the term multifamily housing as a rule. Are these apartments, townhomes, condos? Also, what is going on with the water bill? For 2 of us, it is \$200 mainly due to that huge sewer bill. How do I lower my water bill? I don't even water my lawn. How will this new growth affect my water bill?
45. Need to stop all the fast food and entice more mom and pop style businesses
46. Monee needs its own schools, including a new middle school and high school like Manteno. People refuse to move here or move away because they do not want their children to go to Crete. I am also concerned about crime, particularly robberies and illicit drug use, increasing in the village in the 2020s and 2030s. Inner Monee, near main and court streets, needs to maintain its small town charm (sidewalks, historic homes, farmland). The village also needs more bike trails for families, as well as parks with native Illinois grasses and trees.
47. Better use of existing land and facilities within the Village limits would help; expansion of Village limits via annexation options would allow for further growth and more land planning opportunities



Appendix A-2

Summary of Phone Interviews

SUMMARY OF PHONE INTERVIEWS WITH COMMUNITY MEMBERS

Following is a summary of phone interviews with community members from Monee that were conducted by the consultant team between April 8 and 22, 2020. Each interview lasted about 45-90 minutes and was followed up with links to the Community Survey and the project website. Overall, community members were very willing to speak about their ideas and vision for Monee and participate further in developing the Comprehensive Plan in the coming months.

LIST OF INTERVIEWS

	NAME	TITLE	PLACE OF RESIDENCE	INTERVIEW DATE
1	HEIDI GONZALEZ	VILLAGE TRUSTEE	MONEE	APRIL 8, 2020
2	DOUG HORNE	VILLAGE TRUSTEE	MONEE	APRIL 9, 2020
3	MARGARET HORNE	ACTING PRESIDENT, MONEE HISTORICAL SOCIETY	MONEE	APRIL 9, 2020
4	DR. COGLIANESE	SUPERINTENDENT, CRETE-MONEE SCHOOL DISTRICT	FRANKFORT	APRIL 10, 2020
5	CHRISTI HOLSTON	MONEE HISTORICAL SOCIETY	MONEE	APRIL 16, 2020
6	DR. THERESE BOGS	MONEE CHAMBER OF COMMERCE PRESIDENT, OWNER, GENERAL & COSMETIC DENTISTRY	MONEE	APRIL 21, 2020
7	DAVID KOOYEGA	NEW LIFE PHYSICAL THERAPY & REHAB	MONEE	APRIL 21, 2020
8	ROXANNE ROOSEY	REALTOR WITH VILLAGE REALTY	MONEE	APRIL 21, 2020
9	RAJ PATEL	GENERAL MANAGER, RED ROOF INN & SUITES	NA	APRIL 21, 2020
10	MARIA ABNEY	EDWARD JONES INVESTMENTS	MONEE	APRIL 22, 2020
11	DR. LYNLEE WESSELS	OWNER, ANIMAL WELLNESS CENTER OF MONEE	GREEN GARDEN	APRIL 22, 2020
12	NOREEN BORMET	PEOTONE PUBLIC LIBRARY DISTRICT	MANHATTAN TOWNSHIP	APRIL 27, 2020
13	RON ARNOLD	FORMER VP OF ACADEMIC AFFAIRS, ROBERT MORRIS COLLEGE	MONEE	MAY 8, 2020

To maintain confidentiality, the feedback has been summarized by common topics and questions that were discussed, and not by individual responses. Some more information and detail has been added on specific examples that respondents referred to.

What you love about Monee

- Home Town Feel
- Loves to walk everywhere – to Village Hall, Firemen's Park
- Loves small town atmosphere, strong friendships in the community
- Good people
- Can walk to Metra Station, only 3 miles away
- Family takes Metra often for work or to go downtown
- Small community, small town feel, wide open spaces, close to rural areas
- Tiny Town with great potential
- Knowing people

- Walking down streets
- Being part of the Church community
- Small intimate scaled town
- Loves family atmosphere and “oldness” of Monee.
- Location, location, location! Close to Metra and highways.

Why did you move here or open a business here?

- Family goes back five generations in Monee. Loves the history and living in an old house in the Old Monee area where great grandparents also lived.
- Moved here in 2003 from Matteson because of good size lots with good sized homes. Schools were an important factor. Is very satisfied with education quality for children who went through Crete-Monee District schools.
- Was born in Monee, lived elsewhere for many years, came back after retirement 6-7 years ago to be close to family and church.
- Family has been here for four generations with long roots in the community.
- Has lived here for 25 years and opened a business in own home town.
- Moved here from Lansing because parents live here. Looked at Frankfort and New Lenox, liked Monee better because of small town feel and affordable homes.
- Lives in Tinley Park, opened business in Monee 14 years ago because there was no similar service in town. Loves the small town feel.
- Has lived in Monee for approximately 4 years. Moved here because it was affordable and taxes weren't as high as in other communities. Bought an affordable house on a big lot in a subdivision in the east side.
- Does not live in Monee but owns business in the Village. Bought an older building 4-5 years ago and reused it for current business.
- Has lived in Monee since 2018 in unincorporated Monee Township on a large 16 acre wooded lot near Racoon Grove. Moved here because of low taxes, large lots, affordable good house. Thought it would be good place to start a local business. Close to highway and Chicago. Children are home schooled so schools were not a factor.
- Lives in Green Garden, built new business facility in Monee in 2004 when population growth in Monee seemed to be positive, but then the recession hit. Business was very challenging during the recession years but is doing well now.
- 4 generations here, great grandfather to father were farmers.

Proposed new Town Center

- Wants a pedestrian scaled development with stores at the ground level. 2-3 story mixed-use buildings.
- Village greatly needs a focal point. A well-defined center is a must.
- Wants this to be primarily “a civic campus”, with a new municipal facility that can combine different services: village hall, police station, public works, etc. Example to look at: Romeoville Village Hall that has one consolidated facility. Monee's does not need to be that big.
- A public square would be great, with trails, fountain etc.
- Senior housing would be good.
- Grocery is key, but whole project should not be all about bringing one grocery.
- Would like to see small local restaurants, not more fast food.
- Small movie theater like Tivoli Theater in Downers Grove.
- “Affordable Family Fun” would be a good brand for the Town Center to go with Monee's small town feel.
- Frankfort is a great example for a unique place that offers fun family nights and great options for eating out.
- Does not support moving Village Hall or any municipal facilities to Town Center. These should remain in the current Firemen's Park area that is at the real center of town. The Town Center location is not central, is at edge next to University Park and industrial uses. This can never be the true “community” center for Monee. Should be reserved for commercial uses that can rely on Monee-Manhattan traffic counts and provide parking.
- Grocery store and hardware store of any size would be great.
- Open space, trails, outdoor concert venue, Farmers Market

- Coffee shop
- Labas is a great local restaurant, find ways to attract and help more local entrepreneurs.
- Likes downtown Frankfort and Hinsdale, 2 story buildings with commercial below and condo/apartments above
- Senior housing would be great for local businesses
- Village should buy all the old single family homes in the area to redevelop.
- Would be great for higher quality offices.
- Wants to see movie theater, family entertainment.
- Family fun for a day, some unique activity. FunFlatables in Joliet would be a good example.
- Does not support rental housing here.
- Library is a must as an anchor. Would be accessible for all ages and bring people to the area.

Firemen's Park & Village Hall Area

- Reuse Public Works building as a Municipal Rec Center.
- Leave Village Hall where it is. No need to build a new Village Hall in Town Center. Need to use public money wisely.
- Supports acquisition of the Monee Education Center as a future Parks Building.
- Public Works is moving to a warehouse at the corner of Industrial Drive and Sunset Drive, good reuse of existing building.
- Repurposing old buildings is a good approach than using public funds to build new ones.
- Move Village Hall to town center, turn current building into parks and rec facility.
- Monee has no indoor pool; people can dream but this might be too expensive.
- This is the real center of town. The Village needs to invest more here.
- Creamery Building is the only landmarked structure. This is the oldest building in Monee made of local limestone. Efforts to save the Creamery started ten years ago when the former mayor wanted to demolish it. Home depot helped to put a new roof. Village owns the building and has approved plans and budget for reuse. Could be multipurpose hall with displays from historical society. Current Mayor has been very supportive of restoration efforts.
- Old School building was demolished before it could be saved.
- Move all public works trucks and uses to another location. Keep as is, maybe extend Village Hall. Build any new facilities in the Town Center.

Old Monee & Preservation of History

- Old two-story building at the corner of Oak and Main Streets is vacant now. This is one of Main Street's original buildings and should be saved.
- A small outdoor plaza in Old Monee might be good.
- Monee had a train depot before, and also a streetcar. Will county has just completed a historic house survey with Monee Township, that would be a good source of information.
- Can easily walk to Firemen's Park and Village Hall from home in Old Monee area.
- St Paul's church and cemetery are historically significant.
- Would support a façade assistance program for historic buildings.
- Village should set up funds to assist the reuse of old buildings to commercial uses at the ground floor.
- Consider establishing a "Historic District" to administer local grants.
- Would like to see small restaurants, farmers markets, bars etc.
- Streetscaping is much needed to make Main Street more attractive.
- Other than creamery, no local landmarks.
- Village codes work against the reuse of old buildings.
- Does not feel there is a need for a park in Old Monee area. Can easily walk to Firemen's Park. Cemetery is also nice.
- Old area really needs sidewalks on all streets.

- Not sure if local trails are needed.
- Supports preservation of old homes.
- Reuse old buildings, like the creamery. Take care of what we have first.
- Vacant Area at the southeast corner of Court Street and Will Centers Road is a major opportunity area to build new Village facilities. Town should consider acquiring some land here for future parks, rec center and new play fields, new police station. Right time for Village to acquire land for future use.

Library

- Monee really needs a library in town. Current library is in Peotone. Great place for residents of all ages to have wifi access, work, participate in activities.
- New library should be near village hall and creamery, not in Town Center
- New library could be a great anchor for the Town Center as part of a mixed-use development.
- Crete's public library is a great example to look at.

I-57 and West Area

- Homes on west side are different, more suburban, residents less involved with village activities.
- 80th Avenue is a very good as planning boundary. Beyond that is Green Garden with a very different feel and large estate homes.
- Was very supportive of Amazon and Thornton, would like to see more office development. Open to growth to the west in a planned way.
- IL 57 is a barrier, people to the west are not involved in community.
- Would support Monee-Manhattan Road to have non-residential uses towards the west. Who would want to live along this busy road?
- Lives in west side, does not see the so-called division of Town between the east and west sides.
- Was happy to see Amazon and revenue growth for village
- Keep new industrial growth along I-57, towards the north and University Park where it is all farmland, no homes.
- Wants to see more residential west of Amazon, no more new warehousing west of Amazon.
- Make the I-57 interchange more attractive for truckers than Peotone or Manteno, more gas stations, food, service etc. Monee needs this revenue stream so that residents are not taxed more.
- Ridgeland Avenue should have warehousing uses all the way north to University Park. No new warehousing is needed west of Amazon.

Sidewalks, Trails

- Trail to Metra station is a good idea.
- Trail to station does not seem to be a good idea, station area is not safe.
- Court street should have sidewalks on both sides. Priority should be to fill missing gaps. Trail on one side of Court Street may be a good idea to connect to Village Hall and Firemen's Park.
- Old Monee area needs sidewalks. This should be a priority.
- Supports trail to Monee reservoir area.
- Would like to see bike rental, Divvy and Zip cars.
- Would like more walking trails, maybe around a lake, maybe around detention pond in Town Center.
- Not sure if trails are worth investing in or if anyone would actually use them.
- Would support bike trails, roads in Monee are not bike friendly.
- Monee's own streetscaping and signage design is needed to tie different areas together (Town Center, Old Monee and Village Hall areas)

Commercial Uses

- More local stores are needed, Village needs to support local businesses more.
- Works for a very conservative 100 year old Financial Advisor company. Would like to open an office in Monee, but there is no good quality space. Current strip centers are not high quality, surrounded by fast food and low quality retail, video, poker store etc. There are no good office rental options.
- Amazon gets big tax breaks and probably has negative taxes but local small businesses do not. Village is not friendly to local businesses who are paying high taxes.
- Need a grocery and hardware store.
- Need a drug store. Look at Tinley Park Apothecary for a local drug store model.
- More small local restaurants are needed, it is all fast food now.
- Does not think current population can support more restaurants, does not think they will survive long term.

Hotels

- Monee does not need more hotels.
- Typical occupancy at peak seasons: 50-60%, May-Aug, Sep. Now in pandemic, down to 20-25% occupancy.
- Mostly local guests, stay here because rates are cheaper than Peotone, Crete, Matteson and Tinley.
- Horse Show in Crete and Music Concerts in Tinley Park are big draws.
- Amazon impacts on hotel occupancy has been minimal. Some guests during construction. Corp executives want to stay in better hotels elsewhere like a Hilton Gardens.
- Guests want a grocery nearby. Guests who stay for extended periods have to go to another community to buy groceries. Also want a pharmacy and real restaurants, not just fast food.
- Town center would be a huge help to the hotels near the interchange.
- For pet friendly hotels, trails and dog park nearby would be great.

Medical Uses

- Most people go to other suburbs for doctors and drive far to see a doctor.
- Riverside immediate care is great, but is not enough.
- Drives to Frankfort, Tinley Park, Orland Park, west suburbs, and northwest Indiana for medical services and doctors.
- Closest hospital would be St. James or Advocate, or Silver Cross.
- Elderly have to drive very far for medical services.

Schools

- Schools are absolutely a determining factor for new home buyers, probably why people do not want to live out there because of former bad reputation of the Crete-Monee School District.
- Majority of students in school district come from Univ Park and Crete, followed by Monee. Some come from Park Forest.
- School does not have any needs for indoor recreational facilities right now.

Monee Elementary School

- Has seen a decline in student population, did not get filled to the anticipated capacity when it was built 8-9 years ago when much higher enrollment was expected.
- Now majority of students are from University Park.
- No one walks to school, almost everyone is bussed.

Middle School and High School

- Not much decline or change in enrollment in recent years.

- There was a lot of racial tension in the school board. Schools had a bad image. Bad press on students fighting when someone filmed a fight was very damaging around 2016. “Life Flight” became a term that was used when residents started to leave for other suburbs like New Lenox.
- New administration has brought a strong focus on restoring values and the district’s image in last few years.
- Residents responses indicate that new leadership in the School District has had great success in restoring confidence in local schools.

Monee Education Center

- The School District plans to move the center closer to the high school. Goal is to get students closer to career counselling options and be near the Career Center in the High School.
- The District is open to the possible donation of the building and the site to the Village.
- The Center is working with students and the Park District to design a Dog Park.

Growth and Housing

- Use what we have better. Less annexation. More compact.
- Stay same, be a better town first before you grow.
- More residential development potential on the Frankfort side (west)
- Preserve farmlands and rural areas to the east, put new homes to the west.
- Put new homes in vacant land near Trinity Church, west of Will Center Road.
- Would really want to see growth come to east of town towards Crete.
- Fear of the potential South Suburban Airport prevented people from building new homes to the east of the current town, instead growth happened to the west. Airport has been a deterrent to new home building to the east and why west side has seen more development.
- Need more affordable quality homes in the \$175,000 to \$250,000 price range.
- Promote Monee as a community “Not just starter homes, but for forever homes”.
- More housing is needed towards the south to get more students to go to Peotone School. Peotone schools are perceived as being better than Crete-Monee Schools.
- Push residential to the east to support Crete-Monee JH and HS. Buses then do not have to run through town. Smaller lots and denser development will be good.
- **Rental Housing**
 - There is already a lot of rental in existing single family homes.
 - There are not many multifamily rental options, just a few duplexes.
 - From a realtor’s perspective - would probably be good to have more rental options, but there might be pushback from residents.

Monee-Manhattan Road

- Traffic is really bad around Amazon during the few weeks around Christmas.
- No major traffic concerns with school buses in Monee
- No major traffic issues commuting from Tinley Park
- There should be no new warehousing on the east side of I-57. Cleveland Avenue is the main entrance to the area from Monee-Manhattan Road. This is already a mess and is poorly planned. Making a left turn near Dunkin Donuts is extremely difficult.
- Make Monee-Manhattan road more attractive, it is a mess now. Install decorative elements and nice signage to create a more attractive gateway into Monee.
- Truck traffic is bad on Monee-Manhattan road, takes Harlem and Pauling to get to work on the east side from home on the west side.

Parks

- West side: lives on 2.5 acre lot, does not need parks with own private big yard.

- Sidewalks, trails and safe walking paths are more important than a new park.
- Village really needs a well-staffed Park District, just one staff person today.
- Rarely uses the parks, only for specific events like Fall Fest.
- Mokena Yunker Park is a good example for more family activities.
- Current parks are not attractive, they are really just play fields and offer little else.
- Firemen's Park is mostly for athletic fields, not much else to do.
- Need a volley ball court
- Not sure if people would really use a rec center. Kids/teenagers are not very involved in community activities. They do not know about parks programs. Ineffective communication from Village.

Library

- Monee is currently served by the Peotone Library District. The library is located at 515 N 1st Street in Peotone, about 7 miles south and a 12 minute drive from Monee Village Hall.
- Residents would like to have a branch library in Monee and not have to drive to Peotone.
- Suggested locations include the proposed Town Center Site and Firemen's Park area.
- The Peotone Library District currently serves 5 townships: Green Garden, Peotone, and parts of Monee, Wilton Center and Will Townships.
- According to the Library District, annual property taxes collected from 5 townships last year was approx. \$565,000.00 last year with approx.. \$30,000.00 left after expenses.
- The current building is approx. 14,000 sf and is working well. There are no plans for expansion.
- The library board would need to consider any ideas for a new or branch library.
- The library offers many programs for all ages that are very well attended, especially for kids and adults. Teenagers are a challenging group to attract.

Major Concerns

- Monee is not a progressive community. Village leadership has been complacent. Not much change happens here.
- Village is quick to give incentives to commercial/trucking warehousing uses, and not doing much to help small local businesses.
- Monee is a food desert. Lack of access of fresh produce is a critical issue. A grocery store is a must.
- People discourage new home buyers to buy here because of lack of essential services in Monee (food and medicine).
- Family and kids have nothing to do
- Brand: clean small town, be like Manteno main street, more attractive
- What can attract people to Monee and keep them here?
- Monee has no clear identity in the region. No reason to visit. Needs a clear brand.
- Monee is not friendly to small businesses and entrepreneurs.
- Almost all of Monee Township is clay soil, not good for farming. There are no major Dairy Farms in Monee today. More information can be gathered from the Will County Farm Bureau.

Major Concerns regarding Local Businesses

- Village is not user friendly for new businesses.
- Permits take a long time. Businesses have to pay rent while waiting through long and unclear permit process. Sometimes it takes over a year for permits and inspections to be done. Businesses have lost significant money while waiting to open.
- Zoning and Village Codes are outdated. Sign ordinance is not business friendly. Unclear what the requirements are. Village staff do not seem to be clear on the requirements either. There is no consistency in enforcement.

- When new business comes to town, outside engineers have to approve engineering plans but then Village asks for architectural plans also. Needs to make requirements clear. Approval requires lots of expensive blueprints. Outside review fees are charged to the business. These actions are not supportive of small businesses.
- Inspections take long, inspectors do not come on time creating more delays.
- Property Taxes are very high for small businesses.
- Extremely difficult to get a permit. Had to wait 1.5 years and lost a lot of money waiting for permits. Very costly.
- “Special Use” requirements make small businesses even more difficult.
- There are no clear rules on what uses are considered “retail” and have to pay local sales tax.
- Monee has had quite a few mayors in recent years and many trustees. The Village has a history of leadership that is very difficult to deal with.
- More progressive “business forward” leadership is needed.
- Local business with over \$1 million in annual revenue but has received little help from Village.
- Big anchors like Amazon have the money to spend on expensive review, small businesses do not.
- General business community feedback: Village is extremely difficult to deal with. Very unfriendly to local businesses.

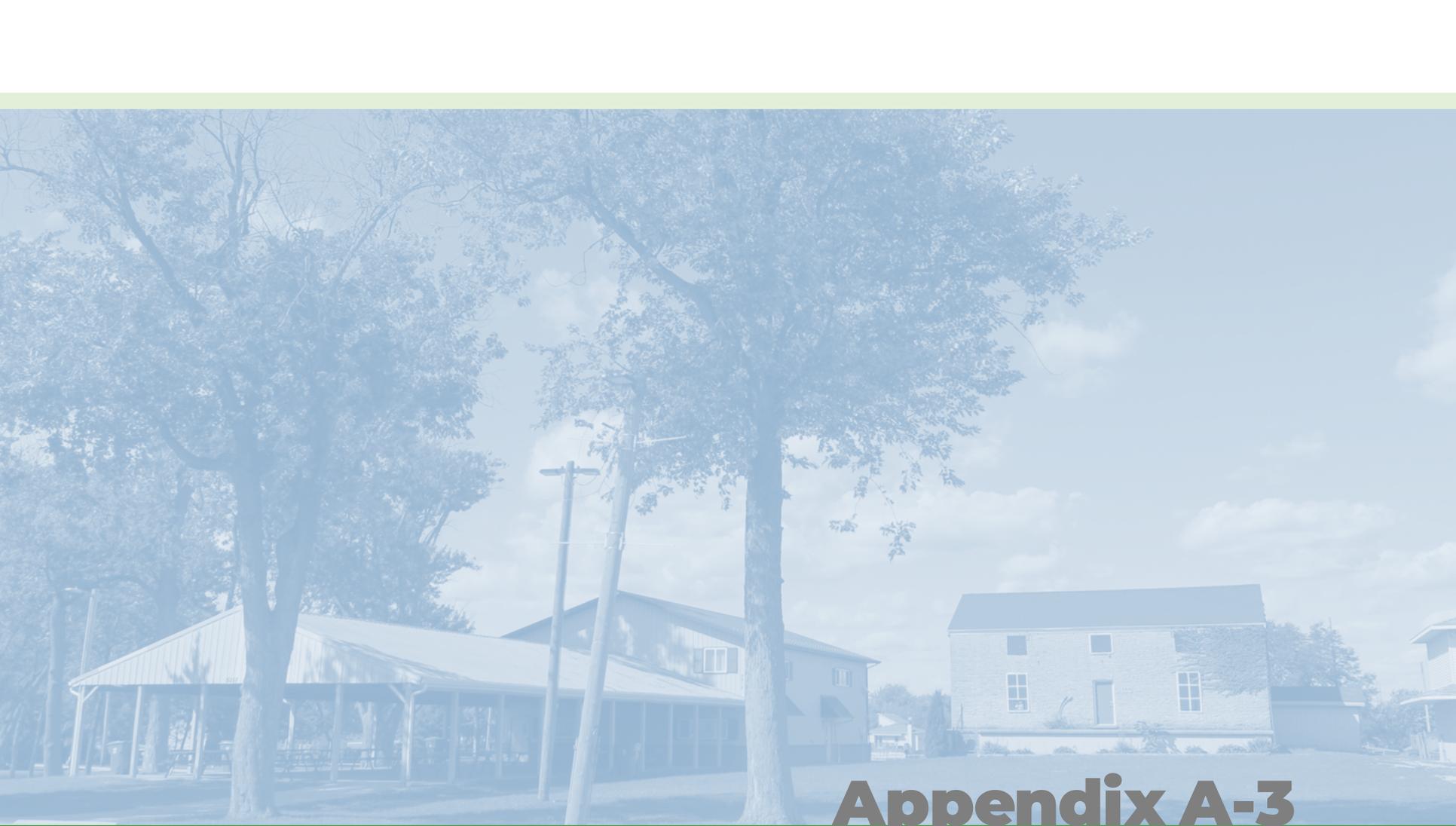
Overall Goals

- Keep Monee “Healthy & Wholesome”.
- Preserve the small town feel.
- Keep Monee compact, don’t spread out.
- Protect the small community scale, do not become like every other sprawling suburb.
- Invest in what we already have, in our existing neighborhoods and older areas, before investing in new areas.
- Promote “Measured growth”.
- Preserve the sense of small community surrounded by farmland.
- Reuse old and existing building first before building new ones.
- Create places and activities to bring the community together.
- Keep Monee’s authentic Identity as a small town.
- Create a clear brand and identity for Monee in the region.
- Provide more progressive leadership from the Village.
- Make Monee much more friendly to local and small businesses.
- Provide more financial assistance and tax relief to retain and attract small businesses.
- Be a “forward thinking” community
- Become a “well planned community” like Park Forest was (one of the first planned communities in the region).

Other Big Ideas

- **Build a new multipurpose sports facility as a major economic anchor.** Village should seriously consider building a multipurpose sports facility and maybe buy some land near I-57 for the facility. This would be a great help to hotels and restaurants and bring lots of families to town. Examples to look at include:
 - **The Sports Campus at Westfield, Indiana:** Owned by the City of Westfield, Grand Park Sports Campus is the official home of Indianapolis Colts Training Camp. The 400+ acre sports campus welcomes 2.5 million visitors a year and has helped Westfield attract over \$1.5 billion in economic development, including capital investments by Abbott Labs, Aptiv, Bastian Solutions, Gordon Food Service and more.

- **Milwaukee County Sports Complex:** Owned by the City of Milwaukee, the sports complex is a year-round sports hub with a 55,000-square-foot fieldhouse that hosts volleyball, indoor soccer and basketball, and outdoor athletic fields that host rugby, football, lacrosse and soccer. The complex is also available to rent for large-scale events and exhibitions.
- **Mercy Health SportScore 1 & 2, Rockford, IL:** Owned by Park District, features outdoor athletic fields and multi-sport indoor facility, with an indoor golf practice center, store, restaurant and sports bar. The venue can also accommodate conventions, trade shows, expos, weddings, receptions, parties, concerts etc.
- **Make reuse of existing vacant or underutilized buildings a priority.** Suggestions include:
 - Reuse the Eastern Will County Senior Center that is sitting vacant today. *(Note from Ginkgo: we were not sure what building was being referred to here).*
 - Vacant retail building at the northwest corner of Governor's Highway and Court Street
 - Vacant buildings on Main Street in Old Monee Area
- **Make Monee known in the region for sustainable "Local Food" and "Agritourism"**
 - Monee is a "food desert" today with no grocery store serving the community. Residents have no access to fresh produce.
 - Why can't Monee promote local food growers, maybe create a Food Co-op? Examples:
 - Sugar Beet Food Co-op, Oak Park, IL: Established in 2012, this is a community owned grocery store that is open to all. This full-service, co-op provides a neighborhood source for local, sustainable, healthy foods and offers a way of connecting farmers and producers to their customers.
 - Dill Pickle Food Co-op, Chicago: A democratically governed grocery store owned by nearly 3,000 friends & neighbors working together to build a vibrant and just local food economy. Everyone can shop at the Dill Pickle, and anyone can become an owner.
 - Consider other innovative ways to give residents access to healthy food:
 - Establish "A Virtual Fresh Market" in Monee
 - Start a "Farmers Market" for warm months. Example: Frankfort Country Market in downtown historic Frankfort, a "grower's only" market, featuring locally-grown produce, plants, baked goods, prepared food and gourmet products. The market also features live entertainment, family events and chef demos.
 - Approach Aldi to start a small store in Monee.
 - Promote "Agritourism", agriculturally based family activities that brings visitors to farms in Monee.
 - Farms in the area could promote family fun activities: corn maze, pumpkin fest, bed and breakfasts, air b&bs, apple picking, dairy etc.
 - Example: Siegel's Cottonwood Farms on 17250 Weber Road, Lockport. The fourth generation working family farm offers fresh produce stands, pumpkin fest and other family fun events.
 - Support local food producers to help keep money in the Village and avoid leakage to neighboring communities.
 - Change codes and policies to allow and promote local farming entrepreneurship: owning chickens, livestock etc. on property, selling produce without over taxation and allowing bed and breakfasts.
 - Judi Ogalla, resident of Monee and member of the Will County Board, would be a great contact because of her sustainable farming initiatives.
- **A Drive in movie theater would be great.**
 - Example: HARVEST MOON TWIN DRIVE-IN MOVIE THEATRE, located in the heart of Central IL in the town of Gibson City. The theatre sits on 11 acres of green grass right on Route 47 just outside the city limits, 30 Minutes from Champaign-Urbana and 35 minutes from Bloomington-Normal. Originally opened in 1954 and in 2013, was converted to digital projection with 4k Ultra HD picture and digital 5.1 surround sound. Open March-October each year.



Appendix A-3

Feedback via Emails

Community Feedback via Emails Received

Village of Monee Long term goals

1. The extension of Monee Manhattan Road over the IC Railroad tracks to meet with Old Steger-Monee Road. Then improvements to Old Steger-Monee Road to Crete-Monee Road. Crete-Monee Road to Rt1 and beyond needs to be a 4 lane road. This would be the east-west truck route for traffic between I-57 and the Calumet. Crete-Monee Dist 201U has their major investments of school infrastructure in Crete and University Park. This extension would make it safer to move students to the upper grade levels without going through the village.
2. The open land parcel by Governors Hwy, Monee-Manhattan, and Egyptian Trail needs to be kept for Retail shopping, grocery store, hardware store, etc. Municipal offices, library, auditorium, stage, and library should be situated in this tract as well combined with retail functions. This is the only parcel left that is open land and convenient. No housing should be on this tract due to the limited supply of open land. Even before the pandemic, the needs of retail models have been changing and this parcel needs to adapt to the longer term changes.
3. Housing development should occur east of the village first. The extension of Monee-Manhattan would make housing in large tracts favorable with limited access to Crete-Monee Road. Also, it is moving residents closer and with better access to the upper level schools in the district. Imperative to limit the amount of egress for business and residential along the extension of Monee-Manhattan, Old Monee Road, and Crete-Monee Road going east. East-west corridors are limited with Sauk Trail being the east-west corridor to the north.
4. A small strip center for a convenience store, gas station, fast food, etc. at the corner of Crete-Monee and Old Steger Road would serve residents well and bring in revenue to the village.
5. The I-57 strip in the Village of Monee needs to appeal to businesses. We have to remember we are only 30 miles south of Chicago and 9 miles south of the I-57 and I-80 Interchange. At present distribution facilities seem to be needed long term. It is important not to zone land for residential that can have higher use in the future and lose the tax basis needed to have a solid community for the future.
6. The old downtown of Monee is not easily planned. A restaurant, etc. needs parking. If you take too many buildings down, the charm of the old downtown becomes lost. Maybe going back to a park with movies and live music, etc. would generate enthusiasm without disrupting the neighborhood.
7. Bike and walking paths-in the present downtown area of Monee, some streets could be named as bike paths and people have sidewalks. Example- Egyptian Trail south of Monee could be a biking as well with auto traffic using Rt. 50. In other areas without sidewalks and new development, walking paths and bike paths need to be planned into any future development. A safe bike path is not 3 feet on the side of the road with traffic a couple of feet from you. Bike and walking paths need to connect residential to shopping, schools, and recreation. At present, a path to the Monee Reservoir would need a path from Egyptian Trail over the Railroad Bridge and connect to the Reservoir. The Reservoir could have a beautiful path inside their boundaries to the parking area. Have a designated bike route to the Monee school on Will-Center through the subdivisions etc.
8. Governors Highway south of Monee- to Raccoon Grove- no residential housing. Businesses with limited traffic would be of the best use. Office use with small warehouse, medical offices, etc. with good curb appeal to Rt. 50 would be of best use.

A few additional thoughts and comments after the May 12 forum:

1. Could you draw a 5 minute walk around Monee Elementary like you did for the retail site on Monee-Manhattan Road? Can you give us some idea of the number of residents in each circle?
2. Monee Elementary School part of parks and rec. What is more important, the programming or a brand new building. The advantage of Monee Elementary is being to offer programming now instead of sometime in the future. Monee Elementary can be sold as a fit to the area. The programming

and the people make the difference. For safety, areas bordering Court St need to have safety barriers up with a walk across Court with flashing yellow lights and a 15 mile per hour speed limit when lights are activated.

3. In response to a plan not being needed- The Village of Monee did not plan historically. The village almost was surrounded by Park Forest South in the early 1970's. The only reason it did not happen was the elimination of the funding source, which came from HUD.
4. The City of Chicago strip annexed down the Kennedy Expressway to gain access to O'Hara Field. Can the City of Chicago strip annex down I-57? Think the same question was asked for O'Hara.
5. The main attributes of Monee are location, location, and location. Most of our advantages will be driven by location. We need 4 or 5 talking points about the attributes of the village.
6. The Village does need more businesses in the I57 corridor. We need businesses that will hire mid -level managers not businesses that only hire entry level, minimum wage employees. The Village should be selective in giving incentives to companies that will benefit the community as a whole.
7. The village needs more rooftops. Without more rooftops, the grocery store and others will not come to the village. Retail is driven by rooftops.
8. Moody's Analytics has done a study of the Best and Worst Positioned cities after Covid-19. I have read an article naming the best and worst 10 cities. A couple of the metrics are population density, share of jobs requiring a college degree, housing density, etc. May be some metrics in this report that we can capitalize on. Chicago was not in the best or the worst positioned cities.

Thank you for this opportunity to share our experiences and concerns about preservation of the Upper Forked Creek Watershed, as it relates to the current revision of the Monee Comprehensive Plan.

Forked Creek is a tributary of the Kankakee-Iroquois River System. A workhorse of a stream, the Forked Creek Watershed provides drainage for almost 90,000 acres in Will and Kankakee Counties.

I participated in an IDNR Fish Survey, and 18 different fish species spawn in the upper reaches of Forked Creek. The stream's Index of Biotic Integrity (IBI) places it within a category of stream quality that is becoming rare. Forked Creek is identified as a Highly Valued Aquatic Resource and a priority for protection (IEPA/IDNR Biological Stream Characterization Program). Today, Will County's Forest Preserve District has already set aside 2400 acres of the Forked Creek Watershed for conservation purposes.

Forked Creek's headwaters are located in western Monee Township and eastern Green Garden Township. Interestingly, these two townships possess the highest elevations in Will County, with Monee Township reaching 830 feet above sea level. It is this unique topography that provides the abundant multi-forked headwaters of this stream, with its extensive intermittent tributaries and hydric wetland soil patterns. It is Forked Creek that defines this area.

About twenty years ago, our neighborhood's interest in preserving our rural quality of life and the natural resource of Forked Creek began in response to encroaching development. At that time, the idea of conservation design subdivisions was becoming popular around the country. Certainly, serpentine lanes, clustered homes, and open space were an improvement over the cookie-cutter layouts of the past.

However, our experiences with these designs exposed an absence of genuine conservation, as Forked Creek, and its tapestry of wetland soils, was diminished to a marketing amenity. Development in our area was so overwhelming that, at one time, twelve new subdivision proposals were being considered. In response to neighborhood flooding and an accelerated disregard for the stream system, my neighbors and I formed the Upper Forked Creek Watershed Committee. Our efforts took almost a decade, but with help from the Army Corps of Engineers, the Illinois Environmental Protection Agency, the Illinois Department of Natural Resources and other government and private conservation agencies, our advocacy gained recognition for Forked Creek.

Forked Creek's channels are federally-protected "Waters of the U.S.". Soil maps of western Monee Township and eastern Green Garden Township reveal an abundance of stream corridors, which can look deceptively small. But, these channels are intricately connected to wide intermittent tributaries that come to life during stormwater events. Moreover, adjacent to the streams are extensive patterns of hydric water soils. These huge soil-water storage tanks are essential for stream function, and their preservation prevents flooding. These soils outline the ancient wetlands that were tiled and drained for farming purposes. But, as agricultural use ends, these soil patterns, as wetlands, mandate federal protection.

It is not merely for the purpose of preserving wildlife that wetlands are important. Far more fundamental is recognition that their existence prevents neighborhood and downstream flooding. One acre of hydric wetland soil can store over 1 million gallons of water. These natural storage tanks provide surface and subsurface storage. They hold stormwater from Fall rains, the snow melt, and Spring downpours, and, then, like a sponge being slowly squeezed, gradually release this water into the stream corridors. This measured release not only provides optimal channel levels for fish and wildlife, but it prevents a massive volume of stormwater from otherwise rushing downstream, causing erosion and flooding to residences, crops, and infrastructure.

Forked Creek's watershed soils are found throughout this area. These hydric soils are not suitable for high density municipal or commercial/industrial land use. These soils have characteristically slow infiltration rates, high water tables, severe ponding, shrink-swell and high frosting action. Soil maps here reveal large patterns of Ashkum (232A) and Bryce (235A) hydric soils that are directly linked to the Forked Creek channels. Soil samples will certainly identify locations where these soils have the hydrology and vegetative requirements to meet the federally-protected wetland definition.

Similarly, other soils, unfavorable for development, are also common, like Nappanee, Frankfort, Beecher, Chatsworth, etc. According to the Will-South Cook Soil & Water Conservation District, these soils are not advisable for dwellings, shallow excavations, roads, or streets, due to their low strength characteristics. A satellite map of this area reveals a multitude of landowners with ponds, due to high water tables and drainage concerns. While farm properties and rural estates, with a few structures, can manage these unusual upper watershed conditions, a brief summary of developer follies and the damage from disregarding the natural landscape are provided below as a cautionary tale.

In Green Garden Township, the first conservation design subdivision along Forked Creek was Canterbury Lakes. However, soon after development began, landowners a mile downstream along tributaries started complaining of excessive flooding in their backyards and pastures, garbage and debris, and even that their livestock refused to drink from “yellow” Forked Creek, due to sediment erosion.

Canterbury Lakes subdivision has a large hydric soil pattern that begins at a higher elevation ½ mile eastward near the new Amazon industrial facility. This hydric storage tank was destroyed by subdivision excavation for roads and house lots. The failure to prioritize this hydric soil as open space resulted in a predictable increase in downstream flooding and erosion. It was later discovered that all five phases of this subdivision construction were done without stormwater permits.

Next was the Charlevoix subdivision, again a development planned along Forked Creek. This time, Forked Creek was to be dammed for an in-stream lake, as an amenity for subdivision residents. While local and county officials promptly approved this destructive idea, my neighbors and I contacted the Army Corps of Engineers for help.

This dam would have severed almost 6.75 square miles of Upper Forked Creek, as three separate tributaries of Forked Creek converge in a delta floodplain on this property. Moreover, 90% of the fish species in Upper Forked Creek would have perished in this impoundment environment. Fortunately, as a result of ACOE intervention, the dam and lake were removed from the subdivision design.

Following afterwards was Tuscan Hills, another subdivision along Forked Creek, that was also adjacent to my Mother’s farmstead. This time, the development consultants claimed there was no stream or wetlands on site. However, I was not only aware that Forked Creek was present, but that there were also several wetland environs. Of grave concern was preservation of a hydric soil storage tank adjacent to the stream, an intermittent tributary that traverses for almost a mile from Harlem Avenue, through my Mother’s farm, to meet Forked Creek near 80th Avenue.

Fortunately, with neighborhood participation at county meetings, and with the aid of government agencies, soil samples were taken, Forked Creek and two wetlands were identified as federally-protected “Waters of the U.S.”, and the subdivision density was reduced by about 20%.

However, while more of the hydric soil was then prioritized as open space in the new design, the Santa Lucia Court cul-de-sac and house lots were developed directly uphill and next to my Mother’s barnyard. Both are linked by a Bryce hydric soil pattern. Within three weeks of subdivision excavation, my Mother’s barn and chicken house flooded for the first time. Today, her large wood barn tips noticeably to one side, and the chicken house has sunk below grade.

My Mother filed a lawsuit about this subdivision, but it was dismissed on a timeliness technicality, without the merits ever being heard. We later appeared before the county committee revising subdivision ordinances and stressed the need to prioritize hydric soil as open space, to avoid subsurface saturation of neighboring properties and flooding downstream, as we and our neighbors had experienced in Green Garden Township.

Today, the Will County Ordinance Section 154.281 (C) (Use, Location and Design of Open Space Generally) reads:

“Highest priority for the location, design and use of open space must be given to conserving, and avoiding development in, any natural hazard areas on the subdivision site including but not limited to hydric soils, steep slopes, high water tables and the like.” (Emphasis added).

In addition, with the aid of the conservation group Openlands, our Forked Creek Watershed Committee and area landowners initiated the Green Garden Township Neighborhood Enhancement Plan for Upper Forked Creek, which is now in its maturity. This includes maintaining a continuous stream habitat, buffering the stream corridors with native plant species, restoring wetland soils near the streams, maintaining several thousand new tree plantings, establishing wildflower gardens and native plant landscaping, minimizing or eliminating use of chemicals or pollutants near the streams, managing pastured stormwater swales, and enhancing bird and wildlife habitats.

Furthermore, Will County Ordinance 164.067 (Wetland, Waters and Buffer Standards) requires a 75 ft. minimum buffer on each side of a creek channel. Forked Creek, which should be considered an HQAR stream (a High Quality Aquatic Resource), merits the HQAR 100 ft. buffer requirement. Adjacent wetlands, determined by hydric soil samples and site evaluation, mandate up to a 50-foot buffer, depending on size.

In conclusion, as Monee moves to revise its comprehensive plan, the western portion of Monee Township is being evaluated. Particularly, parcels of land between I-57 and Ridgeland Avenue west to Harlem Avenue (and from Stuenkel Road south to Offner Road) are now in focus for future development. Yet, stream corridors, wetlands, and large hydric soil patterns dominate this area.

We urge planners and officials to recognize the unique topography and soil hydrology of the Upper Forked Creek Watershed in western Monee Township. We also request that in the event that jurisdiction transfers from Will County to the Village of Monee, the protective ordinances for stream-soil systems are maintained. We have learned first-hand that when there is disregard for the watershed landscape, vulnerable nearby homeowners and downstream landowners suffer the flooding consequences.

Based on all the above, the special character of the Upper Forked Creek Watershed makes it a priority for preservation and parkland, and a poor choice for development. Thus, we believe that the land eastward between Monee and Crete, sister communities that share a history and a school system, is a better location for high-density growth.

Sincerely, Tom Becker

Thank you for hosting the Comprehensive Plan public forum last night. You did an excellent job of sharing a complex overview and also accommodating public comments.

I know you are busy with many projects. I wanted to share some thoughts which can be read at your convenience.

First, although there was limited time last night, I want to add that your design for the town center is lovely.

Although I have been blind since childhood, due to vaccinations, I was fitted with thick lenses that gave me a tolerable, 2-d sense of the visual world. I traveled extensively in Europe, until the crutch of lenses failed.

Your town center reminds me of the European ambience of market squares, and inviting cafes & shops along waterways. They offer a natural meeting place and sense of community.

Also, the restriction of industrial to an interstate corridor is equally valued.

However, my neighbors and I were very concerned about single family residential entering the watershed corridor west of Ridgeland Ave.

I know two participants prior to my comments last night raised the identical issue. We much appreciate your flexibility in returning the area back to "tan" for conservation residential.

Agricultural properties there have significant headwaters and tributaries of Forked Creek, which have yet to be surveyed or sampled by ACOE or IEPA. The descending nature of these hydric patterns more than likely will also result in wetland protections.

In addition, I valued your comments to the forum about preservation being a strong economic engine for Monee, as many suburbs that failed to protect natural areas or open space lost their identity & quality of life.

Also, thank you for including information on Forked Creek in the Monee Plan and for initiating a long-term goal for Monee of a Forked Creek Trail west of its hometown.

My neighbors and I have fought to preserve and keep intact this unique stream system in our Township.

We have set precedents to save and buffer uninterrupted channels, to identify wetlands, and to even preserve the hydric soils, both as intermittent tributaries and as prioritized open space.

We also worked with IDOT to move the intersection of Monee-Manhattan Road & Harlem Avenue south 75ft. to form a buffer for Forked Creek - when the road is eventually widened to four lanes.

I was pleased to hear the interest and support of Village Trustees Blue & Gonzalez in preserving and protecting this unique area.

Finally, a Green Garden Township Trustee mentioned to me there is an opening on the Township Planning Commission.

He suggested I contact the Township Supervisor to apply for this volunteer position.

In the past, we have pursued our advocacy for the stream system as a neighborhood of families.

Perhaps, if I am chosen for this, I can better advocate for a Forked Creek Trail, working with Village & Township officials to create a long-range plan in both Monee & Green Garden Townships.

I'll keep you updated about this possibility.

Again, I appreciate your creative ideas, your flexibility in helping define the future of Monee, and your support in preserving Forked Creek.

Sincerely,
Tom

As I shared at last week's public meeting, the topography and hydrology of Monee is utterly unique. I believe these fundamentals may further assist in helping create a special identity for the Village, particularly its potential for future trail options.

Monee is located at the highest point in Will County. The ridge peak, at 834 feet above sea level, is found in residential property south of Lakeway Drive and the Amazon Facility, along Ridgeland Avenue. This ridge heads east into the heart of Monee's old town. Elevations above 800 ft. remain noticeable along Court Street and Main Street to Margaret Street, ending near Will Center Road.

Beyond Margaret Street, the ridge continues south between Governors Highway and County Fair Drive, finally declining near the aptly-named Hilltop and Roberts Ridge Roads.

Monee's ridge also reaches westward into Green Garden Township, adjacent to Monee Township. Driving through eastern Green Garden, one cannot help but enjoy its dramatic, undulating landscape. Monee-Manhattan Road and 80th Avenue can rise and fall with elevation differences of 60 to 70 feet. The Monee ridge rises once more, at an elevation of 814 feet, near the intersection of 88th Avenue and Stuenkel Road.

Remarkably, this unusual topography contains the headwaters for seven stream systems in Will County. Monee Village pioneers chose this high ridge to settle upon, as the surrounding area was filled with ancient marshes and headwater wetlands. The rich, fertile hydric soils here were tilled for agricultural purposes, which still sustain this region today.

With Monee at the center, these seven streams radiate from this ridge like spokes of a wagon wheel.

Nearby, to the northeast of Monee, are the headwaters of Thorn Creek and Deer Creek, which join together near Glenwood as a tributary of the Calumet River. To the southeast and south are the headwaters of Black Walnut Creek and also Rock Creek, which is linked to the Monee Reservoir. Beyond the village of Peotone, the Black Walnut and Rock Creeks join to become a tributary of the Iroquois-Kankakee River system.

Just west and southwest of Monee are the headwaters of the formidable Forked Creek, with its tapestry of tributaries that canvas southern Will County. Traveling by the hamlet of Wilton Center and heading into Wilmington, Forked Creek is also a tributary of the Iroquois-Kankakee River.

The headwaters of Prairie Creek begin near the westernmost point of the Monee ridge at Stuenkel Road and 88th Avenue, just within Monee's planning boundary. Meandering past the village of Manhattan, Prairie Creek is yet a third tributary of the Iroquois-Kankakee River system.

Finally, to the north of Monee are the headwaters of Hickory Creek, which flows through the villages of Frankfort, with its Old Plank Trail, Mokena and New Lenox. Hickory Creek becomes a tributary of the Des Plaines River near Joliet. The Des Plaines and Iroquois-Kankakee River systems then join southwest of Joliet to form the Illinois River, which flows into the grand Mississippi.

The headwaters of these seven streams can be found within walking or biking distances of Monee's village limits. A future, circular trail system, with the village at the centre, could touch all seven of these streams, meandering along headwater stream corridors, wetland and prairie environs, and pleasing, rural residential and agricultural landscapes that offer such appeal to residents and visitors alike. Monee could begin to create a landmark trail system, perhaps entitled "The Seven Streams Trail" or another name that unifies and embodies the trail ring area and its design. The trail could likewise branch out to connect with other area trails.

One of the goals mentioned during this Comprehensive Plan process is to help Monee develop an identity that stands out from surrounding communities. Given Monee's unusual topography and hydrology, the village could celebrate its location and heritage with a future seven stream-trail system. It could highlight and nurture, preserve and protect these abundant yet fragile natural resources. There is no village anywhere in the region that is so uniquely situated.

As you are a planner with many creative ideas, please share this information with your Ginkgo team, Monee's steering committee, and especially Trustees Blue and Gonzalez. I hope this background information can be of help as you move forward with your innovative designs.

Sincerely, Tom

Tom Becker
Upper Forked Creek Watershed Committee
Green Garden Township, Monee, IL

Good evening,

Amazon has brought a lot of jobs to the area. We are very grateful for that.

1. Has there been any discussion in the comprehensive plan to put signs noting that the area south of Amazon is a residential area? This matters, as the traffic flow has increased and speeding is often noted.
2. With the increase of traffic. Are there any plans for sidewalks to be a part of the comprehensive plan, near the residential area near south Ridgeland?
3. Curious: One sign on Monee Rd. reads Monee-Manhattan, while the other reads Manhattan-Monee. Why is there a difference? (On your public forum notice/card it says Monee-Manhattan.)

"Educating the mind without [educating](#) the heart is no education at all." ~**Aristotle**

Thank you for this opportunity. Stay safe and be blessed.

Carla Cunningham

Hello,

I was listening to the second public forum and am not sure if this is where I am suppose to send suggestions for the above plan, if not please let me know where I can send them. I am an employee of Kiddie Karehouse which is the daycare that is being displaced due to this plan. I was

wondering if any consideration has been given to providing a location for this daycare. It does serve Monee and surrounding towns and I was just wondering what the families are supposed to do with their children when this daycare is forced to close.

Thank you.

Sharon Tulp

Thank you very much for the opportunity to attend today's [Second] Public Forum for the 2020-21 Monee Comprehensive Plan via Go To Meeting.

As a relatively new resident, I am excited to have just learned about the wide array of progressive ideas that are on the drawing board for the Village! It makes sense, as you pointed out, that, as a community, "we need to move on and not move backwards." I also really appreciated the caller who expressed, "This is our home. There are areas we can make better. This is a plan [being] built by our residents."

Just wanted to say that I think you did a 'great job' as a presenter. You maintained a calm and professional demeanor and focus throughout the call, despite excessive interruptions and negativity from some. For the next Forum in November, please consider providing written protocol reminders for all callers on how to respectfully participate online, i.e. each caller should please mute their phone line throughout the presentation unless asking a question, wait to be called upon, etc.

I look forward to seeing how the plan develops and hope for a bright and beautiful future for all Monee residents.

Sincerely,
Mary Jo Paul

Thank you Ferhat for the information tonight. I think you, Mr. Wallace and the gentleman about the park project did a great job with the presentation despite the sound issues. I am looking forward to listening in to the November 12th meeting.

Noreen Bormet



Appendix B

CMAP Water Supply Memo



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Ferhat Zerin and Perry Georgopoulos, Gingko Planning and Design, Inc.

From: Kelsey Pudlock and Nora Beck, CMAP

Cc: Katie Piotrowska, CMAP

Date: April 9, 2020

Re: Water supply and land use planning findings to be included in the Existing Conditions Report for the Village of Monee Comprehensive Plan

Below is a summary of the Village of Monee's water source and distribution system, the condition of the water source as it relates to water quality, quantity, and climate change, as well as an assessment of the Village's water distribution system, historic water use trends, and land use and development practices. CMAP requests Gingko to integrate these findings into the Existing Conditions Report that is being prepared for the Village as a step in the comprehensive planning process.

Introduction

The Village of Monee relies on shallow bedrock groundwater sources of the Silurian Dolomite Aquifer for its drinking water supply. Shallow bedrock aquifers, like the Silurian Dolomite, are often susceptible to contamination because of their proximity to the land surface. Pollutants from lawns, agriculture, commercial and industrial businesses, as well as roads can infiltrate the ground and impact water quality, especially in areas with high permeability. While there is no evidence of this currently happening in Monee, shallow groundwater sources can be withdrawn at a rate that exceeds the recharge rate, which can impact the ability of wells to continue to provide the necessary quantity and quality of water to meet local demands. This is more likely to occur during periods of drought, but in other parts of the region.

Water supply and demand considerations should be included in a comprehensive plan because land use planning and development decisions influence the amount of water used, the supply and quality of water sources, and the cost of maintaining water service. Understanding how planning decisions impact drinking water provision is essential for maintaining a long-term supply and a well-functioning utility. Protecting and managing the quality of the groundwater supply is also critical. Groundwater is an important natural resource that not only provides water for drinking and household uses, but also supports industrial, agricultural, and commercial activities throughout Illinois.¹

Key findings

1. Many shallow groundwater sources throughout the CMAP region are facing water quality constraints, such as increased chloride concentrations from road salt. Compared to the rest of the region, the Monee planning is less susceptible to groundwater contamination because its soils within the Village are relatively difficult to permeate. However, the southwest portion of the planning area is vulnerable to groundwater contamination given its potential for groundwater to recharge is relatively high. Additional policy measures could help ensure groundwater remains protected from contamination and recharge continues.
2. The Village is making substantial improvements to their water supply and distribution system that will make them better prepared in the event of drought or other water emergencies. Improvements will increase water storage for high water demand periods and water availability for emergency firefighting events, as well as ensure a backup water supply source and provide more accurate system-wide data and monitoring.
3. With continued population and employment growth projected for Monee, water demand will continue to increase. Current estimates project that water pumpage from public wells and private industrial and commercial wells could increase by as much as 60 percent by 2050. However, little information is known about the quantity of the groundwater source and its ability to meet this demand.
4. Additional measures could be taken in the village to promote water conservation and prepare for potential droughts. This could include updates to the water rate structure, promotion of wise outdoor water use, and careful land use planning that promotes efficient water use in new development.

¹Interagency Coordinating Committee on Groundwater (2014). Illinois Groundwater Protection Program: Biennial Status and Self-Assessment Report. Retrieved from <http://www.epa.state.il.us/water/groundwater/groundwater-protection/2012-2013/full-report.pdf>

Monee's water source

The Village of Monee relies on the Silurian Dolomite Aquifer for its drinking water. This is a shallow limestone-like rock aquifer system that dates back to the Silurian period and is a part of the larger geohydrologic system present throughout northeastern Illinois.² Unincorporated areas within the greater Monee planning area receive their drinking water from this shallow aquifer as well as the Kankakee River.

This Silurian Dolomite Aquifer system lies beneath a glacial drift (sand and gravel deposits) that spans most of Will County. In the Monee area, the aquifer system, is approximately 100 to 200 feet below ground with the average well at a depth of 166 feet, the shallowest at 140 feet, and the deepest at 520 feet. Outside of the Monee area, there are additional places along the stair-stepped northeast county line where the system is buried at depths greater than 200 feet and where it reaches the surface, particularly near the Des Plaines River and along portions of the Kankakee River.³ At these the locations where the aquifer is near the surface, it is likely to have hydraulic connections to surface waters, which makes this aquifer more permeable than most bedrock aquifers.

Monee's groundwater quality and quantity

Shallow bedrock aquifers, like the Silurian Dolomite, are often susceptible to contamination because of their proximity to the land surface. Pollutants from lawns, agriculture, commercial and industrial businesses, as well as roads can infiltrate the ground and impact water quality, especially in areas covered in coarse materials with high permeability, such as sensitive aquifer recharge areas (SARAs) or areas with coarse sand and gravel material. Recent research has revealed that shallow public water supply wells are experiencing increasing trends in chloride and total dissolved solids concentrations.⁴ One study found that shallow aquifers in Kane County had chloride concentrations that exceeded secondary drinking water standards.⁵ While more detailed studies in Illinois are needed, contaminants of emerging concern — like pharmaceuticals, pesticides, and microplastics — are a growing water quality issue.

The majority of the Monee planning area is covered with relatively impermeable sandy till that is at least 50 feet thick, leaving potential for direct recharge of the Silurian dolomite within to be moderately low. However, the southwest portion of the planning area is covered with sand and gravel materials that are within 20 to 50 feet from the surface or less, making its potential for

² The Silurian period was 443.7 to 416.0 million years ago.

³ Illinois State Dept. of Energy and Natural Resources. Bulletin 60-29: Public Groundwater Supplies in Will County, Illinois State Water Survey, 1983, <https://www.isws.illinois.edu/pubdoc/B/ISWSB-60-29.pdf>

⁴ Kelly, W., Panno, S.V., and Hadley, D.R. (2012). *The sources, distribution, and trends of chloride in the waters of Illinois*. Retrieved from <https://www.isws.illinois.edu/pubdoc/B/ISWSB-74.pdf>

⁵ Kelly, W., D.R. Hadley, and D.H. Mannix. 2015. Shallow Groundwater Sampling in Kane County, 2015. Illinois State Water Survey Contract Report 2016-04, Champaign, IL

groundwater recharge to be moderately high and very high.^{6,7} In total, approximately 18 percent (3,300 acres) of the planning area is covered with sand and gravel materials which have a high rate for potential recharge but are simultaneously more vulnerable to groundwater contamination.

Given the location of Monee’s active water supply wells, the Illinois EPA has determined that they are not susceptible to direct contamination; however, there are potential sources of contamination present within Monee planning area that have the potential to impact private wells and non-community wells—those servicing schools, factories, restaurants, and churches—that are also withdrawing groundwater from the same shallow aquifer (see Figure 1).^{8,9} These sources include three hazardous waste handlers, leaking underground storage tank sites, and approximately 15 companies with National Pollutant Discharge and Elimination System (NPDES) permits, which allow them to discharge pollutants into local waterways (see Figure 2).¹⁰ Many of the older single-family lots within the Village are serviced by septic systems which can be additional sources of potential contamination as well.

Figure 1. Types of groundwater wells in Illinois



⁶ Illinois EPA, (n.d.). *Source Water Assessment Protection Program interactive mapping tool*: Source Water Assessment protection data: Potential for Aquifer Recharge. Retrieved from <https://illinois-epa.maps.arcgis.com/apps/webappviewer/index.html?id=4d37a05f5ba441f1b30dab54ccb81fc8>

⁷ Berg, R.C., Kempton, J.P. (1984). *Potential for contamination of shallow aquifers from land burial of municipal wastes*. Retrieved from <http://hdl.handle.net/2142/55729>

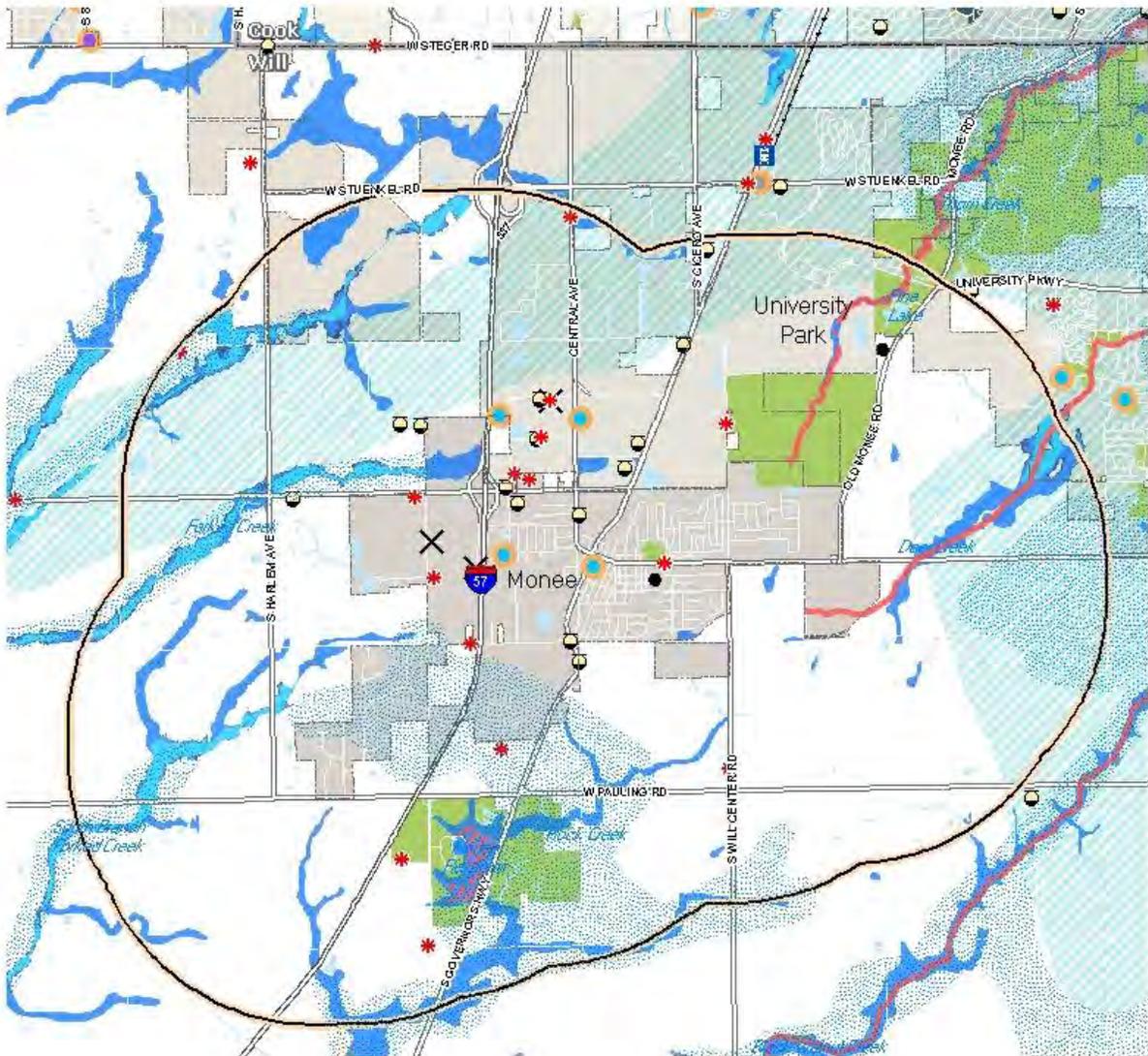
⁸ Non-community water supply systems (i.e., wells) serve at least 25 persons for at least 60 days per year. For more information, visit the Illinois Department of Public Health’s Non-Community Water Supply System webpage: <http://www.dph.illinois.gov/topics-services/environmental-health-protection/non-community-public-water-systems>

⁹ IEPA (2011). *Source water protection fact sheet: Monee*. Retrieved from <http://dataservices.epa.illinois.gov/swap/factsheet.aspx>

¹⁰ The three hazardous waste handlers include an industrial chemical distribution, waste management, and mobile storage company.

Figure 2. Water Resources vulnerable to contamination within the Monee planning area

Water resources vulnerable to contamination the Monee planning area



The Village has implemented the recommended source water protection recommendations included in Illinois EPA's source water assessment published in 2011. As of August 2019, the Illinois Administrative Code requires community water suppliers to prepare source water protection plans that are approved by Illinois EPA. The Village has not developed this newly required plan, but will be able to use the 2011 source water assessment to fulfill some of the plan's requirements. Water suppliers are also required to publish an Annual Drinking Water Quality Report, which summarizes the water source, detected contaminants, drinking water violations, and other important information that educates customers about their water source and efforts being made by the water system to provide safe drinking water.^{11,12} According to the Village of Monee's 2019 report, their water system detected copper, disinfectant byproducts, as well as inorganic and radiological contaminants, none of which exceeded acceptable levels.¹³

The village adheres to IEPA regulations and AWWA standards in the design and construction of drinking water facilities. In accordance with the State of Illinois' Groundwater Protection Act, the active public water supply wells have the minimum 200-foot radius setbacks zones (Figure 1) that prevent new wells and/or specific uses that may lead to contamination within 200-feet of the existing water supply well. Following IEPA regulations and AWWA standards in the design and construction of drinking water facilities, a third well is being constructed; however, because it is located in a residential area, there will not be any additional protection measures beyond the minimum 200-foot radius setback zone. There are two additional wells just outside of the Village, but within the planning area, that are maintained by Aqua Illinois on the behalf of University Park with the minimum 200-foot radius setbacks as well. No additional protection measures, such as maximum setback zones or groundwater protection ordinances, are in place to further ensure safe and high-quality water.

Groundwater extends vast areas and distances, both vertically and horizontally, while moving at slow rates.¹⁴ The direction at which groundwater flows is based on gravity, moving from high to low pressure within an aquifer, which often reflects the surface topography and elevation. Understanding an aquifer's geologic characteristics and flow mechanics is important because it can help determine the amount of water that is available and the location and rate at which it recharges, all of which can be used to balance demands and establish sustainable yields—rates at which communities can withdraw groundwater without depleting the source.

Unlike water quality, there is limited information on the quantity of Monee's drinking water.

¹¹ These reports are also known as a Consumer Confidence Reports (CCR) developed in accordance with the Consumer Confidence Report (CCR) Rule, 63 FR 44511, August 19, 1998, Vol. 63, No. 160

¹² US Environmental Protection Agency, (Aug 2009). *Consumer Confidence Report Rule: A Quick Reference Guide*. EPA 816-F-09-009. Retrieved from https://www.epa.gov/sites/production/files/2014-05/documents/guide_qrg_ccr_2011.pdf

¹³ Village of Monee (2020). *Annual Drinking Water Quality Report for Calendar Year 2019*. Retrieved from <https://www.villageofmonee.org/DocumentCenter/View/1112/Annual-Drinking-Water-Quality-Report-2019-PDF>

¹⁴ Illinois EPA (1993). *Groundwater protection by local government*. Retrieved from <http://www.epa.state.il.us/water/groundwater/publications/local-gov.pdf>

More research and analysis are needed to better understand the community's sustainable yield as well as the regional demands being placed on the Silurian Dolomite Aquifer system. Nevertheless, there are no known incidents reported to the Illinois State Water Survey or the Village of Monee in which the quantity of the community's water supply or private wells has been directly impacted by other withdrawals in the area.

Climate impacts

As the climate changes, northeastern Illinois is expected to experience a warm temperate climate that has greater variation in annual precipitation and high humidity.¹⁵ Climate models suggest that the region will see longer and more frequent droughts as well as increased precipitation (in the form of rain, ice, and snow) during the winter and spring months.¹⁶

Increases in drought conditions and winter precipitation may pose significant risks to the Village's water supply. Warmer temperatures and prolonged periods of drought can affect the Village's water demand and put stress on the aquifer system by extracting water at rates that exceed the aquifer's ability to recharge. At the same time, increased winter and spring precipitation, particularly in the form snow and ice, will make the shallow aquifers more susceptible to chloride contamination with the likely increase in road salt application.

Historic use trends

Portions of the collar counties of northeastern Illinois, which are home to a growing share of the region's population, are increasing withdrawals from groundwater resources to accommodate new development. Consequently, aquifers are being depleted at a rate that exceed their ability to recharge, resulting in a net drawdown and depletion of these resources. The decline in groundwater levels raises concerns about the ability of groundwater wells to continue to provide the necessary quantity and quality of water to meet local water demands.

Excessive drawdown of the shallow aquifers, in particular, can result in greater interference between wells,¹⁷ additional streamflow capture,¹⁸ and degradation of local surface water quality.

¹⁵ Institute for Veterinary Public Health, (2011). *World Maps of Köppen-Geiger Climate Classification: Overserved and Projected Climate shift 1901-2100 Depicted by World Maps of the Köppen-Geiger Climate Classification*. Retrieved from <http://koeppen-geiger.vu-wien.ac.at/shifts.htm>

¹⁶ Frankson, R., Kunkel, K. E., Contributors: Champion, S., Stewart, B.C., Easterling, D., Hall, B., and Angel, J.R., (2017). *NOAA National Centers for Environmental Information State Climate Summaries: Illinois*. Retrieved from <https://statesummaries.ncics.org/chapter/il/>

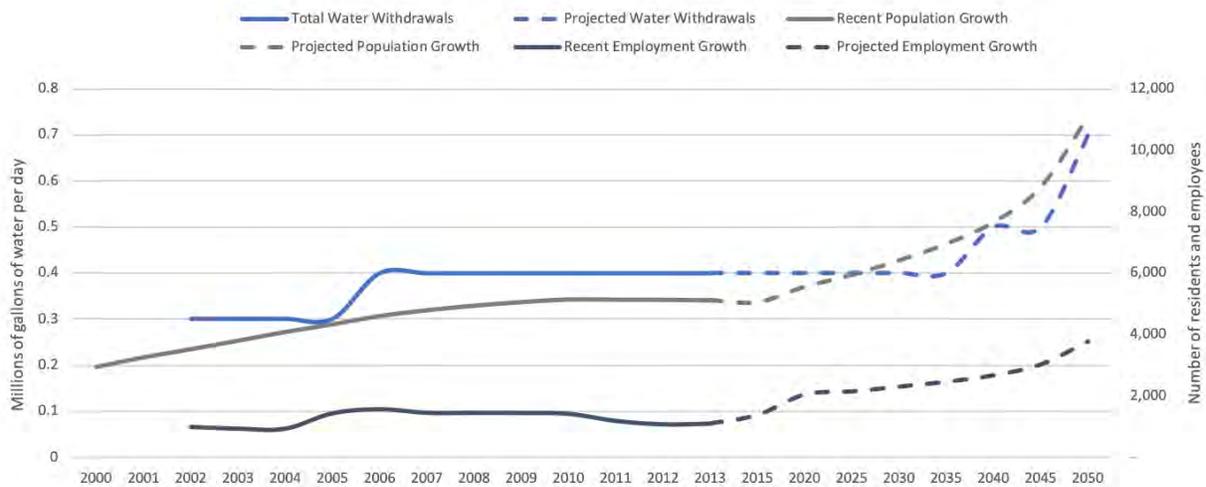
¹⁷ Well interference occurs when one well has lower water levels and difficulty access water because a loss of pressure and/or the available water drop below the pump in the well because of competing water withdraws occurring form nearby well in the same aquifer.

¹⁸ Streamflow capture refers to the diversion of water into the ground that would otherwise contribute to the baseflow of surface streams.

Current projections for 2050 indicate that water demand throughout the CMAP region will increase by 33 percent in areas currently relying on shallow aquifer.¹⁹

In 2013, Monee’s public water system as well as private industrial and commercial and non-community water supply wells pumped an annual average of 400,000 gallons per day.²⁰ This historic use represents a 30 percent increase over 2003 pumpage, which reflects the recent population growth experienced in the community as well as a slight increase in water use per person. By 2050, the Village of Monee is projected to use over 650,000 gallons per day, which represents a 58 percent increase over 2015 estimated pumpage. While this projection reflects an increase in population and housing density, water efficiency is projected to improve and is reflected in an overall decrease in residential and employment per capita uses.

Figure 3. Recent and project water withdrawals with population and employment growth in Monee

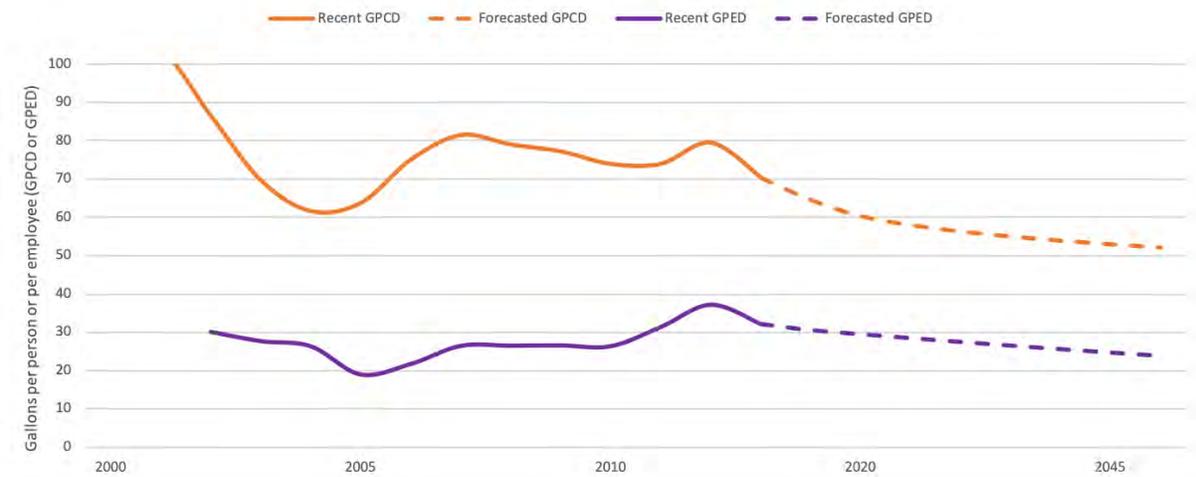


Source: CMAP, 2018. ON TO 2050 Regional Water Demand Forecast. Includes withdrawals from community water suppliers, industrial and commercial self-supply. Private residential wells is currently not reported.

¹⁹ Chicago Metropolitan Agency for Planning (2019). *Changing water demand: Projecting water use in the Chicago region to 2050*. Retrieved from <https://www.cmap.illinois.gov/programs/water/supply-planning/resources/2050-water-demand>

²⁰ Pumpage from private residential wells is not included in this number.

Figure 4. Recent and project water use per resident and per employee in Monee



Source: CMAP, 2018. ON TO 2050 Regional Water Demand Forecast. Includes withdrawals from community water suppliers, industrial and commercial self-supply. Private residential wells are currently not reported.

Drinking water distribution system

The Village of Monee’s system pumps, treats, stores and distributes drinking water to 5,200 residents as well as commercial and industrial and businesses within the corporate limits. The system is comprised of two elevated storage tanks with a total capacity of 550,000 gallons, 37 miles of water mains and 2,000 service connections. It also has 472 fire hydrants, 23 miles of sewer mains, one stormwater pump station, four wastewater lifting stations, and works with Aqua Illinois to provide the treatment of wastewater.^{21,22} The Village’s system was installed in 1897 and consisted of three wells two of which are in use today – one is for regular use (No. 3) and a second that is available for emergency use (No. 2).²³ The Village does not have a central drinking water plant; alternatively, drinking water is treated at each site before entry into the distribution system.

The Village employs three full-time IEPA certified water operators that continuously monitor water quality throughout the system. The Village has also established a Water Committee that, with assistance of the Village Administrator, is charged with oversight of the water system; this includes overseeing fiscal year budget expenditures, developing and/or modifying policies, and

²¹ Village of Monee, Dept. of Public Works (n.d.). *Water and Sewer*. Retrieved from <https://www.villageofmonee.org/171/Water-and-Sewer>

²² Village of Monee, Dept. of Public Works (n.d.). *Your utility bill simplified*. Retrieved from <https://www.villageofmonee.org/219/Your-Utility-Bill-Simplified>

²³ Vvoller D.M. and Sanderson E.W. (1983). *Public groundwater supplies in Will County, Bulletin 60-29*. Illinois State Water Survey. Retrieved from <https://www.isws.illinois.edu/pubdoc/B/ISWSB-60-29.pdf>

making recommendations to the Village board to will help the Public Works department implement and maintain efficient operations and respond to future needs of the Village.²⁴

According to the Village of Monee Department of Public Works, their system has the capacity to supply approximately two million gallons of water daily. Water systems are often designed to be able to distribute clean water for the maximum demand that could be anticipated on a given day, which is often in the summer. Between April 2019 and March 2020, Monee's average maximum daily demand was 493,742 gallons and the average daily demand was 408,407 gallons. In addition, water systems are long term investments and need to be designed for projected water demand that could occur in 20-30 or more years out into the future. The Village does not have utility scale demand forecast. However, when the forecasted long-term annual usage is compared with the historic daily and maximum usage, the Village's system appears to have a significant amount of capacity to meet long-term demand.

In 2018, the Village received a \$1.5 million loan to make water system improvements and upgrades that will increase the safety and reliability of its drinking water distribution system.¹³ Administered and financed by the Illinois EPA Drinking Water Loan Program's State Revolving Fund (SRF), the grant will go toward the construction of a new 500,000 gallon elevated tank, groundwater well, well house, and Supervisory Control and Data Acquisition (SCADA) system. These enhancements will increase water storage for high water demand periods and water availability for emergency firefighting events, as well as ensure a backup water supply source and provide more accurate system-wide data and monitoring. Construction began in August 2019 with the assistance of Robinson Engineering, Ltd. and is anticipated to be completed by the fall of 2020. In addition to these improvements, the Village has an ongoing capital improvement and maintenance fund (customers are billed approximately \$16 bi-monthly) that goes toward infrastructure maintenance and upgrades.²⁵ However, it does not appear that they have a capital improvement plan in place.

In compliance with the IEPA, the Village completed its required system-wide assessment of service line materials for the 2017 and 2018 reporting years. Of the total 2,026 service line connections, the village identified zero lead service lines but approximately 2,000 service lines connections with lead solder.²⁶ The Village has not detected lead in its water system during either of the reporting years.²⁷ It does not appear that the Village has assessed their system for other vulnerabilities; however, system improvements and upgrades that are a part of the SRF

²⁴ Village of Monee, §8-1-2: Committee on Water; Supervision and Duties, Ord. 1573, 10-26-2011. Retrieved from http://sterlingcodifiers.com/codebook/index.php?book_id=964&chapter_id=78788#s1191851

²⁵ Village of Monee, Dept. of Public Works (n.d.). *Your utility bill simplified*. Retrieved from <https://www.villageofmonee.org/219/Your-Utility-Bill-Simplified>

²⁶ Illinois EPA (n.d.). *Lead Service Line Information*. Retrieved from <https://www2.illinois.gov/epa/topics/drinking-water/public-water-users/Pages/lead-service-line-information.aspx>

²⁷ Village of Monee (2020). *Annual Drinking Water Quality Report for Calendar Year 2019*. Retrieved from <https://www.villageofmonee.org/DocumentCenter/View/1112/Annual-Drinking-Water-Quality-Report-2019-PDF>

loan will increase water storage and availability in the event of drought or other water emergencies.

The Village of Monee uses a declining block rate²⁸ pricing structure where there is a minimum flat rate of \$18.73 for the first 4,000 gallons consumed in a two-month (bi-monthly) billing period, after which the rate drops to \$3.83 per 1,000 gallons. Use of a declining block rate pricing structure is not considered best practice because it does not encourage customers to conserve water or generate adequate revenue relative to water consumption. Homes and businesses throughout the Village that are connected to the drinking water system are equipped with meters to ensure water consumption is recorded accurately and customers charged accordingly. The Village also conducts bimonthly water loss audits that compare the gallons pumped with non-revenue gallons and gallons billed to customers. Between March 2019 and February 2020, the Village lost over 7.7 million gallons, which is just over five percentage of their total gallons pumped during that period. The Village provides their customers with straightforward information on their website about how to read individual water meters and use them to detect potential leaks as well.²⁹

Existing land use and policies

Land use planning and development decisions influence the amount of water used, the supply and quality of water sources, and the cost of maintaining water service. During a comprehensive planning process, future land use plans should consider how proposed growth patterns could impact available supplies and infrastructure capacity and adjust policies accordingly. This could include actions that conserve water, protect supply, and pursue alternative drinking water sources. Of the neighboring communities, specifically the villages of Crete and University Park, whose planning area boundaries overlap with portions of the Monee planning area, no one adequately assessed how growth patterns may impact water quality and availability as well as infrastructure capacity within their comprehensive plan.

Future land use plans for Monee and neighboring communities recommend the protection of waterways and adjacent floodplains to improve natural flood control measures as well as the open space to preserve the community's rural character.³⁰ In contrast, these plans also recommend at varying degrees the transition of agricultural land use to business opportunity zones for commercial and industrial development such as warehouses, manufacturing and

²⁸ A declining block rate means the customers pay less as water use increases beyond the unit of water included in the minimum flat rate.

²⁹ Village of Monee, Dept. of Public Works (n.d.). Reading your water meter. Retrieved from <https://www.villageofmonee.org/203/Reading-Your-Water-Meter>

³⁰ The most recent comprehensive plan for the Village of Monee was adopted in 1999. Since its adoption, two plan amendments have been added, Amendments to the Comprehensive Plan and Maps with and without the Airport Scenario as well as the West Sector Growth Management Plan prepared by Teska Associates, Inc. in 2009. Surrounding communities have developed more recent plans, including the Village of University Park in 2014 and the Village of Crete in 2016.

business parks.^{31,32} All Villages supported the South Suburban Airport as well; if it were built, the airport would be west of the Village and its boundary would overlap a substantial portion of the western half of the Monee planning area, including areas with higher recharge potential.

Certain land uses, building types, and development patterns consume more water than others. In northeastern Illinois, residential rates of water use tend to be lower in communities with more compact development.³³ In the Village of Monee, older single-family residential development have been between one and five acres, however newer development has been more compact (0.25-0.50 acres). Some land uses, such as agricultural land or commercial and industrial developments with substantial impervious surfaces, also have a higher potential to pollute groundwater if chemicals are released or stormwater runoff is generated. The presence of roads and conventional road salting practices have been linked to increasing chloride contamination in shallow aquifers, which increases the cost of treating this water before distribution to residents.^{34,35}

The location of new development also matters. Infill development, as opposed to new development on undeveloped open space or agricultural land, can improve the efficiency of the system by increasing the size of the customer base that helps maintain the existing infrastructure. Development that is not infill requires new infrastructure, and therefore, adds to the system's long-term capital costs.³⁶ In 2016, the Village expanded the development footprint and built a new water service line west of I-57 with the approval of Amazon's 850,000 square-foot fulfillment center and a residential subdivision on land that was previously agriculture. All new development is required to connect to the Village's water. The one exception is if there is not an existing water service line where the new development is located and the Village decides (after 30 days) not to provide it, at which point the new development has permission to install a private well or obtain water through another supplier

³¹ Village of Crete (2016). *Village of Crete Comprehensive Plan*. Retrieved from <http://www.hlplanning.com/portals/crete/download/plandocuments/Crete-Comprehensive-Plan-ADOPTED-LQ.pdf>

³² Village of University Park (2014). *University Park Comprehensive Plan*. Retrieved from <http://university-park-il.com/ComprehensivePlanpt1.pdf> and <http://university-park-il.com/ComprehensivePlanpt2.pdf>

³³ Dziegielewski Benedykt, "Residential Water Use in Northeastern Illinois, Estimating Water-Use Effects of Infill Growth versus Exurban Expansion," 2009, Southern Illinois University Carbondale, <http://www.cmap.illinois.gov/documents/10180/14452/NE+IL+Residential+Water+Use.pdf/9a07c0d8-3733-48c3-94f6-abaa5bad1477>.

³⁴ Walton R. Kelly, Daniel R. Hadley, Devin H. Mannix, "Shallow Groundwater Sampling in Kane County, 2015," Illinois State Water Survey, March 2016, <http://www.isws.illinois.edu/pubdoc/CR/ISWSCR2016-04.pdf>

³⁵ Walton R. Kelly, Samuel V. Panno, Keith Hackley, "The Sources, Distribution and Trends of Chloride in the Waters of Illinois," Illinois State Water Survey, March 2012, <http://www.isws.illinois.edu/pubdoc/B/ISWSB-74.pdf>

³⁶ U.S. EPA, "Growing Toward More Efficient Water Use: Linking Development, Infrastructure, and Drinking Water Policies," 2006, https://www.epa.gov/sites/production/files/2014-01/documents/growing_water_use_efficiency.pdf

In the last five years, the Village has been incentivizing commercial and industrial business to locate within the municipality. All development proposals are required to provide details on how they will be in compliance with NPDES Phase II regulations, however, more information on the Village's development review process is needed to determine if water supply and demand is also taken into consideration. As new development is proposed, communities should review potential demand generated from the development and groundwater protection strategies to help implement water resource goals.

Water efficient land use decisions and other conservation practices can help decrease water use and have an additional benefit of helping utilities reduce the costs of expensive capacity expansion. Currently, the Village's municipal code does not include lawn water restrictions or allow rainwater harvesting or greywater reuse to help curb excessive outdoor water use during drought conditions or the summer months when water is in high demand. Although these measures are not legally enforced, the Village does use its newsletter, at times, to promote lawn watering conservation and pollution prevention strategies such as stormwater management best practices. The Village also offers periodic bulk yard waste pickup during the spring, summer, and fall months as well as an electronic and hazardous waste collection, which can help minimize the Village's water quality threats.

Please let us know if you have any questions or would like to discuss any aspects of this memo or the Monee comprehensive planning effort.



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MEMORANDUM

To: Ferhat Zerin and Perry Georgopoulos, Gingko Planning and Design, Inc.

From: Kelsey Pudlock and Nora Beck, CMAP

Cc: Katie Piotrowska, CMAP

Date: June 29, 2020

Re: Water supply and land use planning recommendations to be included in the Village of Monee Comprehensive Plan

Below are recommendations detailing how the Village can protect the quality and quantity of its drinking water supply into the future, while also meeting local water demands. Recommendations identify actions that the Village can take to enhance water quality protection measures, maintain a well-functioning water utility, improve water conservation efforts, and ensure land use planning promotes efficient water use and aligns with future water availability. Implementing the recommendations outlined within this memo will help the Village make informed land use, transportation, and infrastructure investments decisions that take water supply as well as current and future demand into consideration. CMAP requests Gingko Planning and Design to integrate these recommendations into comprehensive plan that is being prepared for the Village of Monee.

Goal: Ensure the Village can continue to provide an adequate and reliable water supply for its existing and future population

Objective 1: Enhance the Village's water quality protection measures

Protecting and managing the quality of the groundwater supply is critical. Development typically includes impervious surfaces that reduce the infiltration capacity of the ground below and generates runoff. Stormwater runoff can pick up pollutants — like road salts and fertilizers

— and pollute nearby streams and groundwater aquifers. Groundwater is an important natural resource that not only provides water for drinking and household uses, but also supports industrial, agricultural, and commercial activities throughout Illinois.¹

Recommendation 1.1: Practice sensible salting

Each winter, the Chicago region uses more than 270,000 tons of road salt to control ice on roads, parking lots, and sidewalks. Once you put salt down, it does not go away or breakdown. Instead, it enters waterbodies and accumulates over time, putting aquatic life at risk, impacting vegetation, and endangering surface and subsurface water supplies. Salt is very corrosive and can also weaken bridges, roads, and water pipes. While road salt is not toxic to drink, drinking water can start to taste salty to the point that it is undrinkable or exceeds the U.S. EPA's secondary standard for chlorides.² Unlike sediments and nutrients, chlorides cannot be treated or filtered out of water. The only way to decrease chlorides is to reduce road salt use and encourage proper application and management.

The Village of Monee Public Works department should incorporate sensible salting practices into their road maintenance operations during the winter season. Steps that the Village can take include properly storing and covering salt supplies, calibrating salting equipment (to minimize salt from being dispersed outside of the roadway), and applying sustainable deicing techniques, such as brine application prior to ice conditions and pre-wetting salt.³ In order for these practices to become a part of the day-to-day operations, it is important that the department's staff receive training on sensible salting concepts and techniques. The Village may want to become involved with the Salt Smart Collaborative, which promotes sensible salting and road safety by sharing information on best practices, organizing deicing workshops, and creating outreach materials for residents, public agencies, and private snow removal companies.⁴

Business and residents within the Village of Monee should also practice sensible salting. Aside from roads, other major sources of chlorides are parking lots, driveways, and sidewalks. Residents and small business owners can reduce the use of excess salt by shoveling snow from driveways and sidewalks (before it turns to ice), evenly distributing salt, and using the correct

¹Interagency Coordinating Committee on Groundwater (2014). Illinois Groundwater Protection Program: Biennial Status and Self-Assessment Report. Retrieved from <http://www.epa.state.il.us/water/groundwater/groundwater-protection/2012-2013/full-report.pdf>

² U.S. EPA's secondary standards refers to National Secondary Drinking Water Regulations (NSDWRs), which are non-enforceable guidelines regulating contaminants in drinking water that may cause cosmetic or aesthetic effects. The secondary standard for chloride is 250mg/L.

³ Brine is commonly applied prior to a storm because it prevents ice from forming. Pre-wetting improves the effectiveness of salting by preventing salt from bouncing off the road upon placement.³ For more information see the *Sensible Salting in the Chicago Region: How to maintain public safety while reducing salt use* handout developed by NWSA in partnership with the ISWS: <http://www.nwsa.us/uploads/1/2/9/8/129889926/isws-road-salt-handout.pdf>

⁴ Salt Smart Collaborative, (2020). *Salt Smart Collaborative Home: Let's be Salt Smart*. Retrieved from <http://saltsmart.org/>

amount—a 12-ounce cup of salt is enough to melt ice from 10 sidewalk squares or a 500 square foot driveway.⁵ A key component to sensible salting in parking lots is understanding the amount and rate at which salt should be applied based on the surface temperature, weather conditions, and application material. The Village could partner with industrial properties with extensive parking lots, as well as private contractors, and encourage them to use local application rate tables to determine the most effective deicing technique for their property. This will be particularly important as the Village looks to develop industrial areas with office parks and distribution facilities that are known to have expansive parking areas.

The Village may want to participate, or at the least stay informed, about regional discussions about chlorides as well. The Southwest Water Planning Group (SWPG) has partnered with the Illinois State Water Survey to develop a groundwater flow model for the shallow aquifer in Will County. One of the primary goals of this project is to more accurately measure chlorides within local wells and understand the migration of chlorides through the Shallow Dolomite Aquifer system. Preliminary model results show that the shallow aquifer has been accumulating chlorides exponentially, with road salt applications along major state and interstate roads being a primary source. Two of Monee’s active water supply wells are located along the Interstate-57 corridor, and therefore, may be directly impacted by these water quality concerns. The model also projects that by 2050, many populated areas of Will County will reach or exceed the secondary standard for drinking water, further highlighting the need for regional coordination.

Recommendation 1.2: Develop a Source Water Protection Plan

As of August 2019, the Illinois Pollution Control Board⁶ requires each community water supplier to develop a Source Water Protection Plan (SWPP) and submit that plan to the Illinois Environmental Protection Agency (IEPA) for review and approval. The purpose of this new requirement is to facilitate the protection of source water quality and quantity at the local level. The Village of Monee Public Works Department can use this planning process to establish goals and determine which tools and mechanisms are most suitable for protecting the quality and supply of its drinking water source within the community.

Each SWPP must contain a vision statement, a source water assessment, plan objectives, and identify actions to meet the plan’s objectives, among other elements.⁷ Taking the steps to develop all the required plan elements will equip the Village’s Public Works to make informed decisions that are based on a comprehensive assessment of the source water relative to local conditions. As a Source Water Protection Plan is developed, the Village of Monee should consider pursuing the following tools and actions to protect its source water:

⁵ Salt Smart Collaborative, (2020). *Resources for Residents*. Retrieved from <http://saltsmart.org/residents/>

⁶ US EPA delegates its authority to Illinois Pollution Control Board to enforce this law.

⁷ Other plan components that are required in SWPPs include: a source water description and delineation, a source and finished water quality report, identification and analysis of potential contamination sources, and a summary of efforts to address contamination. All SWPPs requirements for community water supplies are contained in 35 Ill. Adm. Code 604, Subpart C: Source Water Protection Plan (2019).

- Maximum setback zones ordinances – In addition to the minimum setback zone required by Section 14.3 of the Illinois Groundwater Protection Act (IGPA), municipalities can voluntarily adopt maximum setback zones that are up to 1,000 feet. This type of zone helps prevent contamination with siting restrictions, regulates existing and new potential sources of contamination (including certain land uses), and builds awareness around the zone’s sensitivity to contamination. The IEPA has a maximum setback zone workbook that can be used to determine if your community’s well(s) is eligible⁸ for a maximum setback zone as well as help define an appropriate distance for the zone.⁹ Municipalities can go beyond the maximum wellhead setback ordinance and delineate a third zone, called a 5-year 'time of travel recharge' or 'capture' zone. These are essentially designated recharge areas for individual wells and are typically delineated with a hydrologist or a local groundwater model. One local example of the maximum setback and five-year capture zones being implemented is within the City of St. Charles.¹⁰ Active CWS wells within the Village of Monee only have the minimum 200-foot setback zones in place, and therefore, could benefit from these expanded zones.
- Groundwater protection overlay district ordinance – While maximum setback zones are focused on protection areas around individual wellheads, there are other strategies, such as an overlay district, that can help provide water quality protections from contamination over a broader area. These districts are often developed after identifying recharge areas or areas that are vulnerability to groundwater contamination. One local example of an overlay district aimed at protecting groundwater resources is the City of Crystal Lake’s Watershed District.¹¹ The City modeled groundwater and surface water interactions to determine how impervious development and contamination from on-site human activity, like an underground storage tank, would directly impact their water resources. Through this process, the City used recharge areas to define an area—the district—in need of protection. The City also developed groundwater protection standards for the District that prohibit the construction of additional wells, installation of septic systems, and new development that impacts recharge areas and/or groundwater levels. These requirements were further integrated into the City’s stormwater management regulations, design manual, and stormwater implementation plan to ensure that new development and local drainage supports local recharge during large rain events as well.

⁸ A well is eligible for a maximum setback zone if its lateral area of influence (i.e., the distance from the well to where there is no drawdown in the aquifer's water level) under normal pumping conditions is greater than its 200/400-foot minimum setback zone.

⁹ IEPA (n.d.) *Maximum setback zone workbook: Community water supply groundwater quality protection*. Retrieved from <http://www.epa.state.il.us/water/groundwater/publications/max-zone-workbook.pdf>

¹⁰ City of St. Charles Municipal Code, Section 13.18.200 Groundwater Protection. Retrieved from <https://codebook.stcharlesil.gov/title-13-public-utilities/c1318#node-2366>

¹¹ City of Crystal Lake City Code, Part III Land Development, Chapter 630: Watershed, <https://ecode360.com/8618362?highlight=groundwater&searchId=15429056084526232#8618362>

This type of district may be most applicable in the southwest portion of the planning area, as it is vulnerable to groundwater contamination and its potential for groundwater to recharge is relatively high. The IEPA has a model ordinance for a groundwater protection overlay district that the Village could use if this type of ordinance is pursued.¹²

Although the development of a SWPP is a new requirement, the Village has an IEPA Source Water Assessment from 2011 and other relevant information in the Existing Conditions Report¹³ prepared as a part of the comprehensive planning process that can be used in its SWPP. The IEPA also has a guide for developing source water protection plans and can offer technical assistance to help communities meet plan requirements.¹⁴ A SSWP must be updated at least every five years given that land use and land management practices are continual changing and can have significant impacts on water quality and quantity. However, updating the plan at this rate ensures that communities are using the most up-to-date information to inform land use decisions and guide local protection efforts.

Recommendation 1.3: Work with landowners to apply responsible land and agricultural management practices

The Village of Monee should partner with the Will-South Cook Soil and Water Conservation District to promote sustainable land management practices that conserve soils and protect water resources. Such practices may include integrated pest management, crop rotation, precision farming, animal grazing management, which aim to minimize the use of fertilizer, herbicides and insecticides, stabilize soils, and reduce nutrient stormwater runoff.

With authorization from the state, the District promotes and implements agricultural conservation programs administered by the Illinois Department of Agriculture and the US Department of Agriculture. Programs that could benefit agricultural landowners within the Village of Monee include the Conservation Practices Program (CPP) and Environmental Quality Incentive Program (EQIP). The CPP provides cost-share assistance for implementing agricultural best management practices (BMPs) and developing Nutrient Management Plans (NMPs). Similar to the CPP, EQIP provides financial and technical assistance to agricultural

¹² IEPA, (2015). *Groundwater protection overlay district: Example ordinance*. Retrieved from https://www.epa.gov/sites/production/files/2015-12/documents/model_groundwater_ordinance.pdf

¹³ During the comprehensive planning process, CMAP prepared a water supply planning memo describing Village of Monee's water source and distribution system, the condition of the water source as it relates to water quality, quantity, and climate change, as well as an assessment of the Village's water distribution system, historic water use trends, and land use and development practices. Gingko Planning and Design, Inc. incorporated key findings from this memo into the Village's Existing Condition Report (ECR).

¹⁴ EPA, (n.d.). *Guide to developing a source water protection plan*. Retrieved from http://www.epa.state.il.us/water/groundwater/source-water-assessment/swap-flash/extras/pdf/il_swpp.pdf

producers for implementing conservation BMPs to address natural resource concerns, such as groundwater contamination, while also promoting agricultural production.¹⁵

The Village should also partner with the Illinois-Indiana Sea Grant's (IISG) Lawn to Lake (L2L) program to promote sustainable lawn maintenance and landscaping practices that limit the amount of pesticides, fertilizers, and water-intensive vegetation, among residential landowners as well. Lawn to Lake (L2L) is a collaborative program promoting healthy lawn and landscape practices to protect water resources in the Great Lakes region. The program works with municipalities, lawn and landscape professionals, school districts, homeowners, product retailers, and turf managers to implement natural lawn care and sustainable landscaping practices. Through a partnership with L2L, the Village can offer and encourage participation in the program's workshops, teacher trainings, and partnership development initiatives with lawn care retailers. Additionally, the Village's homeowners can participate by showcasing their property as a demonstration site and receive acknowledgement through L2L's recognition program.

Objective 2: Ensure the Village maintains a well-functioning utility

Investing in long-term maintenance of drinking water systems is an ongoing challenge for many communities. Because water infrastructure is largely an underground asset, its maintenance needs are not as apparent as other community challenges. Addressing deferred maintenance and modernization can require substantial funding, and as the region's infrastructure ages and faces increasing impacts from climate change, maintenance needs are anticipated to grow.

Recommendation 2.1: Continue to make operational improvements to Village's water supply and distribution system

The Village has been making substantial improvements to their water supply and distribution system that will make them better prepared in the event of drought or other water emergencies. Improvements will ensure a backup water supply source, increase water storage for high water demand periods and water availability for emergency firefighting events, as well as provide more accurate system-wide data and monitoring.

The Village should continue to enhance these system-wide improve improvements by developing a municipal drought action plan. Having a municipal drought action plan is particularly important as drought conditions throughout the region are projected to increase with climate change. Illinois' Drought Prepared and Response Plan identifies a number of shallow groundwater-dependent communities in the Chicago region as particularly vulnerable

¹⁵ USDA NRCS (n.d.) *Environmental Quality Incentive Program*. Retrieved from <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/financial/eqip/>

to drought conditions.¹⁶ Several organizations provide guidance on drought planning, including the American Water Works Association (AWWA) and the U.S. Drought Portal.^{17,18} Although not a replacement for a plan, drought can also be addressed by including year-round drought provisions in a lawn watering ordinance as done in the NWPA lawn watering ordinance (see Recommendation 3.1).

Another way the Village can improve its supply and distribution system by switching to the AWWA / International Water Association's (IWA) water loss auditing method. The Village proactively conducts bimonthly water loss audits that compare the gallons pumped with non-revenue gallons and gallons billed to customers. This method shows water loss as a percentage, whereas the AWWA/IWA method quantifies loss in gallons and dollars. Evaluating loss in gallons and dollars can give the Village a more precise estimate of how much money is being lost due to water loss. This information can then be used by the Village to prioritize and justify maintenance practices. AWWA has trainings and free water auditing tools the Village can use to teach Public Works staff how to use AWWA auditing method. Additionally, the AWWA/IWA audit one of the most thorough auditing methods and does not adjust for the age of pipes. The age of a system's pipes should be fully accounted for in reporting and planning efforts.

Recommendation 2.2: Consider developing a utility-scale demand forecast

The Village of Monee should consider developing a utility-scale demand forecast for its water supply and distribution system. Local water demand forecasts can help bridge land use, transportation, and municipal finance and asset management decisions as development patterns affect water use and also long-term infrastructure maintenance costs.

Unlike regional water demand forecasts, utility-scale forecasts have a shorter planning horizon (5 – 10 years) because it is heavily focused on system capacity, maintaining day-to-day operations, and financing.¹⁹ Knowing how much water a community and its wholesale customers are likely to use can help a utility select appropriate and effective water conservation and efficiency measures, prioritize utility improvement projects, and estimate future revenue requirements.

Forecasts can also help determine the level of conservation that is needed to reduce demand and achieve costs savings by either delaying expensive system capacity expansions or downsizing the system altogether. Outdoor water use, in particular, can strain our drinking water systems as communities struggle to meet “peak” demand during summer

¹⁶ ISWS (2011). *State of Illinois drought preparedness and response plan*. Retrieved from https://www.isws.illinois.edu/hilites/drought/archive/2011/docs/St_Ill_Drought_Plan_2011.pdf

¹⁷ AWWA (2019). *M60 drought preparedness and response*. Second Edition. Retrieved from <https://www.awwa.org/Store/Product-Details/productId/75759388>

¹⁸ National Drought Resilience Partnership (NDRP) (2020). *Planning & preparedness*. Retrieved from <https://www.drought.gov/drought/resources/planning-preparedness>

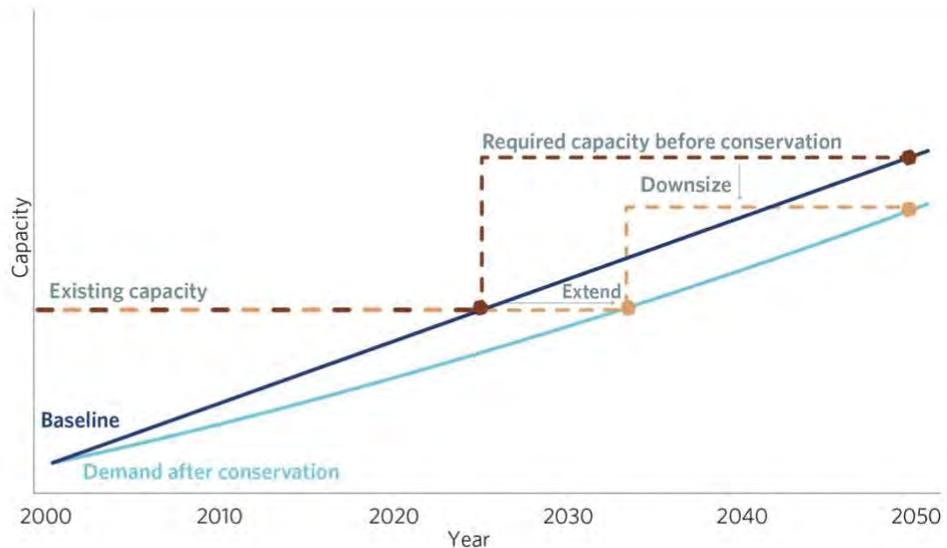
¹⁹ For more information on how to conduct utility-scale forecasts, see the AWWA's Forecasting Urban Water Demand, Second Edition reference guide: <https://www.awwa.org/Store/Product-Details/productId/6395>

months. Building and maintaining the infrastructure to meet peak demand — which can be up to three times higher than winter demand — can be expensive for communities and their rate payers. The diagram below illustrates how an effective water conservation program can affect the timing of capital infrastructure investments, and thus, save money for the water utility.

Figure 1. Example of extending or downsizing a capital facility, peak demand/capacity in million gallons per day

Example of extending or downsizing a capital facility, peak demand/capacity in million gallons per day

Source: American Water Works Association, 2006. Water Conservation Programs - A Planning Manual. AWWA Manual M52, First Edition, page 75.



If a utility scale forecast is pursued, the Village should reference the municipal-scale forecast that was developed for the community as a part of the ON TO 2050 regional water demand forecast.²⁰ While this forecast looks at the relationship between municipal characteristics and water withdrawals over a much longer period of time, the demand factors used may still be applicable and play a role in utility water use.

Recommendation 2.3: Re-evaluate water rate structure to promote conservation, affordability, and financial security

The pricing of water plays an important role in how a community’s water service functions. The Village of Monee should conduct a cost-of-service water rate study to ensure local water rates promote conservation, customer affordability, and financial security for the utility. Cost-of-service rate studies can help determine appropriate revenue requirements that will support the long-term sustainability of a public water supplier, while also helping reduce demand and maintaining affordable rates.

²⁰ Municipal-scale forecasts were added up to generate county and regional demand estimates.

Currently the Village uses a declining block rate structure which means the customers pay less as water use increases beyond the unit of water included in the minimum flat rate. Use of a declining block rate pricing structure is not considered best practice because it does not encourage customers to conserve water or generate adequate revenue relative to water consumption. A cost-of-service rate study would require the Village calculate the costs associated with water supply and distribution as well as the revenue needed to maintain service based on demand trends. The result would be a rate that can provide an effective financial incentive to conserve water while recovering costs for the services provided.

The rate study should evaluate full-cost pricing principles, which are known to help move the Village toward self-sufficient and accurately define the true cost of provide water services to customers. As part of the rate study, the Village should also consider the following conservation rate structures if deemed appropriate: Inclining rates with volumetric blocks, seasonal pricing, and water budget rate structures. Inclining rates with volumetric blocks encourage conservation by increasing the unit charge for water at higher levels of use. Seasonal pricing charges a higher rate for use during a particular time of year, usually the summer months to reduce the peak demand from outdoor water use. Water budget rate structures develop a tailored water use estimate, or budget for each customer and increase rates after the budget is exceeded.²¹ Separate rates and dedicated meters for outdoor water use could also be considered.

The Alliance for Water Efficiency (AWE) has a rates handbook, spreadsheet tool, and other guidance that the Village can use to evaluate different water rate structures based on local variables and the Village's desired outcomes.²² They also a messaging plan, videos and other communication resources to communities explain rate changes to a wide range of stakeholders, including elected officials, and community groups. Throughout the duration of a study, as well as after, the Village should conduct community outreach with resources like these to provide its customers with ample public information about the study.²³ Comprehensive and inclusive outreach efforts can help minimize opposition to potential rate increases that might be a result of the study. Involving all customer sectors through this process will also help to ensure that rates remain equitable and appropriate.

Objective 3: Improve water conservation efforts

Water conservation has long been recognized as critical to maintaining a sustainable supply of high-quality drinking water. Although parts of the Chicago region enjoy abundant water supply, other areas face limited and decreasing supplies. The Village of Monee currently has adequate water supply and can help ensure it remains viable by implementing conservation now.

²¹ American Water Works Association, (2006). *Water Conservation Programs: A Planning Manual*. First Edition

²² AWE, (n.d.). Financing Sustainable Water: Building better water rates for an uncertain world. Retrieved from <https://www.financingsustainablewater.org/tools/building-better-water-rates-uncertain-world>

²³ AWE (n.d.). Financing Sustainable Water: Communication tools. Retrieved from <https://www.financingsustainablewater.org/tools/communications-tools>

Recommendation 3.1: Promote wise outdoor water use

Approximately one-third of household water use is devoted to outdoor watering, and as much as 50 percent of that water is wasted due to unwise and wasteful watering behavior. Lawns in the Chicago region typically need no more than one inch of water, or approximately two hours of watering per week, and even less if it rains. Yet, water use increases in May and peaks in July as residents and businesses try to keep their yards and gardens green. This pattern often coincides with low river and groundwater levels, and is worse during hot dry summers, which may increase in frequency and intensity due to climate change.²⁴

The Village of Monee should encourage residents to use water efficient and climate-appropriate landscaping standards and maintenance practices. Strategies such as retaining natural areas and features, using native and drought tolerant plants, and limiting the amount of thirsty turf grass can help conserve water. Replacing even a portion of a traditional lawn with native plants can reduce a household's outdoor water use. In addition to using less water, native plants need fewer fertilizers and pesticides than traditional lawns, promote biodiversity, and reduce stormwater runoff and flooding. The Village can share a number of resources with homeowners to help them transition to a water-efficient yard including the U.S. EPA WaterSense outdoor program²⁵ and a variety of region-specific brochures²⁶ focused on low-impact lawn care and outdoor conservation.

The Village should also consider adopting the lawn watering ordinance developed by the Northwest Water Planning Alliance (NWPA) – a group of more than 80 communities in DeKalb, Kane, Kendall, Lake, and McHenry counties focused on ensuring a sustainable water supply. In light of a difficult drought in 2012 and rising trends in water demand, the NWPA voluntarily developed a lawn watering ordinance that provides a set of guidelines promoting lawn watering best practices that reduce outdoor water use.²⁷ The ordinance applies year-round and includes policies that:

- Discourage the use of unattended sprinklers in favor of more water-efficient handheld devices, irrigation systems, and water reuse options, such as captured rainwater.
- Limit watering to certain times of the day and restricts consecutive day watering.
- Ban the “watering” of sidewalks, driveways, and roads.
- Prohibit the installation of new, water-intensive landscaping (seed, sod, and planting) in July and August, the most water-stressed months of the year.
- Ensure that the community can address extreme situations, such as drought or water shortages, via emergency proclamation.

²⁴ National Oceanic and Atmospheric Administration (NOAA), (2016). *NOAA National Centers for Environmental Information: State Summaries: Illinois*. Retrieved from <https://statesummaries.ncics.org/downloads/IL-print-2016.pdf>

²⁵ US EPA, (2020). *WaterSense: Outdoors*. Retrieved from <https://www.epa.gov/watersense/outdoors>

²⁶ NWPA, (2020). *Reduce outdoor water use*. Retrieved from <http://www.nwpa.us/reduce-outdoor-water-use.html>

²⁷ Ibid.

Developing an outreach campaign to further educate residents and businesses about watering guidelines and the importance of outdoor water conservation would also be beneficial for the Village of Monee. Research by the Alliance for Water Efficiency has shown that communication and messaging strategies are essential to reduce outdoor water use.²⁸ The Village should develop a campaign and promote it through the Village's website, water bill inserts, newsletters, social media, and at events that pertain to water conservation. The Village may even want to consider including water conservation information in their Consumer Confidence Report – an annual water quality report that is required to be distributed every year to water customers.

Recommendation 3.2: Encourage the use of high performing, water efficient plumbing and building standards

Approximately two-thirds of household water consumption takes place indoors. Toilets, showers, and faucets are considered the largest indoor household water users. While home renovations and updates are fairly common, older homes may still have older fixtures that are inefficient and prone to leakage.

If resources are available, the Village should provide incentives to property owners for replacing older fixtures and appliances with more water-efficient ones. Replacing older fixtures (installed before 1994) with WaterSense labeled products can save approximately 20 percent of fixture water use.²⁹ In addition to saving water, more efficient showerheads and faucet aerators can provide energy savings from reduced hot water use as well. Another benefit of replacing fixtures is that the savings is not reliant on behavior changes, which can vary over time.

The Village could start by providing incentives in the form of rebates to households to accelerate fixture replacement. The City of Joliet has carried out this type of strategy by offering a low-flow toilet, as well as a rain barrel rebate program, through its Rethink Joliet Water campaign.³⁰ Another aspect of a rebate program that the Village could consider is the disposal of the outdated fixtures. Some communities offer free or discounted pick up and disposal of the old fixtures to participating residents, and even create recycling partnerships to deconstruct and reuse materials.

²⁸ AWE, (2020). *Alliance for Water Efficiency releases major new research study on drought response and water demands*. Retrieved from <https://www.allianceforwaterefficiency.org/news/alliance-water-efficiency-releases-major-new-research-study-drought-response-and-water-demands>

²⁹ Replacing fixtures installed after 1994 will yield less water savings than replacing fixtures installed before 1994. Therefore, households with fixtures installed before 1994 are the targets for this recommendation. It should be noted that replacing fixtures in older households may require additional updates should pipes need replacement. It will be at the discretion of the individual homeowner/landlord to determine if fixture replacement is beneficial considering location specific circumstances.

³⁰ City of Joliet, (2020). *Rethink water Joliet*. Retrieved from <https://www.rethinkwaterjoliet.org/>

In addition to rebate incentives, the Village should continue to encourage residents to perform indoor water audits. The Village currently provides guidance on how customers can use individual water meters to detect potential leaks.³¹ The Village could augment these efforts by further promoting more comprehensive indoor water audits. The Village can distribute leak detection tablets to customers or make them available upon request. The Village can also use its website, bill inserts, and newsletters to point residents to the EPA's WaterSense Homes.³² This branch of the WaterSense Program has tools and resources for performing audits as well as connects homeowners with third-party auditing services to become a certified WaterSense home.

Objective 4: Ensure land use planning promotes efficient water use and aligns with future water availability

Addressing drinking water issues has historically been left to water utilities. Yet planning and development decisions influence the amount of water used, the supply and quality of water sources, and the cost of maintaining water service. Understanding how land use decisions impact drinking water provisions is essential for maintaining a long-term supply and a well-functioning utility as well as making informed planning decisions that align with current and projected demand trends and the long-term viability of the community's water supply.

Recommendation 4.1: Promote compact, low-impact development patterns that increase density and encourage infill development among residential as well as commercial land use

The Village of Monee should promote compact and low-impact development patterns that increase density and encourage infill development near existing development by identifying designated future growth areas on the Village's future land use map. Designated growth areas could prioritize development in locations where adequate infrastructure exists, and therefore, can better accommodate growth. In more rural areas throughout the community, the Village's future land use map should promote cluster and conservation-oriented development that preserves natural areas and increases biodiversity.

Certain land uses, building types, and development patterns consume more water than others, and can have a significant impact on the Village's water supply system design and infrastructure maintenance. Compact development, as well as water efficient plumbing, building, and landscaping standards, can make it easier for residents to reduce water use while also minimizing the amount of infrastructure needed per household. With water use held constant, studies have shown that a utility's annualized service costs per household for a ¼-acre residential lot are 50 percent less than the costs for a 1-acre lot.³³ Larger lot sizes in widely

³¹ Village of Monee, Dept. of Public Works (n.d.). Reading your water meter. Retrieved from <https://www.villageofmonee.org/203/Reading-Your-Water-Meter>

³² EPA, (2020). EPA WaterSense: Homes. Retrieved from <https://www.epa.gov/watersense/homes>

³³ Speir, C. and Stephenson, K., (2002). *Does Sprawl Cost Us All: Isolating the Effects of Housing Patterns on Public Water and Sewer Costs*, Journal of the American Planning Association, 68:1, 56-70.

dispersed development tracts typically increase the length of pipes and other infrastructure needed to provide water service. The additional infrastructure can lead to higher long-term costs due to increased potential of water loss, replacement needs, and energy demands. Lower density developments also have fewer customers to shoulder the increased costs, leading to higher water prices for residents. Alternatively, infill development can improve the efficiency of the Village's water system by increasing the size of the customer base that helps maintain the existing infrastructure. New development in farmland or open space requires new infrastructure, and therefore, adds to the system's long-term capital costs.³⁴

The Village should ensure sustainable development patterns included in the future land use plan are reinforced through local land use regulations. Subdivision ordinances, zoning codes, as well as site and subdivision design standards may be outdated and contain language that could contradict or inhibit the future land use from being fully realized. Village staff should review these regulations and modify them as needed. Zoning codes should permit and support higher densities, multiple types of residential development (such as townhomes and accessory dwelling units), mixed-use development, as well as cluster and conservation development for rural areas. Site and subdivision design standards should allow smaller lots sizes, promote landscaping with native plants, require buffers, and prohibit development in floodplains. Standards should also regulate turf coverage and total imperviousness as well as require water-efficient irrigation systems to improve local stormwater management and promote water conservation. Minimum lot setbacks or parking requirements could be removed from these codes as well, as they are often considered barriers to compact and infill development.³⁵ Will County has a subdivision ordinance specific to setting standards for conservation-oriented subdivisions.³⁶ The Village should use this as a reference point during its review of its subdivision design standards and codes.

Recommendation 4.2: Integrate water considerations into the development review and approval process

The Village of Monee's Economic Development department should work closely with the Public Works department on a variety of fronts to integrate water resource and assessment management goals into development decisions. Given the inherent connection between new development and increased water use, the Village's Economic Development department should include a water supply or water utility expert in the development review process, starting with pre-application meetings, proposal review, and final approval. This would give water utility experts the opportunity to make source water protection as well as conservation of efficiency

³⁴ US EPA, (2006). Growing Toward More Efficient Water Use: Linking Development, Infrastructure, and Drinking Water Policies. Retrieved from <https://www.epa.gov/smartgrowth/growing-toward-more-efficient-water-use>

³⁵ <https://sonoraninstitute.org/files/GWS-Workbook-1.7.19-Update.pdf>

³⁶ Will County Green (2010). Will County subdivision ordinance. Retrieved from http://www.willcountygreen.com/initiatives/will_county_subdivision_ordinance.aspx

recommendations that could influence the overall design or configuration of the proposed development.³⁷

The Village may even want to consider partnering with the Will-South Cook Soil and Water Conservation District to develop Natural Resource Inventory (NRI) reports when evaluating a proposed development or making land use decisions. The purpose of the report is to provide local officials and other decision makers unbiased information on natural resources for a particular site of interest. It outlines the natural resources that are present on a site, their existing conditions, and the potential impacts a shift in land use might have on the surrounding resources.³⁸

The two departments should also create water conservation standards that can be used to assess new or re-development proposals. Ideally, these standards would be developed after a utility-scale demand forecast is developed and conservation and efficiency goals are established. This would give the two departments common ground upon which they can promote responsible development and growth while also safeguarding the Village's water source or minimizing the impacts of increased water use.

Please let us know if you have any questions or would like to discuss any aspects of this memo or the Monee comprehensive planning effort.

³⁷ Castle, A.J. and Rugland, E. (2019) *Best Practices for Implementing Water Conservation and Demand Management Through Land Use Planning Efforts: Addendum to 2012 Guidance document*. Retrieved from <https://dnrweblink.state.co.us/cwcbsearch/ElectronicFile.aspx?docid=208193&dbid=0>

³⁸ Will-South Cook Soil & Water Conservation District (2020). *Land use and construction support / natural resource inventory report*. Retrieved from <http://www.will-scookswcd.org/program.php?id=16>

Appendix C

Relevant Plans

Monee 2004 Growth Management and Economic Development Plan

The 2004 Plan responded to the following key opportunities that would have a significant impact on Monee's future growth:

- 1. POTENTIAL INTERCHANGE** at the intersection of I-57 and proposed I-355 extension. In 2007,
- 2. PLANNED METRA COMMUTER RAILROAD STATION** north of the intersection of Watson Road and Route 50
- 3. THIRD AIRPORT PLANNED ACQUISITION AREA** (South Suburban Regional Airport) to the south in Peotone
- 4. FUTURE ROADWAY EXTENSIONS/CONNECTIONS**
IDOT planned easterly extension of Monee-Manhattan Road and connection with Crete-Monee Road. These are the only two items from the 2004 plan that have been implemented.

LAND USE RECOMMENDATIONS

RESIDENTIAL OPPORTUNITIES

- **Estate/Conservation Residential (Low Density)** recommended to the west of Harlem Avenue, in locations near existing large lot subdivisions.
- **Residential/Traditional Neighborhood Opportunity (Medium to High Density):** for continuation of existing moderate single-family residential developments and expansion of the traditional urbanized core of the Village.
- **Historic Residential Preservation** for an area generally bound by Wilson Street, Eastgate Avenue, Mill Street and Oak Road.

COMMERCIAL CENTERS

Community Retail (10 to 40 acre sites, 100,000 to 400,000 sf of retail) at intersection of Ridgeland Avenue and Monee-Manhattan Road

Neighborhood Retail

- Intersection of Will-Center Road and Court Street/Crete-Monee Road;
- Northeast and northwest corners of the intersection of Will-Center Road and Pauling Road
- Near planned METRA station **Convenience Retail Center** recommended at following intersections:
 - Stunkel and Harlem Avenue
 - Monee-Manhattan Road and Harlem Avenue
 - Southeast corner of Monee-Manhattan Road and Egyptian Trail
 - Planned easterly extension of Monee-Manhattan Road and Home Avenue/Will-Center Road
 - Steger-Monee Road and Court Street/Crete-Monee Road
 - Crete-Monee Road and Highland Avenue.

Specialized Service Retail at potential interchange at extension of I-355, I-57 and the South Suburban Regional Airport

COMMERCIAL DEVELOPMENT CORRIDORS

- Monee-Manhattan Road (east of Interstate 57 and west of Egyptian Trail)
- Route 50 (north of Industrial Drive and to the general south of Monee-Manhattan Road)
- Court Street (to the general east of Will-Center Road up to Kuersten Road)

OPEN SPACE ELEMENTS

- Land west of Monee Reservoir should be protected from development and should develop as an extension of the reservoir.
- In order to protect and support the future expansion of the Monee Reservoir and Raccoon Grove Forest Preserve, all land currently comprising the reservoir, as well as vacant land to the immediate southeast is designated as Public Open Space/Conservation Area.

“Summary: The Framework Plan's goal for commercial development is balancing the need for locally available goods and services with the desire to establish high quality development that offers aesthetic appeal. Retail development also is an important source of village revenue because it provides municipal sales tax. This sales level would serve the spending of 4,800 households totaling a population of approximately 13,000.”

Monee 2009 West Sector Plan

The 2009 Plan recommendations are very similar to the 2004 plan, with following key changes

ILLIANA EXPRESSWAY

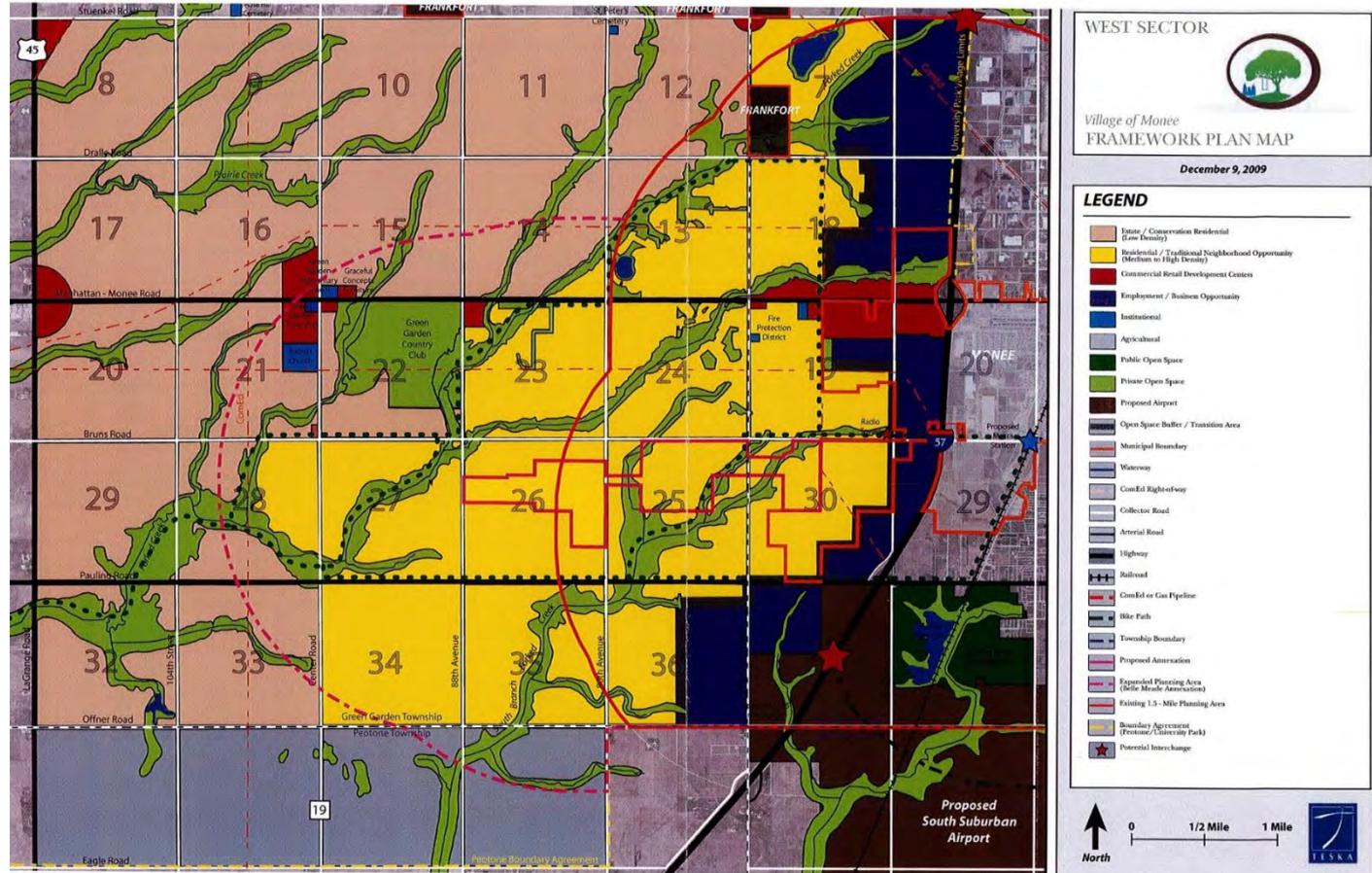
Incorporating potential impacts of Illiana Expressway Feasibility Study where one option located the expressway near the southern edge of Monee.

EXPANSION TO THE WEST

Focusing on long-term expansion potential for the Village to the west of Interstate 57 and extending the Planning Area all the way to LaGrange Road / US 45.

STUNKEL ROAD/I-57 INTERCHANGE

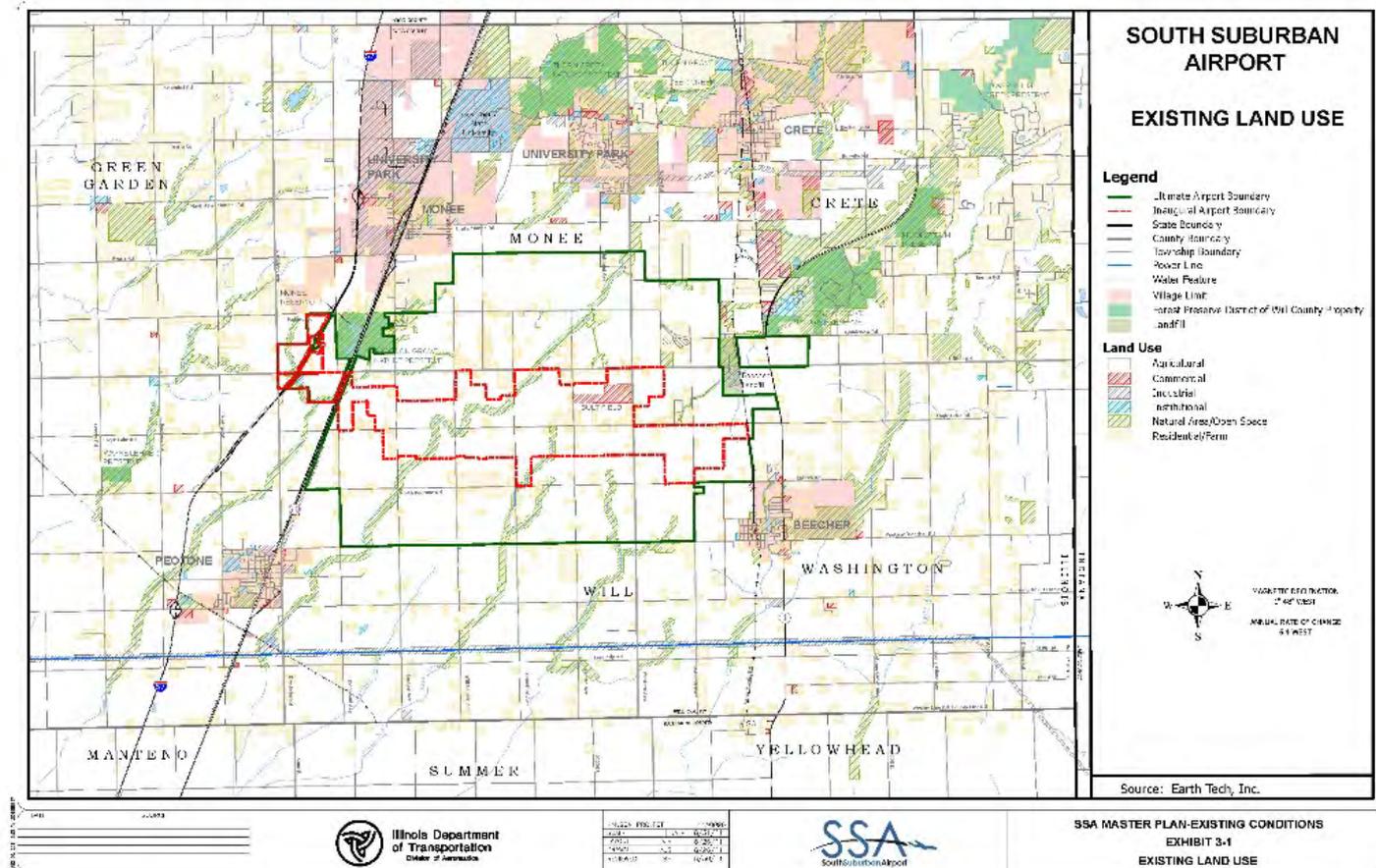
Proposed new I-57 interchange at Stunkel Road to provide relief to existing Manhattan-Monee Road truck interchange, particularly for trucks that serve existing businesses in both Monee and University Park.



“Due to its proximity to I-57 and its excellent workforce, the Village of Monee has enjoyed a relatively strong and stable industrial presence and has the potential to attract even more office and industrial developments. The continual growth of industrial and office developments provides great opportunities for employment and creates a healthy business environment. The objective of these *Employment/ Business Opportunity* areas identified on the Framework Plan map is to provide economic development opportunities for office, distribution and limited manufacturing businesses that are compatible with the vision imagined for Village.”

South Suburban Airport (SSA) Plan

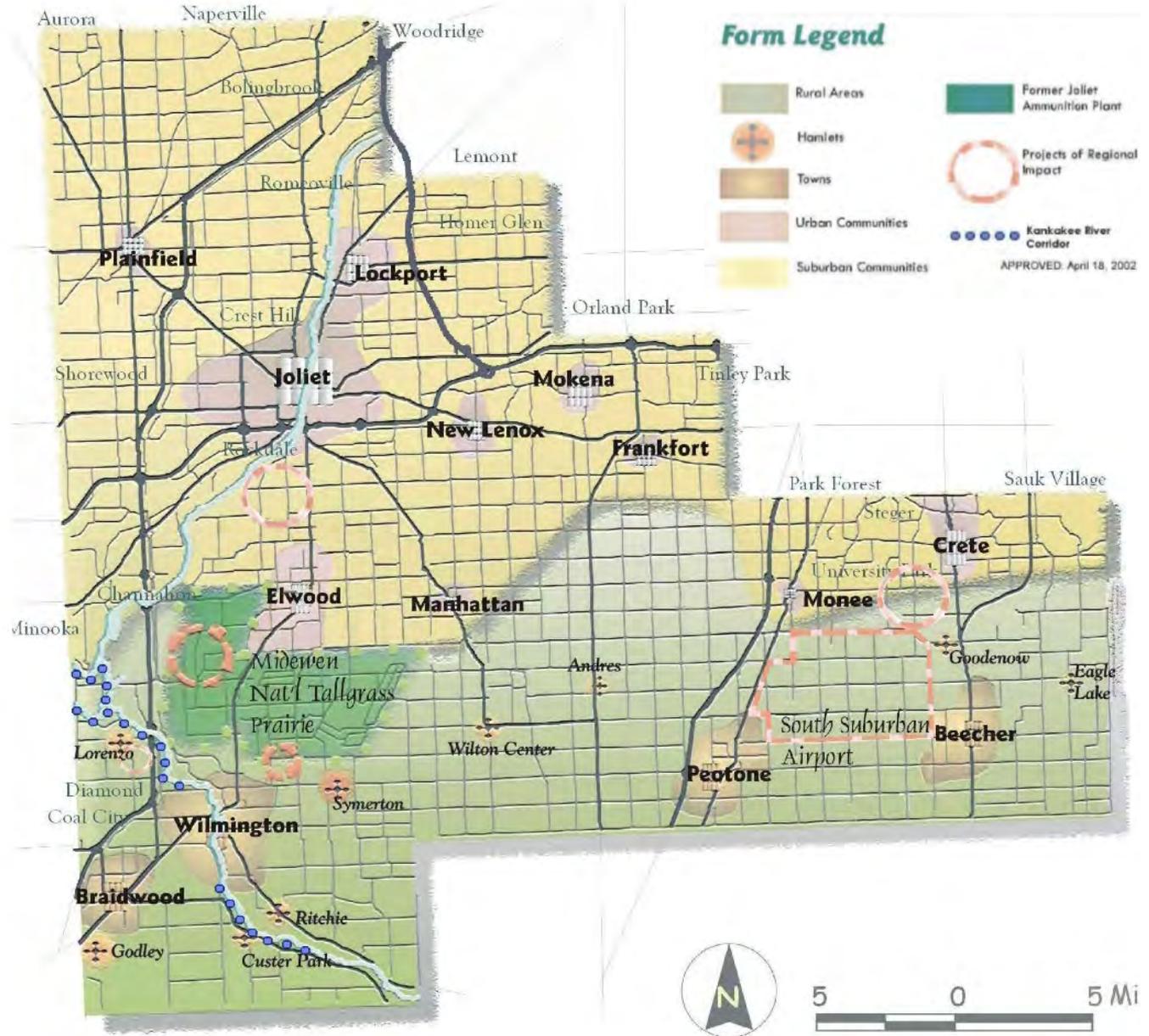
- The Illinois Department of Transportation (IDOT) and the Federal Aviation Administration (FAA) have worked with local stakeholders to prepare a master plan and an environmental impact statement for the proposed development.
- The 2011 master plan contains information regarding existing conditions, forecasts, a demand and capacity analysis, facility requirements, layout plans, financial analysis, and an environmental review.
- The airport is proposed to be located south of Monee with its northern most boundary ultimately being located along Olendorf Road. IDOT has already acquired many of the necessary parcels it needs to build the initial facility. Presently, the airport is being designed to support mainly cargo shipping planes. This may have a positive impact on current industrial companies and may bring more businesses to the area.



Potential plans for the South Suburban Airport (SSA) will have major impacts on the future growth of Monee. The 2019 Illinois budget has allocated \$162 million toward road improvements that would connect I-57 to the proposed airport site, along with an environmental review and the completion of a master plan. As stated in the RFP for the Monee Comprehensive Plan, “upon completion of the existing conditions analysis, the consultant will convene the community and CMAP to decide the level of coverage in the comprehensive plan.”

Will County Land Resource Management Plan (LMRP)

- Adopted in 2002 and updated in 2011, the LMRP sets a framework for guiding principles, goals and implementation strategies for future growth in the County.
- The northern part of Monee is recommended for "Suburban Community" land uses that is predominantly low density residential development. The southern part has a "Rural Area" designation that is primarily agricultural.
- The proposed South Suburban Regional Airport to the south designated as a "Project of Regional Importance". The "Airport Environs Element" section establishes basic land use and design criteria for the proposed airport.



Will County 2040 Long Range Transportation Plan (2017)

Adopted in 2017, the LRTP provides a strategic direction for the County's multimodal transportation system for the next 25 years. Potential scenarios of major transportation projects as well as roadways where freight-intensive travel is projected to occur over time are of particular relevance to the Moving Will County study.

Existing conditions and projects with potential impacts:

- A large percentage of workers travel significant distances to jobs
- Still on the table: Illiana and South Suburban Airport
- Panama Canal expansion: could increase inland waterway advantage

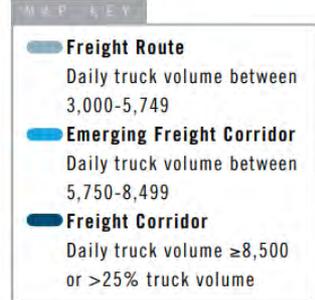
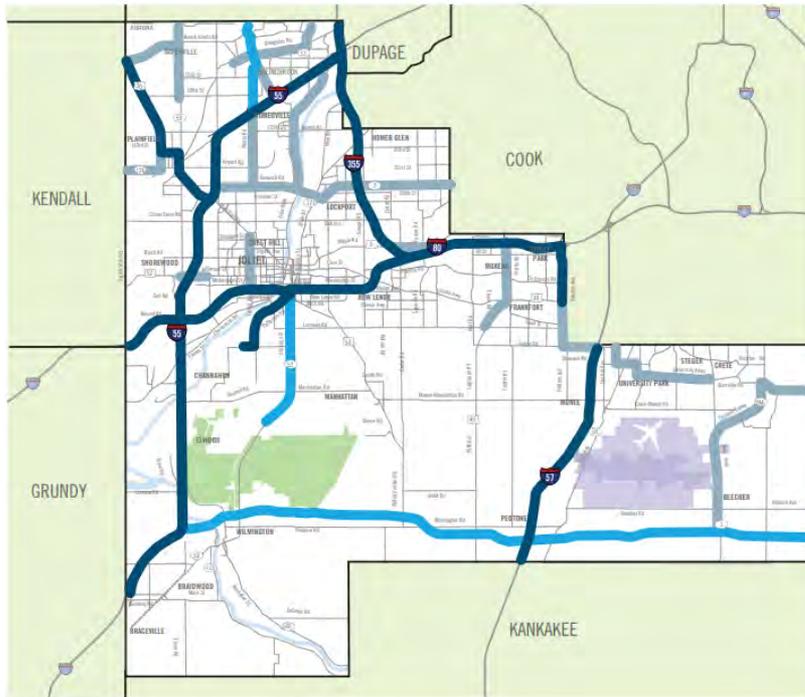
Goals of the LRTP: support economic vitality, improve freight movement, perform asset stewardship, expand local and regional transportation choices, improve safety, create quality places

Identified as needed in the Will County transportation system: east/west mobility, congestion relief, safety, rail crossing improvements, truck corridors, transit access, bikeway network continuity

Considerations for Monee:

- Corridors were identified as: freight routes, emerging freight routes, and freight corridors (see map to the right)
 - "Defining varying levels of freight intensity helps the Will County DOT and its partners proactively identify where freight-intensive travel is likely to occur over time, evaluate capacity and safety issues, and focus resources accordingly."
- Scenarios (to the right): investment priorities of the County with or without the Illiana
- Unconstrained lists of County needs: including widening and reconstruction projects needed as compared to IDOT, Tollway and Municipal investment priorities for roadway projects and Metra and Pace transit priorities
- Roadway Evaluation Criteria Rating System available for major expressways and arterials in Will County: mobility and accessibility, preservation and safety, potential economic benefits, quality of life, project readiness, consistency with growth patterns

2040 TRUCK FREIGHT NETWORK



INDIANA
Though freight-related projects can be costly to undertake, there is a clear need for more and better directed investment in freight infrastructure in Will County as future freight activity continues to intensify.

Source: Will County Travel Demand Model Including CMAP Illiana Truck Trip Tables.

TRAVEL DEMAND MODELING SCENARIOS

SCENARIO 1

Interstate Improvements

SCENARIO 2

Interstate Improvements + Countywide Roadway and Transit Improvements

SCENARIO 3

Interstate Improvements + Countywide Roadway and Transit Improvements

A

With Illiana

B

No Illiana

C

No Illiana, Improve Wilmington-Peotone instead

A

With Illiana
With Houbolt

B

No Illiana
With Houbolt

C

With Illiana
No Houbolt

D

No Illiana
No Houbolt

Will County Community Friendly Freight Mobility Plan (2017)

Goals

- Provide guidance for local freight policies, programs, and investments
- Create a mechanism for evaluating and prioritizing freight-related projects
- Focus areas: safety, mobility, preservation enhancement, workforce, economic competitiveness, and community livability

Existing conditions

- Extensive and interconnected network:
 - 5 Class I Railroads, 3 Intermodal Terminals, 4 Interstates, 3 navigable waterways
 - Truck Routes: 5 Class I, 23 Class II, and 1 Class III
- Freight-related development
 - Romeoville/Bolingbrook supercluster: I-55/I-355/Joliet Road, Crest Hill, I-355, Romeoville/Airport Road, and Plainfield
 - Elwood/Joliet supercluster: Intermodal, I-80/Houbolt Road, Channahon, and New Lenox
 - Eastern Will County supercluster: University Park/Monee, Mokena, and Frankfort
- State routes tend to experience the greatest truck congestion
- Bottleneck locations: I-57 interchange at Manhattan-Monee Road, I-80 at U.S. 52/IL 53, U.S. 30 and Gougar Road, Main Street/U.S. 66 and Division Street in Plainfield, IL, and U.S. 30, northwest of I-55

Potential impacts

- Freight Growth: freight volumes in Will County could reach nearly 600 million tons by 2040.
 - Concentrated in truck and rail modes
 - Could create more transportation, delivery, logistics (TDL) jobs
 - Increase in e-commerce: more trucks on local roads for residence and local business deliveries
 - 91 freight-related projects recommended by Plan

Considerations

- Community and Environmental effects
 - Community Issues: Safety, Trucks on Local Roads, Congestion, Noise, Emergency Access, Encroachment on Agricultural Land, and Light Pollution and Aesthetics
 - Environmental Issues: Air Quality, Water Quality, Hazardous Materials Transportation, Encroachment on Sensitive Areas

Needed

- Future freight clusters linked to existing freight clusters
- Link between freight and commuter corridors/connectors
- Coordination between transportation and land use planning to prevent or mitigate conflicts between freight traffic, workers and residents



“The Freight Plan is envisioned as a multimodal freight plan that will provide strategies and goals to guide freight policies, programs, projects and investments throughout Will County in a community-friendly manner. The Freight Plan will encompass a holistic planning approach covering freight mobility, land-use integration, workforce development, education/training and community livability.”

CMAP ON TO 2050 (2018)

The ON TO 2050 comprehensive regional plan identifies three clear, overarching principles for the Chicago Region:

- **Inclusive Growth:** Growing our economy through opportunity for all.
- **Resilience:** Preparing for rapid changes, both known and unknown.
- **Prioritized Investment:** Carefully target resources to maximize benefit.

Key Recommendations and Strategies to incorporate into the Comprehensive Plan include:

Integrate land preservation into strategic growth efforts

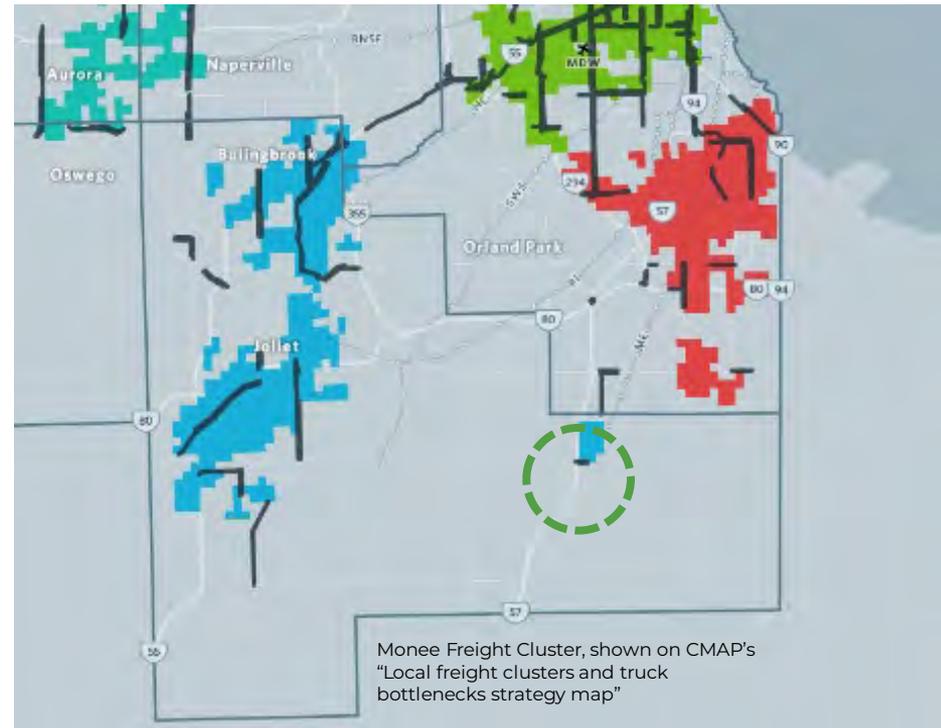
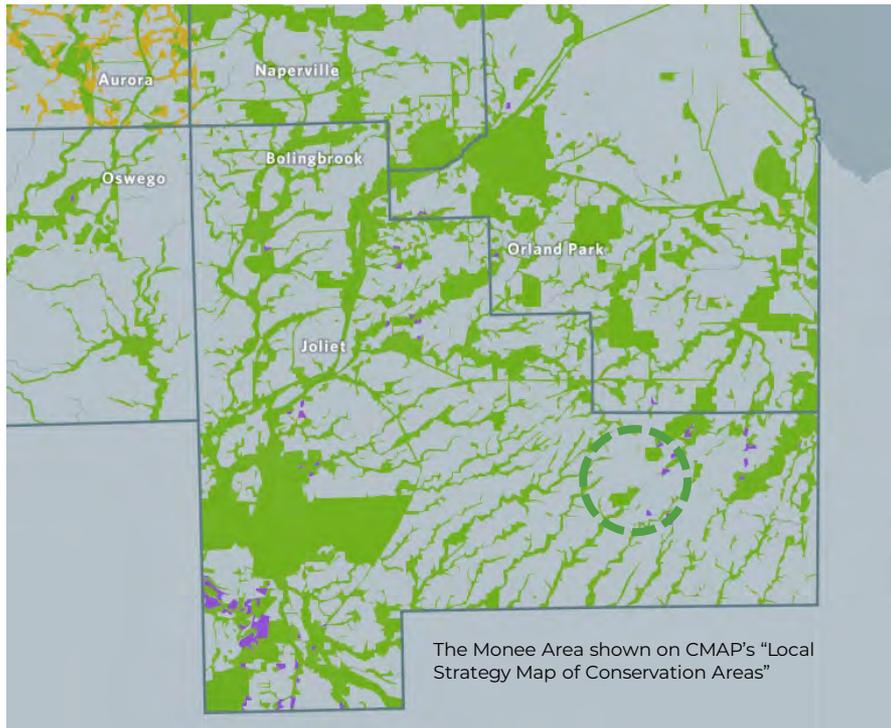
Strategies:

- **Protect and steward high-priority natural areas**
- **Identify and maintain key agricultural lands**
- **Protect agricultural and natural land through local planning processes**
- **Evaluate future infrastructure costs when considering development expansion**

Maintain the region's status as North America's freight hub.

Strategies:

- **Invest Strategically in the freight network**
- **Develop a unified regional approach for freight transportation issues**
- **Focus on improving local and regional truck travel**
- **Mitigate the negative impacts of freight on adjacent areas, particularly Economically Disconnected Areas**
- **Assess the local and regional impacts of proposed major freight facilities**



Thorn Creek 2005 Watershed Based Plan and 2014 Addendum, CMAP

Thorn Creek flows north from its origin near Monee in eastern Will County to its confluence with the Little Calumet River in South Holland in Cook County. Thorn Creek and its major tributaries —Deer Creek, Butterfield Creek, and North Creek —form a 107 square mile subwatershed of the Little Calumet River watershed, including approximately 3 square miles in Indiana.

Completed in 2005, the Thorn Creek Watershed Based Plan focused on nonpoint source pollution, particularly in the 26 square mile watershed of the Thorn Creek main stem, but also identified a range of issues adversely affecting the area of study.

Plan Goals

- Protecting and enhancing surface water quality to support uses designated for Thorn Creek by Illinois EPA.
- Other resource-based goals were considered, including protecting and restoring aquatic and terrestrial habitat, protecting and enhancing groundwater quality and quantity, and reducing flooding and flood-related damages.

- The watershed coordination goals included improving cooperation among stakeholders in the watershed, such as businesses, universities, and governments, and educating stakeholders about their role in protecting the watershed.

Recommended BMPs

The 2014 update proposes the installation of bioretention (and biofiltration), vegetated swales, detention basin retrofits, and building retrofits—such as planter boxes and green roofs—as the primary “Urban Stormwater Infrastructure Retrofit” practices.

These measures were aimed to meet three objectives:

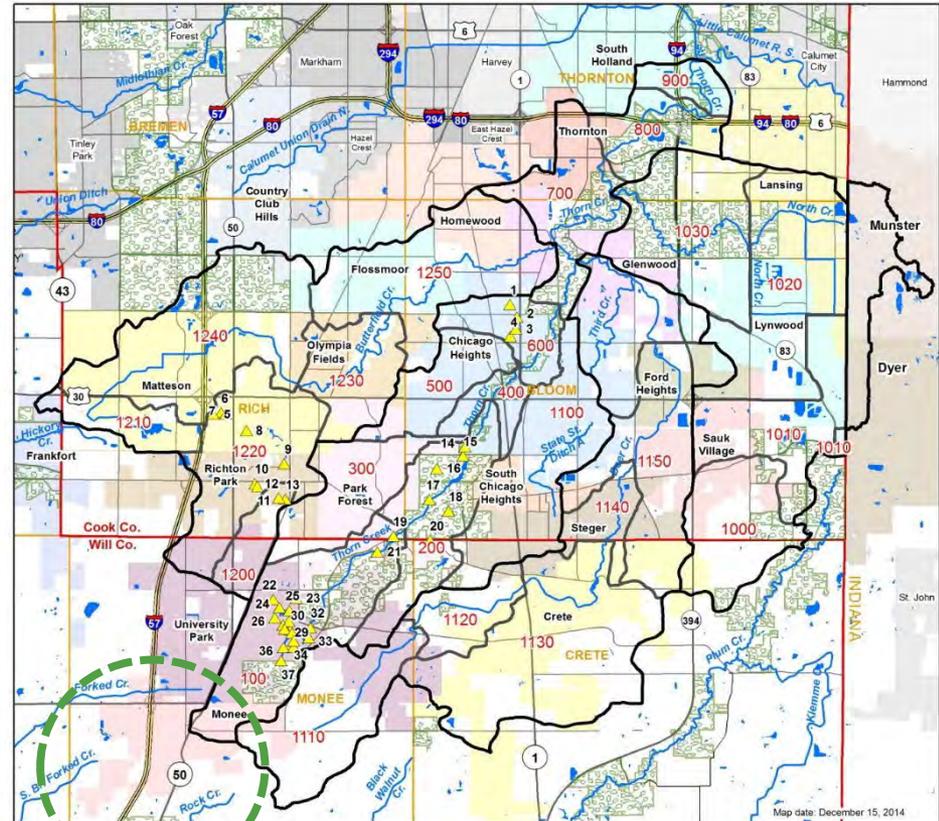
1. Manage stormwater at the source
2. Use plants and soil to absorb, slow, filter, and cleanse runoff;
3. Recommend stormwater facilities that are simple, cost-effective, and enhance community aesthetics.

Other BMPs recommended include:

- Stream Channel and Riparian Corridor Restoration
- Chloride Reduction Strategies
- Stream Maintenance and Restoration
- Farmed Wetland Restoration

As shown on Map to right, no site-specific BMP locations were identified for the Village of Monee.

Thorn Creek Watershed Based Plan Addendum - Stakeholder-identified Site-specific BMP Locations



Legend

- Thorn Creek Watershed Boundary
- Counties
- Townships
- Lakes/Ponds
- Forest Preserve
- Streams
- BMP project locations

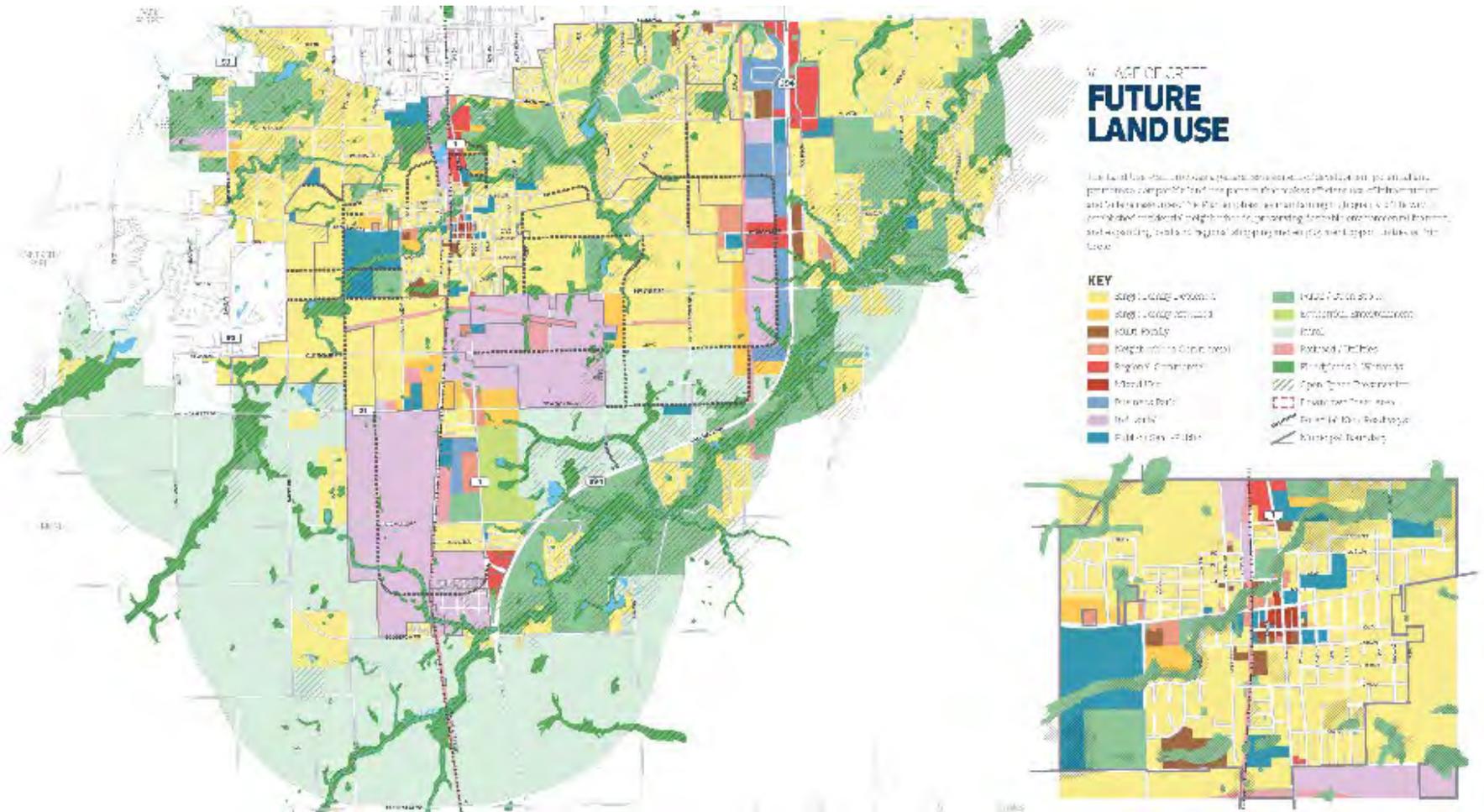


Data Sources: Watershed Planning Area - CMAP (2004); County & Township Boundaries - CMAP (2014); Municipal Boundaries - Cook Co. (2014) & Will Co. (2014); Major Roads - IDOT (2011); Streams - Illinois EPA (2004); Waterbodies - National Hydrography Dataset (USGS 2007) & CMAP Land Use (2005).

Local Comprehensive Plans

2016 Crete Comprehensive Plan

- According to the plan, Crete does not have formal boundary agreements with any of its neighboring communities, including the Village of Monee. The Planning Area defined for the Comprehensive Plan lies immediately east of the Planning Area defined for Monee.
- Single family uses are proposed as the predominant use. Industrial uses are primarily concentrated along IL Route 394 and the UP Tracks.



Local Comprehensive Plans

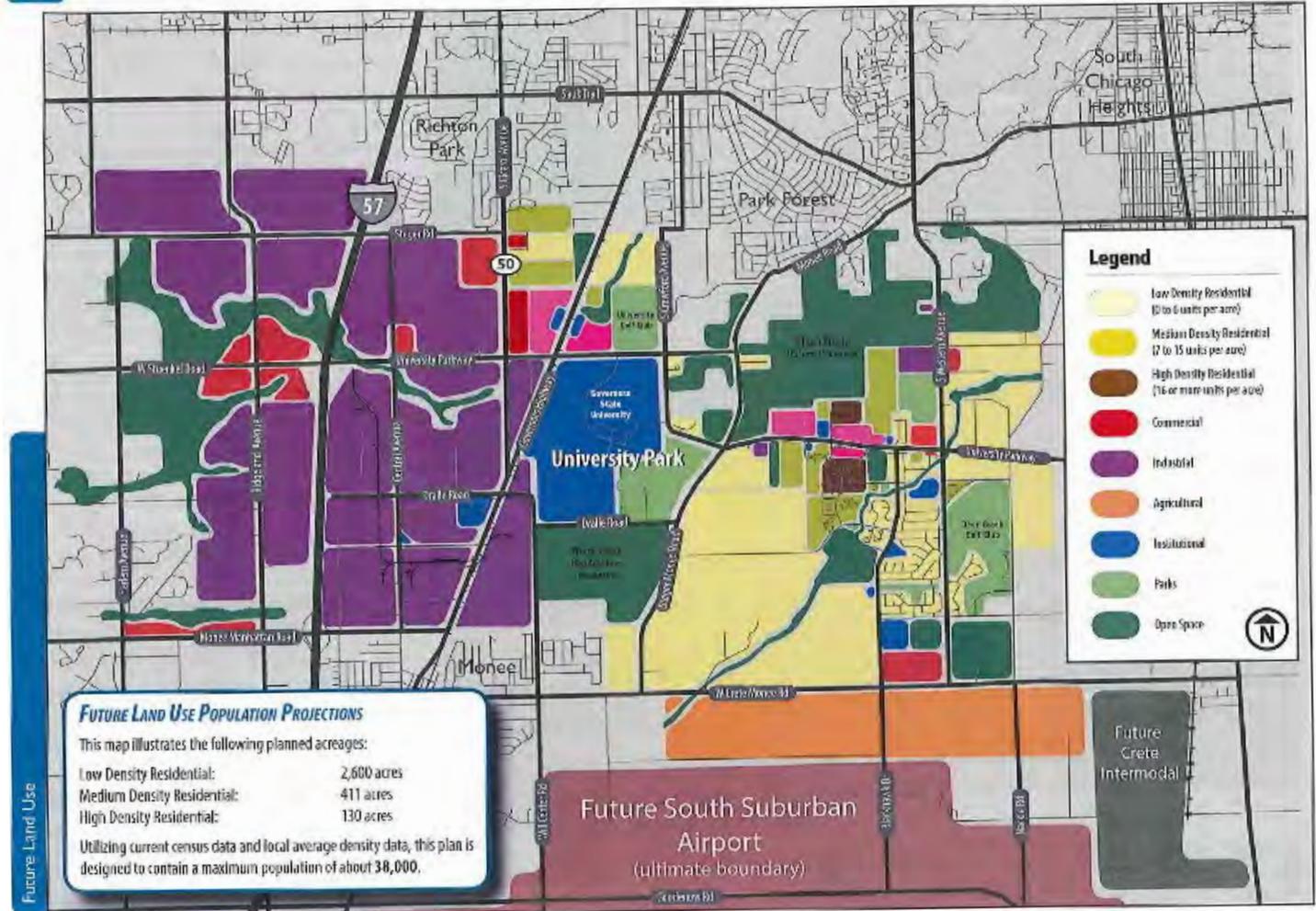
2014 University Park Comprehensive Plan

The Plan identified the following Key Opportunities:

- New I-57 Interchange at University Parkway as the Village's front door offering new commercial opportunities (both retail and industrial), more convenient Interstate access to both residents and businesses, and the opportunity for the Village to enhance its identity.
- Transit Oriented Development near Metra Station
- Town Center area located along University Parkway near Village Hall and the Town Center Shopping Plaza.
- Southern Growth Area: Crete Monee Road Corridor near the proposed South Suburban Airport

6

Land Use

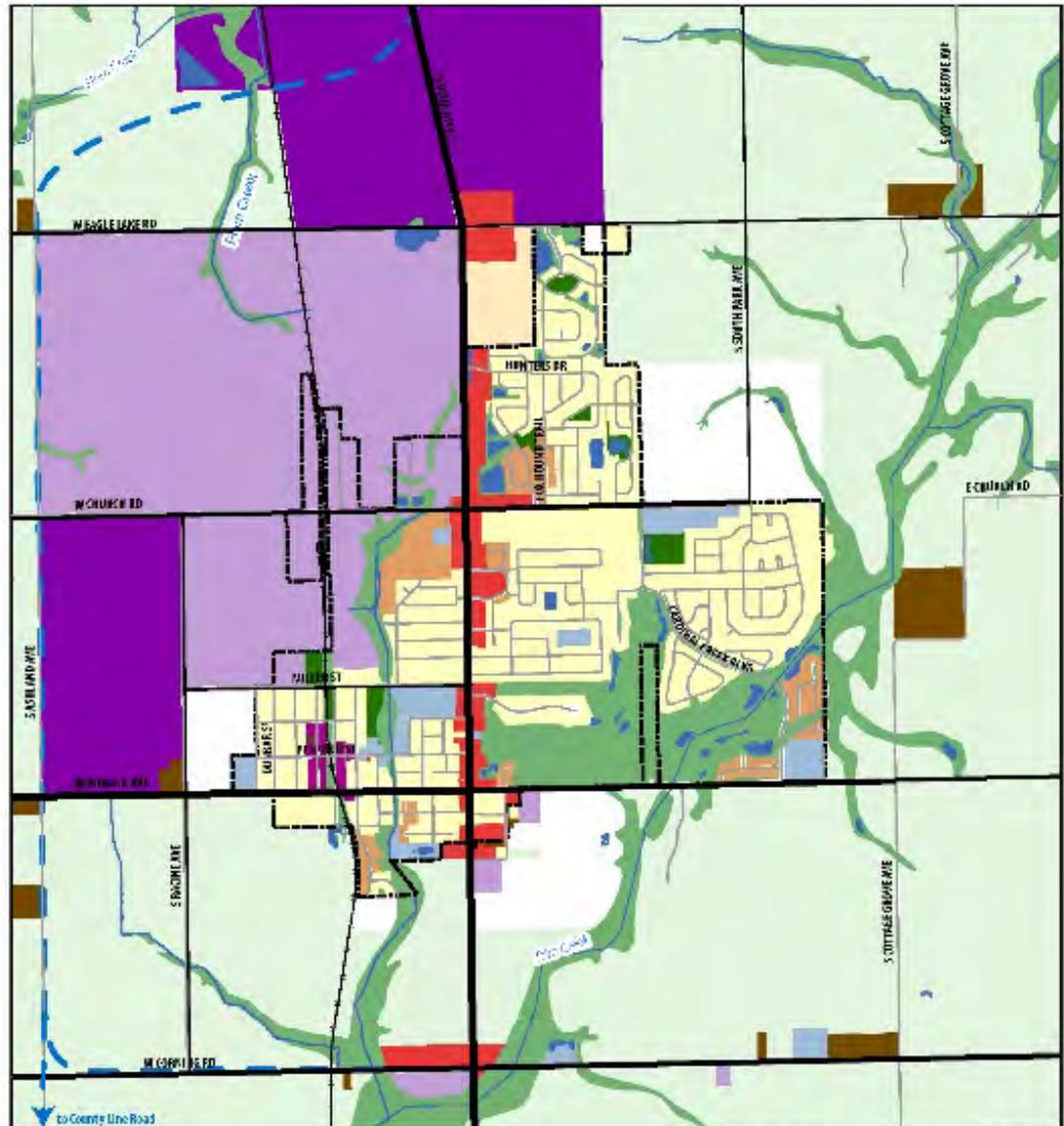


Local Comprehensive Plans

2019 Beecher Comprehensive Plan

Key Planning Issues addressed by the plan:

- A Resilient Community: The Plan prepares Beecher for multiple scenarios, including population growth, industrial expansion, and the impacts anticipated with the development of the South Suburban Airport.
- A Great Place to Live
- Enhanced Parks + Recreation Opportunities.
- Convenient and Safe Mobility
- A Revitalized Downtown
- Expand Job Opportunities and Tax Base
- A Sustainable Community: As a small, rural community, the Village has to think critically about how to maintain services and infrastructure and how to grow in ways that are sustainable but also appropriate for Beecher. This plan sets forth ideas for what a Sustainable Beecher might look like.





Appendix D

Historic Society Data on Local Buildings

Old Address	New Address	Notes	Year Built	Link to Modern Listing
	5308 W Astor	MARRON, Laurence, Paula, RON, Laurence		https://www.redfin.com/IL/Monee/5308-W-Astor-PI-60449/home/23246163
	5311 W Astor	MAUSEHUND, Cheryl, Gary		https://www.redfin.com/IL/Monee/5311-W-Astor-PI-60449/home/23246136
	5320 W Astor	SCAMPINI, Michael, Raymond, BONNEMA, Glen, Stephanie		https://www.redfin.com/IL/Monee/5320-W-Astor-PI-60449/home/21763616
201 Astor	5327 W Astor	GORMAN, REILS, [FEHLAND, Allen, Germaine (DAVIS)] (Also 25831 Linden on back of house?)		
	5341 W Astor	PUNTER, Charles, Jennifer, SCOLLARD, Julie, Shane, MANRIQUE, Pablo		https://www.redfin.com/IL/Monee/5341-W-Astor-PI-60449/home/12809734
	5342 W Astor	KLINE, Arlene, Burton		https://www.redfin.com/IL/Monee/5342-W-Astor-PI-60449/home/23254168
	5347 W Astor	BUCHMEIER, Ruth, Milton	1950	https://www.zillow.com/homedetails/5347-W-Astor-PI-Monee-IL-60449/54
7 Astor	5361 W Astor	JAEGER, Lawrence, Judith (FRIEDERICKS)	1963	
202 Astor		KRIZAN, Betty		
12 Briar	25920 Briar	LORENZ, Donald, FUCHS, Lori, PEDERSON, Debra, Randall, NADALIN, Donna	1900	https://www.redfin.com/IL/Monee/25920-S-Briar-Ln-60449/home/2161972
138 Briar	26020 Briar	HUFFMAN	1900	https://www.realtor.com/realestateandhomes-detail/26020-S-Briar-Ln_Mo
	26034 Briar	STRASSENBERG, Arthur, Vivian, CRAWFORD, Edward, Kellie, BATTERMAN, Dale, Kathy	1900	https://www.redfin.com/IL/Monee/26034-S-Briar-Ln-60449/home/2338848
	26042 Briar	BROWNING, Frederick, Bernadette, QUEEN, Mark, HAWTREE, Daniel	1900	https://www.redfin.com/IL/Monee/26042-S-Briar-Ln-60449/home/2550256
	26049 Briar	WOOLARD, Wilma, HORN, Peter, BOZARTH, Kevin, PEREZ, Nathan, LINDEMULDER, Emily	1956	https://www.redfin.com/IL/Monee/26049-S-Briar-Ln-60449/home/2322604
210 Briar		DUEVER, Roland, Zelda		
225 Briar		ODEN, Dorothy (LUEHRS), AMBROSE, Bruce, Wilma (ODEN)		
	10016 W Bruns	BAUCH, Donald, Verna (STOLZENBACH), Allen		
Bruns	6152 W Bruns	SILCOX, Lester, Mardella (HOHMANN), NELSON, Verna (SILCOX)	1956	https://www.redfin.com/IL/Monee/6152-W-Bruns-Rd-60449/home/231702
	8436 W Bruns	HALL, Mike, Terri		
	8508 W Bruns	SCHULTZ, Robert, Judy		
Bruns		BIEDERMAN, Raymond, Nancy (BLUM)		
	24645 S Central	DRALLE, Warren, Barbara (LANHAM)		
	25800 S Chestnut	MCCONKEY, James, Maureen, MCWILLIAMS, Larry, Lisa, KONECKI, Phillip, Deborah, CLINGEN, Matthew		
128 N Chestnut	25810 Chestnut	YARMUTH, Emma, Margaretha, (HOHMANN), BEYER, Viola (JARMUTH)	1916	https://www.redfin.com/IL/Monee/25810-S-Chestnut-Rd-60449/home/168
	25820 Chestnut	DIERCKS, Henry, Elise (MUELLER) FREESE, Meta (LESEBERG) (Demolished bef 1969)		
112 Chestnut	25820 S Chestnut	HARRINGTON, Thomas, Sandra	1969	https://www.redfin.com/IL/Monee/25820-S-Chestnut-Rd-60449/home/233
	25830 S Chestnut	LOY, BELSKE	1964	https://www.zillow.com/homedetails/25830-S-Chestnut-Rd-Monee-IL-6044
	25838 S Chestnut	BYFORD, Laura, DUNCAN, Karen, Mark		
35 Chestnut	25852 Chestnut	LEAHEY, Hazel (LILLY), SCHULTZ, Terry, Sandra (EICKMANN), RUDER, Rena	1921	https://www.redfin.com/IL/Monee/25852-S-Chestnut-Rd-60449/home/231
	25864 S Chestnut			
	25900 S Chestnut			
	25922 S Chestnut	KRAUSE, STEVE, MOSTERT, Mark, Nancy (SCHMIDT)		
	25926 S Chestnut	HOLL, Esther (CONRAD), ERICKSON, Leona (HOLL), KAMINSKI, Daniel		
	25934 S Chestnut	STENDER, Orville, Donald, Diane		https://www.redfin.com/IL/Monee/25934-S-Chestnut-Rd-60449/home/233
	25950 S Chestnut	ROSS, Anthony, NEWBURY, George, Cathy, BOGARD, Ann, SANFILIPPO, Vincent, GIFFEY, William, Kerry		
	25956 S Chestnut	PODBIELSKI, Richard		https://www.redfin.com/IL/Monee/25956-S-Chestnut-Rd-60449/home/232
	26004 S Chestnut	SABLICH, William	1938	https://www.zillow.com/homedetails/26004-S-Chestnut-Rd-Monee-IL-6044
114 S Chestnut	26010 S Chestnut	SCHWIESOW, Robert, Adeline	1920	https://www.zillow.com/homedetails/26010-S-Chestnut-Rd-Monee-IL-6044
	26022 S Chestnut	PIEPENBRINK, Edith	1920	
126 S Chestnut	26026 S Chestnut	SCHWIESOW, Lloyd, Wilma (SASS) (Lloyd Built), KARSTENSEN, Julie, YOUNG, Rob	1951	
132 S Chestnut	26032 S Chestnut	SASS, Harry, Carrie (BLASING)	1900	
	26038 S Chestnut	COOPER	1900	https://www.zillow.com/homedetails/26038-S-Chestnut-Rd-Monee-IL-6044
212 Chestnut	26058 Chestnut	BURMEISTER, Allen, Beverly (KRABBE)	1959	
110 N Chestnut		PAULING, Clifford, Verna (HONSBRUCH)		
122 S Chestnut		PIEPENBRINK, Alvin, Betty		
104 S Chestnut		SMITH, Harry, Ruth (STONE)		
138 N Chestnut		VOLLRATH, Delmar, Phyllis (NOBLE), MCCONKEY, James, Maureen, COOPER, Patricia		
138 S Chestnut		BUCK, Hulda		

Old Address	New Address	Notes	Year Built	Link to Modern Listing
Cicero		FIFER, Gerald, Melody (EASON)		
103 Compass	26005 Compass	WOLF, Edo, EGDORF, Jeanette, DUENSING, Marion (EGDORF) ELFEGA		
	26011 S Compass	KAMP, Sandra, DAVIS, Rory, Renee, LANDA, Raquel		
220 Compass	26048 Compass	BISPING, Bing, Deanna (CROSS) Blacksmith shop on SW corner		
221 Compass	26049 S Compass	BURKHARDT, EICKMANN, George, PIKE, BONNEMA, Glen, COUGHLIN, Sean 815-791-5241	1920	https://www.redfin.com/IL/Monee/26049-S-Compass-Ln-60449/home/232
109 Compass		BISPING, DeVonne, PENNINGTON, Ken, Stephanie, KAMP, Sandra, Steven		
675 E Court	4058 W Court	ARTMAN, Donald, Myrna (FRAHM), CRONCH, William, THOMPSON, Bridgette, SW corner of Main & Will-Center		
	4829 W Court	DRUMMOND, Donald, Mildred		
	4841 W Court	SERRATT, Robert, Lois, SMITH, Edward, Wilda, POWELL, James		
	4851 W Court	KLINE, Scherrill		
	4913 W Court	ORZECZOWSKI, Georgia, MOENCK, Teresa, BOCKOVER, Teresa, KUNTZ, Timothy		
591 E Court	4933 W Court	BEHRENS, Delmar, Joy (VON BERGE)	1967	https://www.redfin.com/IL/Monee/4933-W-Court-St-60449/home/2332900
	4943 W Court	GRANICZNY, Christopher, Ann, DELSO, Bertha, SKELTON, Michael, DITUSA, Christine		
551 Court	5003 W Court	VANDEURSEN, Harry, Ethelee (HASSBERG)	1967	https://www.redfin.com/IL/Monee/5003-W-Court-St-60449/home/2334986
	5021 W Court	DEAN, John, DRUMM, Michael, MYERS, Janice		
	5041 W Court	ARTMAN, Mary, Wayne, BRANDS, Barbara		
	5055 W Court	ASHBROOK, Nadine, Matthew		
	5061 W Court	HAMER, Edward, Karen, (GONCHER)MCKAY, Jill, Mark		
	5107 W Court	KOCHEL, Ted, PETAN, Sharon, Rudolph		
415 Court	5203 W Court	SILCOX, Lester, Mardella (HOHMANN), SCHROETER, John, Adaline (JARMUTH), CHRISTENSEN, JODI	1957	https://www.redfin.com/IL/Monee/5203-W-Court-St-60449/home/2335502
320 E Court	5228 W Court	RILEY, Nancy, HIRE (Demolished bef. 2017)		
318 E Court	5234 W Court	TRIEB, Orville, Lydia (STOLZENBACH), Earl (Demolished)		
319 E Court	5235 Court	PILOTTE, Les (Built), KELLY	1955	https://www.redfin.com/IL/Monee/5235-W-Court-St-60449/home/2334445
307 Court	5251 W Court	BROCKMILLER, Edward, Frieda (RAGAINS), BAKER, Vicki, BUCHMEIER, Cliff, Kathleen (HOEL)	1900	https://www.redfin.com/IL/Monee/5256-W-Court-St-60449/home/1896352
300 E Court	5256 W Court	BURTON, ASHLINE, Adrian, Jean, SUDERMAN, Travis, Kristin, TOSI, Joel, Rinda, LOEROP, John, Tanya, CHERNENKO, Sally, FREENBOROUGH, Norman, PINKOWSKI, Michael, Candace, RODIG, Joshua, Daniel		https://www.zillow.com/homedetails/5256-W-Court-St-Monee-IL-60449/54
	5298 W Court Street			
	5310 W Court	HACKETT, Thomas, Ruth (FEHLAND), MAYER, Amy, Joseph	1900	https://www.zillow.com/homedetails/5310-W-Court-St-Monee-IL-60449/54
	5326 W Court Street	FEHLAND, HORNE, Doug, Margaret (FEHLAND) ASK MH	1900	https://www.zillow.com/homedetails/5326-W-Court-St-Monee-IL-60449/54
121 E Court	5341 W Court	FRETTS, Ward, Ruth, WILLIAMS, Michael, DEMPSEY, Matthew, WARF, Anna	1920	https://www.redfin.com/IL/Monee/5341-W-Court-St-60449/home/2335594
	5356 W Court	BUCHMEIER, Carol, FOWLER, John, Valerie (BAUDRY), BURKE, Jennifer, Christopher		
	5357 W Court	MONEE VILLAGE		
	5400 W Court	LANE, Barbara		
	5404 W Court	FLECK, Mardella (SILCOX), SPARKS, Faye, James, Charlene, John, Cheryl, BARRINS, Robert, WALLACE, Rebecca		
	5414 W Court Street	FLECK, Mardella (DOSS), BOWE, Ricky	1900	https://www.redfin.com/IL/Monee/5414-W-Court-St-60449/unit-611/home/
	5465 W Court Street			
5501 Court	5501 W Court	DIERCKS, Henry Jr, Adella (BEHRENS)		
	5511 W Court	HORN, Roy		
118 W Court	5544 W Court	PEDERSON, Amanda, KOMER-PETERSON, Rita, BRISON, Joan, STONE, Rebecca, JOHNS, Michael, STACHO, John, Lisa		
123 Court	5545 Court	KETEL, Martha, BOLDUC, Charles		https://www.redfin.com/IL/Monee/5544-W-Court-St-60449/home/2337004
128 W Court	5554 W Court	LESEBERG, Herman, Dorette (BENECKE), ANDRES, Kenneth, Eleanor (THIESFELD), JONES, Beth (ANDRES), CAIRO, Jason	1913	
	5555 W Court	ROBERTS, Paul, Dorothy (GUNDERSON), BELL, Tyree, Margaret, TUCKER, Marshall, Bobbie Sue, STRZELECKI, Adam		
	5558 W Court	BELL, Tyree Jr., Janet, Kelly,		
	5559 W Court	NICOLA, Richard, Mary Ann		

Old Address	New Address	Notes	Year Built	Link to Modern Listing
	5562 Court	GUNDERSON, Andrew, ANDERSON, Carl, DADDONO, Samuel, BELL, Tyree, GADDAM, Vinomani, GORRE, Narotham	1929	https://www.redfin.com/IL/Monee/5562-W-Court-St-60449/home/2186966
	5616 W Court	FREDERICI, Ronald, SCROGGIN, Artur, Eileen, SNELL, Brian, Kathleen, PERRY, James, GEIDEGGER, Chad, KROHN, Susan, Ruan		
	5617 W Court	CRAIG, Connie, Ralph, TANNER, Annette, William, PIELLI, Laura, BONNEMA, Glen, VELASCO, Julie		
1203 W Court	5627 W Court	EASON, Ronald, Sandra (VADEBONCOEUR), CELLARIUS, Carmen, Marge (BRANDAU), WOLF, Brian, LAUER, Douglas, Sandra, Timothy, WEBB, Bernice, Ronnie	1964	
	5635 W Court	HENRICKSON, Floyd, DUDZINSKI, Dean		
1208 W Court	5638 W Court	ANGELINI, Ernest, Dawn, Francis, ADAMCZYK, Mark, BEICH, Gabriel	1977	https://www.redfin.com/IL/Monee/5638-W-Court-St-60449/home/1278207
	5643 W Court	ABBOTT, Claire, James, ARBUTHNOT, Russell, Colette, ZANDY, James, CASEY, Marissa		
1209 W Court	5649 Court	MIDDLETON, Harold, Carol, WOLF, Marvin, Betty (KROHN)	1966	https://www.zillow.com/homedetails/5649-W-Court-St-Monee-IL-60449/54
1211 W Court	5659 W Court	SMIT, Henry, Luella (HEUSNER), ZYLSTRA, Thomas, BERGMANN, Wayne	1952	https://www.redfin.com/IL/Monee/5659-W-Court-St-60449/home/2338843
631 E Court		BEHRENS, Elmer, Bernice (JANSSEN)		
1212 W Court		BONNEMA, David, Lisa (PROSTKO)		
134 W Court		COLLUM, Richard, Jean		
1201 W Court		CRAIG, Evelyn		
204 E Court		FEHLAND, Helen (HOLMSTROM), Leonard		
304 E Court		FEHLAND, Robert, Donna (SEGERT)		
4 E Court		FRIEDERICKS, Ronald, Susan (BERGFELD)		
29 W Court		KOLSTEDT, Harvey, Lorraine (HASEMANN)		
14 E Court		TRIAM, LeRoy, Olga, BURGER, Adeline (TRIAM)		
135 W Court		HOLL, Virgil, Shirley (HARMS)		
Court		JARMUTH, Albert		
140 Court		NELSON, Randall, Verna (SILCOX)		
	3221 W Crete-Monee	REICHERT, Dorothy (JARMUTH), SCHOENBECK, Patricia (REICHERT), Lloyd		
	4232 W Crete-Monee	APT, Norm, Sue (ARNOLD)	1970	https://www.realtytrac.com/property/il/monee/60449/4232-w-crete-monee-
	4252 W Crete-Monee	ARNOLD, Philip, Sophia (RABE), ARNOLD, Leonard, Ruth (HOLL), Shirley, GATES, Leland, COBB, Leonard, Kathy		
	4232 W Crete-Monee	ARNOLD, Leonard, Ruth (HOLL), APT, Norman, Sudan (ARNOLD)		
	4333 W Crete-Monee	ARNOLD, William, Martha (ALBERS), ARNOLD, Marshall, Estella (LANGE), ARNOLD, Ronald, Paula (SEROKE)		
	4052 W Crete-Monee	MAFLIN, Ted, Charlotte, DOROSZ, Craig, Carol		
	4016 W Crete-Monee	HERNANDEZ, Jorge		
Dralle	5520 Dralle	DRALLE, Bob, Stephanie (WHITTEN)		
	6924 W Dralle	KAUTZ, Marge (NIELAND), Keith	1950	https://www.redfin.com/IL/Monee/6924-W-Dralle-Rd-60449/home/232260
	7057 Dralle	ANDERSON, Glenn, Joette, PORTIERA, Joseph, STROBEL, Timothy, KLEIN, Alex	1978	
Dralle		CHRISTAKES, Theo, Kay		
	25903 Eastgate	RUITER, John, APPLEQUIST, Robert, Carol, ROCHA, Carol, Thomas, HARRIS, Carol, ZABEL, Brian [It is the same Carol (APPLEQUIST, HARRIS, ROCHA)]		
20 N Eastgate	25910 Eastgate	REICHERT, Elmer Sr, Dorothy (JARMUTH), SCHOENBECK		
	25911 Eastgate	BIRCH, David, Joanne, PRICE, Gregory, SHARP, Gordon, Katherine, MONTETON-SHARP, Katherine, KRZEMIEN, Tina		
13 N Eastgate	25917 S Eastgate	BUCHMEIER, Louis, Naomi (SCHROEDER), REXROAT, Norman, Eleanor	1953	https://www.zillow.com/homedetails/25917-S-Eastgate-Ave-Monee-IL-604
	25949 Eastgate	RUITER, John		
	25955 S Eastgate	GAINES, Audrey, John, RENAUD, Russell, DORRANCE, Christ	1900	
	26000 Eastgate	SABLA, Marcella		
	26001 Eastgate	HOLLWEDEL, Kurt, Nancy, WITECKI, Kelly		
	26015 Eastgate	SASS, Leona, MEIER, Katheryn		
114 S Eastgate	26016 Eastgate	SASS, Leroy, Gertrude (LOTSCHER), ALBERS, Sandra	1920	
17 Eastgate		HARMENING, Russell, Mary (ROGERS)		
103 Eastgate		TRIAM, Orville, Lydia (STOLZENBACH), Earl, HOLLWEDLE, Kurt, Nancy		
21 N Eastgate		ALBERS, Arnold		

Old Address	New Address	Notes	Year Built	Link to Modern Listing
102 S Eastgate		SASS, Edward, Anna (VAUGHN)		
1031 Egyptian	25634 Egyptian	STRIGGOW, Martin, Margaret (JACOBS), HARRINGTON, Norv, BARTELS, Melvin, Eileen, Wayne, Orlynn, STAFFORD, George	1959	https://www.redfin.com/IL/Monee/25634-S-Egyptian-Trl-60449/home/2337
	25694 S Egyptian	BUCHMEIER, Lawrence, Joyce (REYNOLDS)		
1525 Egyptian	25712 Egyptian	LOY, Robert, LaVon (CHENEY), WASIELEWSKI	1993	https://www.redfin.com/IL/Monee/25712-S-Egyptian-Trl-60449/home/2324
	25755 Egyptian	KAMPE, George, Pearl (EGDORF), MAZUREK, Brian, RAK, Catherine	1957	https://www.redfin.com/IL/Monee/25755-S-Egyptian-Trl-60449/home/2326
Egyptian & Court	25806 S Egyptian	EASON, Francis, Viola (RAB), Duane, HARRIS, Angela	1970	https://www.zillow.com/homedetails/25806-S-Egyptian-Trl-Monee-IL-6044
Egyptian	25822 S Egyptian	EASON, Francis, Viola (RAB), SCHAEFER, Steven, Kimberly, MONTESDEOCA, Ismeal, GUTIERREZ, Merary, ROCHE, Tim, CHAVEZ, Edward, Cassandra		
	25830 S Egyptian	BOCKELMAN, Elmer, Rose Marie, Bruce, MOORE, Robert, Donna		
	25833 S Egyptian	ALBERS, Walter, Helen		
Egyptian	25844 S Egyptian	SMIT, Gilbert, Lois (MILLS)		
104 S Walnut	25945 S Egyptian	STEVENSON, Donald, Fay		
	26550 S Egyptian	NASIATKA, Kevin, KOEHNE, Kevin, LOPEZ, Lucila, Jorge		
	26564 S Egyptian	COOK, Donald, Linda		
	26616 S Egyptian	DIETZ, Frederick, Karen		
	26653 S Egyptian	JOHNSTON, Wayne, Bonnie, BELL, Richard, QUICK, Donald, Alice		
RR2 Box 134a	26658 S Egyptian	MARION, Janice, YANCICK, Paul		https://www.homesnap.com/IL/Monee/26658-S-Egyptian-Trail
	26701 S Egyptian	DEWEY, Diane, Richard, KINCAID, John, Laura, KANOSKI, Cynthia, Donald		
Egyptian	26702 S Egyptian	BONNEMA, Wayne, Toni (TAMMINGA)	1986	
RR2 Box 134	26703 S Egyptian	DEWEY, Robert, Diane	1974	https://www.redfin.com/IL/Monee/26703-S-Egyptian-Trl-60449/home/2319
	26716 S Egyptian	HELDT, Robert, Adeline (SCHWIESOW), ELLENS, Ronald, Karen		
	26744 S Egyptian	HELDT, Darrell, Michelle, KRIER, Lisa, LAWRENCE, Jeremy		
	26750 S Egyptian	BROWN, Harold, Antonia, ROOP, Kelly, Karly, VANDEURSEN, Kerry, TOOMEY, Lawrence		
	26760 S Egyptian	MOORE< Robert, LYNN, Mary, PERKNE, Mary Beth, James, MCCARTHY, Matthew		
125 Egyptian		DEBOER, Michael, Pamela (MACHART), MATTHIES, Lawrence, Sharon		
Egyptian		KLINE, Anna (BISGROVE)		
Egyptian		LARSEN, James, Sue		
Egyptian		MANDARINO, Donald, Florence (MACHART)		
Egyptian		MANSMITH, Harold, Mildred (MEDER)		
Egyptian		MASTERS, Donald, Evelyn		
Egyptian		NELSON, Willard, Nellie		
Egyptian		SCHMIDT, Harry, Lucille		
31 Gail		ELTON, Johanna		
21 Gail		TRUHLAR, Robert, LaVerne (MILLER), BOLL, Raymond, Eva		
	25753 S Governors			
	25767 S Governors	BROWN, Shirley, Douglas, Michael		
	25775 S Governors	Commercial		
	25840 S Governors	SOUTHERLAND, Philip, Delores		https://www.redfin.com/IL/Monee/25840-S-Governors-Hwy-60449/home/2
	25850 S Governors	Comercial		
	25921 S Governors	Frankies, APRILE, Jane		
	25937 S Governors	MIKUCE, Clifford, Josephine, HAYES, Mary, Gerald		
	25951 S Governors			
	24128 S Harlem	NIELAND, Richard, Jean (VOIGT)		
	24336 S Harlem	NIELAND, Randy, Wendy (AIGNER)		
Harlem		BUCHMEIER, Emil Jr, Peggy (OWENS)		
423 Herbert	5159 W. Herbert	SASS, John, Karen (BOTKIN), HELWIG, Brent, Jerren, COLUZZI, Christine, Richard		
	5234 W Herbert	KWITKOWSKI, Edward, Joanne		
	5255 W Herbert	ALLEN, David, ELLI, Scott, RIHA-ELLI, Stephanie		
	5326 W Herbert	HACZYNSKI, Patricia, Christopher, SIKMA, Patricia, COOPER, James, Betty		
203 Herbert	5327 W Herbert	KOCHEL, Theodore, Mamie (SE corner of Herbert & Linden)	1930	https://www.zillow.com/homedetails/5327-W-Herbert-St-Monee-IL-60449/
Home		GURITZ, Harold, Doris		
Kuersten	26849 S Kuersten	HORN, Everett, Carol (EICKMANN), LAGUNAS, Oscar, Lisa		

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RR1 Box 98A	26937 S Kuersten	SCHULTZ, Terry, Sandra (EICKMANN), WOLFE, John Lizabeth	1984	https://www.redfin.com/IL/Monee/27457-S-Kuersten-Rd-60449/home/2327
	25831 S Linden	REILS, Richard, SMITH, Lawrence, Debra, DUENSING, Michelle, WILSENS, Joseph, REYNOLDS, Wendy		
29 N Linden	25903 S Linden	SCHROEDER, Lloyd, Lucille (SEGGEBRUCH), HOFFMAN, Kathy (SE corner of Court & Linden ASK DS)	1948	https://www.redfin.com/IL/Monee/25903-S-Linden-Ave-60449/home/2338
	25910 S Linden	HALL, Patrick, Joan, DENEEN, Nicholas, HART, Michael	1920	https://www.redfin.com/IL/Monee/25910-S-Linden-Ave-60449/home/2339
	25911 S Linden	SCOTOVSKY, Michael, Michelle, SCHROEDER, Michelle, MOSES, Daniel, Sarah, HERRIGHS, Sarah, Andy & Nic ASK DS	1929	https://www.zillow.com/homedetails/25911-S-Linden-Ave-Monee-IL-60449/
22 N Linden	25916 S Linden	EICKMANN, Verna (RABE), SCHULTZ, KOPPERS, BONNEMA, Dale, Mary (FEHLAND), CLONEY, John, Verna, WROBLEWSKI, Brian, Jean (FEHLAND), EICHMANN, Ken, NASTAV, William, Roxann, HALL, William, Laurie, EZHEVARRIA	1900	https://www.redfin.com/IL/Monee/25916-S-Linden-Ave-60449/home/2333
	25917 S Linden	ROSENBROCK, Bruce, SHEEHAN, Kevin, Rosario	1930	https://www.redfin.com/IL/Monee/25917-S-Linden-Ave-60449/home/2326
5 S Linden	25943 S Linden	DOLLIVER, George, Sue (MITCHELL), KAVANAGH, Philip, Martin, RUGGLES, Gregory		https://www.redfin.com/IL/Monee/25943-S-Linden-Ave-60449/home/1263
106 S Linden	26002 S Linden	FEHLAND, Horten (built), JAMIESON, Rodger, Mary Lou (HARMS)	1950	
110 S Linden	26010 S Linden	MUELLER, Henry, Martha (GRASSMEIER), KLIER, Robert, Bernice (MUELLER), KUHN, David, Lou Ann (KLIER), KNOBLOCK, Jennifer, Mark, COUNTER, Kyle		
	26011 S Linden	PETERSON, Rita (BECKER) One room school house		
114 S Linden	26016 S Linden	BOHNSACK, Henry, Anna (HINZE), WOJAHOUSKI, Tanya, Wally, WEBB, Gary, SCHROEDER, Kathy, Elliot, Bernie, Paula, MERSTORF, Lawrence, NE corner of Margaret & Linden, just north of church parking lot. ASK LK		
200 S Linden	26034 S Linden	HOPKINS, Gerald, Donna, KIRCHMAN, Geraldine, Russell, TRUHLAR, Laverne, Robert, VOSIKA, Fred, Nancy, originally part of property to west		
215 S Linden	26041 S Linden	PARSONAGE - KLUMB, A.W., Blanche, YOUNGBLOOD, Harold, Carmin, SIEBERT, Dennis, Eleanor, HURST, Robert, Elizabeth		
222 S Linden	26048 S Linden	HELDT, Robert, Adeline (SCHWIESOW), KRZEMIEN, John, BATTERMAN, Dale, NUGENT, Kimberly		
225 Linden	26059 S Linden	KAMPHENKEL, Cleone (BISCHEL), DEGRAFF, Judy, David	1958	https://www.zillow.com/homedetails/26059-S-Linden-Ave-Monee-IL-60449/
	26060 S Linden	WILLIAMS, Lee Irving, LEHNIG, Orrel, Robert, SINGLETON, Carrie, John, RUEGER, Gary, Monika, LUSSON, Jason, Colleen, HORNEIJ, John, NW corner Linden & Mill		
226 Linden	26064 S Linden	BROCKMANN, George, Elsie (STASSEN)		
223 S Linden		BARLOW, Fred, DUGUID, Bruce, Christina (DIERCKS), MORTON, Kenneth, Patricia (SCHMIDT) (Demolished)		
28 N Linden		HOLL, Christ, Esther (CONRAD), HALL, Patrick, Joan		
203 Linden		TRUHLAR, Robert		
10 Locust	25952 S Locust	MUELLER, Emmert, KRUEGER, John, Mary Jane (Oldest House?)	1900	
	25958 S Locust	POCKRUS, Clara, SHEVOKAS, Clara, Roger, BUTCHER, William, CARLSON, Nathan, Wayne, Pamela, REED, John		
30 Locust	26000 S Locust	VANORDSTRAND, Les, Barbara, YRACHET, Jesse, Bernadette	1935	https://www.redfin.com/IL/Monee/26000-S-Locust-Pl-60449/home/232571
	26033 S Locust	APRILE, Emily, WEISE, Viola, NITSCHKE, Ellsworth, Margie		
	26034 S Locust	KLINE, Marie, Burton, HAYES, Mary, Gerald		
221 Locust	26049 Locust	JANSSEN, Gerhardt, BISPING, Gordon, Ruby (JANSSEN), DOUGLAS, Paul		https://www.redfin.com/IL/Monee/26049-S-Locust-Pl-60449/home/409390
126 Locust	26050 S Locust	BEHRENS, John, ERICKSON, Walter, Ruth (DIERCKS), DUGUID, Bruce, Christina (DIERCKS), WOLLARD, William, STANCIK, Gary, Patricia, BENTIVENGA, Mario, TROTSKY, Amber	1920	https://www.zillow.com/homedetails/26050-S-Locust-Pl-Monee-IL-60449/
	4806 W Main	CARSON, David, HATCHER, Charles, Daisy		
677 E Main	4807 W Main	MANSMITH, Ronald, Jeanne (KNIGHT)	1972	https://www.zillow.com/homedetails/4807-W-Main-St-Monee-IL-60449/
	4818 W Main	CHMIELEWSKI, Joseph, Helen, WAASO, Roger, Keith, Barbara		
	4827 W Main	SOHL, Debbie, BURKE, Terrence, Janet		
	4828 W Main	GEBERT, Catherine, BOYER, Keith		
652 E Main	4828 W Main	GEBERT, Catherine, BOYER, Keith	1967	https://www.redfin.com/IL/Monee/4828-W-Main-St-60449/home/23245970
	4835 W Main	ZURO, Paul, Gail		
	4842 W Main	APRILE, Emily, WARD, Kristin, Patrick		
	4900 W Main	MARTI, Lester, Joanne, Shari		
618 E Main	4905 W Main	MARTI, Frank, GERLACH, Richard, WILLIAMS, Marilyn, GUT, Wojciech, Magdalena		

Old Address	New Address	Notes	Year Built	Link to Modern Listing
627 E Main	4913 W Main	REICHERT, Elmer Jr, Nancy (RILEY), RILEY, Minnie, JOHNSON, Sharon, Thomas	1967	https://www.redfin.com/IL/Monee/4913-W-Main-St-60449/home/23322907
	4922 W Main	POLLETTA, George, Gwendolyn, HANNIGAN, Patrick, Scherise		
613 E Main	4923 W Main	DUNCAN, Sherry	1967	https://www.redfin.com/IL/Monee/4923-W-Main-St-60449/home/23198193
605 E Main	4931 W Main	HAWTREE, Dan, Debbie, MITCHELL, Michael		
	4946 W Main	MARQUARDT, Lavera, VANDERMEER, Melissa, Scott, SMITH, Keanan, LEWIS, Jessica		
	4949 W Main	HARMENING, Russ, Mary (ROGERS)	1967	https://www.redfin.com/IL/Monee/4949-W-Main-St-60449/home/23394953
	4960 W Main	BATEK, Portia, Charles, SCHULTZ, Cynthia, TAYLOR, Kathryn, KESLIK, Anthony		
	4961 W Main	GAUL, Diane, Joseph, MORAN, Richard, Kuliaikanuu		
	5002 W Main	BURGESS, Teresa, Wilburn		
	5012 W Main	ERFFMEYER, Ernest, Mildred, PENKAS, David, Darlene		
	5013 W Main	SAMPLE, Dale, Susan, ANDERSON, John, Lora, SIMMONS, Maurice		
	5022 W Main	JANUS, James, Lori		
	5023 W Main	KNIGHT, Connie, Jeffrey, DAVIS, Renette, VILIMEK, John, SMITH, Zena		
524 E Main	5030 W Main	BUCHMEIER, Emil Jr, Peggy (OWENS)	1900	https://www.redfin.com/IL/Monee/5030-W-Main-St-60449/home/23245925
	5033 W Main	MCBRIDE, Donna, Ronald		
	5043 W Main	STEPHENS, Daniel, Taralynne, Muller, David		
	5046 W Main	LOW, Danny, Barbara		
	5058 W Main	HAARMAN, Anthony, Dorothy, O'Brien, James, COSSAIRT, Patricia, Terri		
	5099 W Main			
	5105 W Main	SMULLEN, Beatrice (FEHLAND), DYREK, Mark, Amy, HORNE, Douglas, CLARKSON, Heather	1935	https://www.redfin.com/IL/Monee/5105-W-Main-St-60449/home/16892831
	5110 W Main	BUGNER, Richard, Gary, Kathleen, Scott, Heather		
471 E Main	5115 W Main	DIERCKS, Vernon, Betty (CURRAN), BARKAUSKAS, Steve	1948	https://www.redfin.com/IL/Monee/5115-W-Main-St-60449/home/23245955
463 E Main	5125 W Main	BEHRENS, BUCHMEIER, Lawrence, Joyce (REYNOLDS), SCHUEMAN, Keith, Kelly	1925	https://www.realtor.com/realestateandhomes-detail/5125-W-Main-St_Mon
	5137 W Main	HEELER, Arthur, RUITER, John, BEGLEY, James	1925	https://www.redfin.com/IL/Monee/5137-W-Main-St-60449/home/28629129
	5145 W Main	FRANZESE, Nancy		
433 E Main	5155 W Main	BUCHMEIER, Elmer, Margaret (HOHMANN), BUCHMEIER, Clifford, Kathleen (HOEL), AUSTIN, Daniel, WOLF, Ronald	1945	https://www.redfin.com/IL/Monee/5155-W-Main-St-60449/home/23255735
	5159 W Main	FRENZEL, Donna, ZAPCHENK, Mark, KOSTER, Rodney, GORMAN, Charles	1920	https://www.redfin.com/IL/Monee/5159-W-Main-St-60449/home/21755935
	5201 W Main	SCHEIMAN, Bruce, Cheryl (ROBERTS), SKRIVAN, Larry, Christina, ONEIL, Beth, Michael, BOLSONI, Peter	1900	https://www.redfin.com/IL/Monee/5201-W-Main-St-60449/home/23388070
420 or 424 E Main	5202 W Main	FEHLAND, Glen, Paula (BAUMANN), JACOBS, Wilma (MARTIN), VADEBONCOEUR, Devon (JACOBS), WILLIAMS, Julie (VADEBONCOEUR), Billy	1950	https://www.redfin.com/IL/Monee/5202-W-Main-St-60449/home/23268208
412 E Main (or 14	5210 W Main	EMDE, Fred, Leola (SONNEBORN), JARMUTH, Wilmer, Audrey (EMDE), KUECH, Lisa, Gary, JENNINGS, Linda	1953	https://www.redfin.com/IL/Monee/5210-W-Main-St-60449/home/23307601
403 E Main	5215 W Main	SMIT, Richard, Inez (CROWDER), WILLIAMS, Diane, COOP, Wilma, RUITER, John	1940	https://www.redfin.com/IL/Monee/5215-W-Main-St-60449/home/23159398
402 E Main	5216 W Main	RANKIN, Marvin, Sandra (YOST)	1900	https://www.redfin.com/IL/Monee/5216-W-Main-St-60449/home/23268210
320 E Main	5232 W Main	FEHLAND, Ralph, Laura (HARTMANN), RUSK, Catherine, Roger, KNABE, William, Judith	1920	https://www.redfin.com/IL/Monee/5232-W-Main-St-60449/home/23286736
	5235 W Main	FEHLAND, CROSS, Julee, WELCH, John, BONNEMA, Glen	1996	https://www.redfin.com/IL/Monee/5235-W-Main-St-60449/home/23397125
7 Main	5247 W Main	YOST, Lionel, Iris (VICKERY), RANKIN, Martin, Sandra (YOST), MANN, Annie, John, Yahn	1958	https://www.redfin.com/IL/Monee/5247-W-Main-St-60449/home/21763631
318 E Main	5248 W Main	BISHOP, Frank, Gloria (BUCHMEIER)	1959	https://www.redfin.com/IL/Monee/5248-W-Main-St-60449/home/23268200
	5255 W Main		1900	https://www.redfin.com/IL/Monee/5255-W-Main-St-60449/home/23398963
	5301 W Main	St. Boniface		
	5311 W Main	KOCHEL, Helen, PALUSZAK, Valerie, Ronald	1920	https://www.redfin.com/IL/Monee/5311-W-Main-St-60449/home/21778475
	5314 W Main			
204 E Main	5326 W Main	BECKER, PAULING, George, Manetta (DIERCKS), Willard, Eugenia (LAU), HOLSTON, David, Christina (DIERCKS)		https://www.zillow.com/homedetails/5326-W-Main-St-Monee-IL-60449/54
	5339 W Main	BATTERMANN, Dale, Kathy	1953	https://www.zillow.com/homedetails/5339-W-Main-St-Monee-IL-60449/54
	5342 W Main	HOLL, ERICKSON, COHRN, Michael, SAVAGE, Maureen, Garrett, GRATA, Thomas	1905	https://www.zillow.com/homedetails/5342-W-Main-St-Monee-IL-60449/54
	5348 W Main	HOMAN, Fred, ERICKSON, Leona (HOLL), Richard, NYLANDER, Christopher		
115 E Main	5349 W Main	WOLF, Raymond, Mildred (HEUSNER), NALEWAY, Gary		https://www.redfin.com/IL/Monee/5349-W-Main-St-60449/home/12795723
	5356 W Main	RAMBO, WARD, John		

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	5403 W Main	MOSTERT, Nancy, Mark		
120 E Main	5409 W Main	ERICKSON, Leona (HOLL), Erickson, Richard, NYLANDER, Christopher	1890	https://www.zillow.com/homedetails/5409-W-Main-St-Monee-IL-60449/123
	5419 W Main	ANDERSON, Carl, FLINN, Eleanor, ROSEN, William, DOHERTY, Thomas, SCHMIDT, Michael		
21 E Main	5420 W Main	RAUPP, Alfred, ROSSI, John, JENKINS, David, BENDER, James, Shirley, MINTON, Spencer, Kandra, SWANSON, Janine, HOBBS, Brett		
	5421 W Main	EMDE, BROCKMILLER, BEYER, Charles, Viola (JARMUTH), BUDLOVE, William, Nancy		https://www.redfin.com/IL/Monee/5421-W-Main-St-60449/home/23320833
8 Main	5424 W Main	BROCKMILLER, Caroline (HARMS), BROCKMILLER, Harold, Margaret (SOLTIS), Mary, MALLON, Matthew, SPRIESCH, Sarah	1940	https://www.zillow.com/homedetails/5424-W-Main-St-Monee-IL-60449/895
E Main	5430 W Main	SONNEBORN, GEORGE, BROCKMILLER, CROSS, Chester, METZLER, James, Joan, CARDER, G Duane, CAMPBELL, Douglas, JONES, Sherman, Lillie		
	5431 W Main	GRIFFIN, Madeline, NEVINGER, Norman, ABELL, Jan, FEE, Thomas, Shawn		https://www.redfin.com/IL/Monee/5431-W-Main-St-60449/home/57240781
	5500 W Main	MONEE FIRE DEPARTMENT		
	5516 W Main	BEECH, Kathleen, BAINBRIDGE, Brian, TANG, Randy	1930	https://www.trulia.com/p/il/monee/5516-w-main-st-monee-il-60449--21036
	5548 W Main	JONES, Dorothy, David, DEMOREST, Donald, HUFF, Douglas, SEARS, Aaron, SUTKOWSKI, Dorothy, Robert		
117 W Main	5559 W Main	SMIT, Clara, Bruce, Ellen, WELLHOUSE, Joyce, ROSS, Teresa, Michael, JESKE, Doris, MARQUEZ, Ivan, LOPEZ, Andrea		https://www.zillow.com/homedetails/5559-W-Main-St-Monee-IL-60449/545
122 W Main	5562 W Main	STASSEN, Harry, Elsie (STENDER), HALTERMAN, Cynthia, STACHOVIC, Donna, Dennis, KEY, James, HOMMES, Brad	1900	https://www.redfin.com/IL/Monee/5562-W-Main-St-60449/home/12664907
427 E Main		BUCHMEIER, Elmer, Margaret (HOHMANN)		
583 E Main		HARMENING, Allen, Marie (JARMUTH), RAMIREZ, John, Maureen (BALL)		
675 E Main or 676?		HOLL, Allen, Marjorie (HAYHURST)		
307 E Main		ILLGEN, Romeo, Mildred (STONEROCK)		
215 E Main		KOCHEL, OSBORNE		
663 E Main		KURZ, Richard, Jean (SASS)		
221 E Main		LEHMANN, Alma, Elda		
2 E Main (or W?)		PIEL, Roy, Pearl, METZLER, James, SIMMONS, Maurice		
106 E Main		RAMBO, George, Ronnie		
301 E Main		WAGNER, Ervin, Lillie (WISCHHOVER)		
14 E Main		HOLL, Fred, Clara (EICKMANN)		
25 Main		SPENCER, Loretta (ENGELKE)		
119 Main		VADEBONCOEUR, Robert, Joyce (OOLEY)		
123 Main		VOLLRATH, Marie		
		POLLETTA, George, Gwendolyn, HANNIGAN, Patrick, Scherise		
26 Manhattan		MARTI, Lester, Joanne (OEST)		
24 Manhattan		SASS, Harry, Patricia (KENNEY)		
620 E Margaret	4912 W Margaret	BARKUS, Patricia, James, SIEPKA, Amanda, MALMGREN, Amanda, Eric	1976	https://www.redfin.com/IL/Monee/4826-W-Margaret-St-60449/home/23195
604 E Margaret or	4930 W Margaret	HARPSTRITE, SIERON, Barbara, Barry, WILLIAMSON, Scott	1972	https://www.redfin.com/IL/Monee/4930-W-Margaret-St-60449/home/23195
596 Margaret	4940 Margaret	PLUMLEY		https://www.redfin.com/IL/Monee/4940-W-Margaret-St-60449/home/23195
424 E Margaret	5106 W Margaret	JACOBS, Everett, Wilma (MARTIN), VADEBONCOEUR, Gilbert, DeVonne (JACOBS), STEPHENS, Andrew, CASTILLO, Gilbert	1997	https://www.redfin.com/IL/Monee/5106-W-Margaret-St-60449/home/23328
	5116 Margaret	CLARK, Robert, Cynthia, KANOSKI, Cynthia, GERMAN, Tammy		
	5121 Margaret	KOWALSKI, Raymond, Brenda		
	5125 Margaret	ZIRZOW, Norena, SOUTHERLAND, Kim, Robb, CULICH, Michael, NUGENT, Jim, NAJERA, Maria		
	5126 Margaret	KLINE, Burton, Arlene		
445 E Margaret	5131 W Margaret	MORRIS, Patricia, (Built) GOEDERT, Richard, KOVALCIK, Stephen, PARISI, Lisa, DONATI, Charles, SOKOL, Jill, KEUCH, Jeffrey		https://www.zillow.com/homedetails/5131-W-Margaret-St-Monee-IL-60449
450 E Margaret	5136 W Margaret	JANSSEN, Bill built, WOLF, Ron, KRUZEL, David	2003	https://www.redfin.com/IL/Monee/5136-W-Margaret-St-60449/home/23174
440 E Margaret	5146 W Margaret	BUCHMEIER, Dean, Melverne (WERNER)		
441 E Margaret	5147 Margaret	CELLARIUS, Harry, Elda (JANSSEN), RYBA, Kathleen, Frank		
	5153 Margaret	BITTO, Armon, Tammy, LADEWIG, Larry, Nancy		
	5158 Margaret	VADEBONCOEUR, Devon, Gilbert, BRAZELTON, Billy, NICKERSON, Kathy		

Old Address	New Address	Notes	Year Built	Link to Modern Listing
	5159 Margaret	FRANK, Nicholas, STELTER, Mona, Ronald, WALLACE, Charles		
	5202 Margaret	NIELAND, Carl, Hollie, DRISCOLL, Richard, Barbara, PETRELLA, Anthony, Lynn		
411 Margaret	5211 W Margaret	CHRISTENSON, Dale, Rhea (BARRETT), CARTER, Matthew	1930	https://www.redfin.com/IL/Monee/5211-W-Margaret-St-60449/home/2326
	5304 Margaret	BEDWANIC, Thomas		
Margaret	5323 W Margaret	St Paul's Church		
107 Margaret	5359 W Margaret	WILLE, Diane, OZMUN, Kelly, Robert, SUJKA, James, READING, Michael, Janice (STELTER), BLUE, Janet	1856	https://www.zillow.com/homedetails/5359-W-Margaret-St-Monee-IL-60449
36 E Margaret	5404 W Margaret	WOELTJE, Louella, DYON, Larry, Donna, BOCKELMANN, Bruce, ROACH, Nancy, Miller, Joseph, SWANN, Brian, WOODMAN, Donna, Nicholas, PARGA, David, Samantha		
	5405 W Margaret	DOORNBOS, David, Sharon, MILLER, Joseph, STELLATO-MILLER, Amy, WARNER, Nancy		
	5418 Margaret	JAMESON, Harold, WARD, Maria, Michael		
29 E Margaret	5419 W Margaret	WOLF, Raymond, Mildred (HEUSNER)	1957	https://www.zillow.com/homedetails/5419-W-Margaret-St-Monee-IL-60449
20 E Margaret	5428 W Margaret	KLINE, Scherrill, Ila (GALLAGHER), Tim		
	5534 Margaret			
	5535 Margaret	SOWINSKI, Kenneth		
	5543 Margaret	PACITTI, Bruce, Linda, Lisa		
Margaret		BROWN, Jeff		
425 E Margaret		DYKSTRA, Jake, Mae		
218 E Margaret		HOLL, George, Amanda (FELTON), BEDWANIC, Thomas		
421 E Margaret		JACOBS, Everett, Wilma (MARTIN), VADEBONCOEUR, Gilbert, DeVonne (JACOBS)		
Margaret		KNIPPEL, Elvis, Edith (SACKETT)		
106 E Margaret		MUELLER, George, Clara (FRIEDERICK), FELTEN, Albert, Minnie (FREDERICKS), ZELEK, Denise, STANIEC, Robert		
E Margaret		VADEBONCOEUR, Ray, Janice (JACOBS)		
470 E Margaret		JACOBS, Everett, Wilma (MARTIN), VADEBONCOEUR, Raymond, CLARK, Cynthia, Robert		
	25821 Merian	KASTEN, Carl, Jean		
337 N Middlepoint	25721 S Middlepoint	LAFFERTY, Dan, Jackie (KNIGHT), MANZELLA, Vincenzo	1930	https://www.zillow.com/homedetails/25721-S-Middle-Point-Ave-Monee-IL-60449/home/2326
	25801 Middlepoint	MOODY, Laraine, William		
103 Middlepoint	25817 S Middlepoint	BONNEMA, WROBLEWSKI, Vera, Geo, CHIPULES, Ella, UQDAH, Cynthia	1910	https://www.redfin.com/IL/Monee/25817-S-Middle-Point-Ave-60449/home/2326
	25829 S Middlepoint	ARTMAN, Myrna, Donald		
	25832 Middlepoint			
117 Middlepoint	25835 S Middlepoint	BONNEMA, Glen, Nora (WEDDELL), Michelle, PATTERSON, Cathleen, Milana, Neil, HALE, Roy	1930	https://www.redfin.com/IL/Monee/25835-S-Middle-Point-Ave-60449/home/2326
111 Middlepoint	25843 S Middlepoint	ZOHFELD	1958	https://www.redfin.com/IL/Monee/25843-S-Middle-Point-Ave-60449/home/2326
	25942 S Middlepoint			
16 S Middlepoint	25954 Middlepoint	KNIPPEL, Elvis, Leon, Gertrude (Gaebe), KOCHER, Helen	1961	https://www.redfin.com/IL/Monee/25954-S-Middle-Point-Ave-60449/home/2326
	25957 S Middlepoint	HEISNER, Lois, BAYER, Peter, Marykate, GAMBINO, Julianna, HAAS, Brian, Rebecca		
202 Middlepoint	26002 Middlepoint	HOEL, Earl, Marie (VOLLRATH), Larry	1959	https://www.redfin.com/IL/Monee/26002-S-Middle-Point-Ave-60449/home/2326
	26010 S Middlepoint	BELSKE, Steve, BATTERMAN, Dale, Kathleen, FURLAN, Deanne,		
	26011 S Middlepoint			
201 N Middlepoint		BRUNS, Alberta		
227 N Middlepoint		EVANS-HEWITT		
201 N Middlepoint		NELSON, Randall, Verna (SILCOX), WROBLEWSKI, George, Gera		
17 S Middlepoint		RUDER, Harold, Maude (DEUTSCHE)		
Mill	5313 Mill	VADEBONCOEUR, Robert, Joyce (OOLEY), KOCHER, Kathleen, OSBORNE, Greg LUEHRS, John, Renee, HALLER, Michael, Rebecca, OSBORNE, Gregory, Kathleen (KOCHER)		
	5317 Mill	BEECHY, Karen, ILG, Karen, Paul, KROHN, Lucianne, Richard, KASPER, Carole, Garrick, MOROWCZYNSKI, Kevin, Recent Covid death		
	5323 Mill			
	5333 Mill	BOOTHE, Florence, Jim, Joy		
	5341 Mill	Built by DIERCKS, Welmer, JAKEL, Mathilda, CRYNS, Phillip		
	5355 W Mill	RAMIREZ, Gary, Susan (LENNIE)		

Old Address	New Address	Notes	Year Built	Link to Modern Listing
303 E Mill	5360 Mill	KLIER, Gilbert (Built), Bernice (COWEN), STUENKEL, Phyllis, Barbara, CARRIER, Brian		
Compass & Mill	5361 W Mill	FREITAG, Clarence, Dorothy (FREESE), OWENS, Lynn, NITSCHKE, Margie, KEANE, Joyce, KUCHTA, Sandra		
298 Mill	5401 W Mill	FREESE, Edo, HEARN, Leonoroa, Edward, Abner, Etta, GRADY, Janice (HEARN), JENSEN, Kelly, Edward, HAWTREE, Daniel, KARBIN, Michelle, ZAMORA, Manuel	1900	
	5441 Mill	Old Spring Creamery, PETIT, Harvey, SAYLOR, Shelby, Donald, HAWTREE, Alberta, WATSON, Robert, Cheryl		
	5448 W Mill	MECUM, Jim, Theresa (PATTENAUDE), BLUE, Janet		
	5455 W Mill	PATTENAUDE, Gary, Kathy (MATTHIAS)		
	5463 Mill	SMITH, Luther, Mae, Mary, O'Brien, Jeri, Rodriguez, Jeri, Abelardo		
	5507 Mill	SMITH, Jane, Mary, HILER, Jean, George, SHEEHAN, Jamie, ANDERSON, Scott, Jamie, SENDRA, Christopher, NEFF, Amanda		
105 Mill	5545 Mill	SINKLER, Roy, Carrie, POCKRUS, Karl, SCHLUNTZ, Christine, HOPKINS, Craig, HUBBS, Kristopher, HUBBS-BREZOVEC, Patricia		
	5550 W Mill	SEYRLUBER, Teresa, SUS, Teresa, ZIELINOWSKA, Anna, Zbiniew, SCHREURS, Patrick, Rebecca		
	5559 Mill	MARCUKAITIS, Daniel, Ruth		
Mill		BURMEISTER, Irvin, Elda (BEHRENS)		
Mill		BURMEISTER, Norma		
411 E Mill		KLEIN, Kenneth, Judith (MACHART), VADEBONCOEUR, Joyce, CHRISTENSEN, Joyce, Edward		
	25651 S Monee	READING, Michael, Jan (STELTER)		
32 Manhattan	5646 W Monee	SASS, Raymond, Jennie (JAREMKA), CRITTENDEN, Keith, Joyce		
44 Manhattan	5738 Monee-Manhattan	ROBERTS, Paul, Dorothy (GUNDERSON), DIAZ, Teresa		
	25737 S Monee-Stege	STRICKLER, Pete, Dolores, TAYLOR, Joel, Dianne		
	25743 S Monee-Stege	WISNEWSKI, Michael, Colette		
	25725 S Monee-Stege	PRICE, Bob		
	25729 S Monee-Stege	JOYCE, Joe		
	25515 S Monee-Stege	BROWN, Michael		
	25821 S Oak	NE Corner Court & Oak		
21 S Oak	25945 Oak	KROHN, FRETTS, Ruth, James		https://www.apartments.com/25945-s-oak-st-monee-il/59rgpfm/
	25955 S Oak	PABST, Augusta, Eldon, HENDERSON, Shirley, LICHTENBERG, Joy		
	25957 S Oak	KRAUSE, Steve		
31 Oak	25963 S Oak	ERICKSON, Allen, Leona (HOLL)		
101 S Oak	26001 Oak	SNYDER, Karen, SCHWIESOW, Leslie, Rose (GENZLER), JOHNSON, David, Linda, ZESCHKE, Anne, Steven, NORTH, David, LANGENFELD, Mike, Sheila (DIERCKS)		FREESE, Reinhart, Meta (LESEBERG), HEARN, Leonoroa, Edward, Abner
105 S Oak	26005 Oak	HARMS, Katherine (HOLL), JASIN, Barbara (SCHWIESOW), RUDER, Joanne		https://www.redfin.com/IL/Monee/26005-S-Oak-Rd-60449/home/2322608
	26009 S Oak	ANDERSON, Carl, FLINN, Eleanor, ROSEN, William, DOHERTY, Thomas, SCHMIDT, Michael		
	26015 S Oak			
109 S Oak	26021 S Oak	ANDERSON, Stanley, Pauline, Carl, FLINN, Eleanor, WELLS, Anita, HARR, Carolyn, Larrie, MULCHAHY, Thomas, Joanne, SWAFFORD, Dylan		
	26045 S Oak	ROSSI, John, Linda		
	26053 S Oak	HAYES, Mary, Gerald		
526 Oak		BECKMAN, Fred, Mabel (HEUSNER)		
145 S Oak, #1		MCONOUGH, Michael, Leah (SAAGE)		
RR2 Box 89	6728 W Offner	SCHUBBE, Ervin, Arlene, Robert		
153 Old Monee		CLARK, Thomas, Madonna		
	3537 W Pauling	DEUTSCHE, Lee, Sharon, Mary Ann, Monica, Darren, Amy, Kyle		
	3664 W Pauling	YANDO, Milton, Irene (LINNENKUGEL)		
Pauling Road	4724 W Pauling	SCHULTZ, Enos, Geraldine (GUY), HERNANDEZ, Virginia, Francisco		
	5305 W Pauling	RUDER, Rena (HABERNICHT)		
Pauling Road	5348 Pauling	BONNEMA, Robert, Joan (DECKER), Wayne, DEISINGER, Kathryn, Robert, CORTILET, James		

Old Address	New Address	Notes	Year Built	Link to Modern Listing
	5526 W Pauling	PETRIE, Warren, Kathy, WELCH, Carolyn, PANOZZO, Jon, WALLACE, Judith		
Pauling Road		HUGHES, Michael, Virginia (SCHULTZ)		
	26004 S Ridgeland	MORTON, Ken, Pat (SCHMIDT)		
	27761 Ridgeland	PETERSON, Ernie, Margaret, ROBLES, Rosa		
Ridgeland		BATTERMAN, Melvin, Norma (HOHMANN)		
	5030 Roberts Ridge	WROBLEWSKI, Brian, Jeannie (BONNEMA)		
1000 Roosevelt	5616 W Roosevelt	JOHNSON, Carl, Mary, Randy, DROUBIE, Daniel		
	5625 W Roosevelt	PAYNE, Sarah		
1004 Roosevelt	5632 W Roosevelt	RAMIREZ, Wilfred, Shirley (DIERCKS), Gary		
1008 Roosevelt	5646 W Roosevelt	BLAKE, Eugene, Johanna		
1011 Roosevelt	5655 W Roosevelt	HEBEL, Wilbert, Joan, PASINSKI, Raymond, GRIFFIN, Kristine		https://www.zillow.com/homedetails/5655-W-Roosevelt-St-Monee-IL-6044
		IRELAND, James, Connie, RINER, Christopher, WEISS, Pamela, Donald, LEONE, Jason, GALLOY, Matthew		
1014 Roosevelt	5668 W Roosevelt			
1006 Roosevelt		SMIT, Scherril, Patricia (CANFIELD)		
1013 Roosevelt		ROSS, Loren, Helen, GREENE, Robert, Susan, Timothy		
1001 Roosevelt		LOY, Robert, LaVon (CHENEY)		
102 Ruby		DECKMAN, Dolores, Signa, JOHNSTON, Bonnie, Wayne		
RR1 Box 161	5241 W Stuenkel		1950	https://www.zillow.com/homedetails/5241-W-Stuenkel-Rd-Monee-IL-6044
	6724 W Stuenkel	NIELAND, Duane, Colleen (STRIGGOW), COTEY, Stephanie, LARSON, Stephanie		
	5735 Timber	BONNEMA, David, Lisa (PROSTKO)		
113 Walnut	25807 S Walnut/Gove	THRUN, LeRoy, Ethel, STELTER, Louis, Jean (THRUN)		
12 N Walnut		EICKMANN, Eldon, Elda (ARNOLD)		
22 Walnut		SOUTHERLAND, Philip, Delores		
117 N Walnut		BEYER, Charles		
19 N Walnut		REHBERG, Linus, Lorraine (BOHNSACK)		
129 N Walnut		REICHERT, Elmer Jr, Nancy (RILEY)		
RR 1 Box 43	27444 Will Center	KRABBE, Arlene, Myron, LAHOLA, Joseph	1924	https://www.zillow.com/homedetails/27444-S-Will-Center-Rd-Monee-IL-6044
	5450 W Wilson	KRUSEMARK, Albert, PRALLE, Emma, Hugo, Martin, BONNEMA, David, Lisa, QUICK, Sharlene, Craig, PARZYGNOT, John, Joseph		
116 Wilson	5500 Wilson	COWEN, Clarence, Darlene (ARNOLD), MITCHELL, Michael, April, SCOTT, Jeff, Sherri		
116 Wilson	5506 Wilson	SCOTT, Jeff, Sherri		
		O'BRIEN, Robert, Christine, TOLBERTT, Anthony, Christine, KMETY, Daniel, SCHWARTZ, Howard, Linda, HALEEM, Mayssoon, Neil, TOLONDA, John		
127 Wilson	5512 W Wilson			
	5531 W Wilson	NIELAND, Orlando, Phyllis (WERNER)		
	5532 W Wilson	DRALLE, Stephanie		
Wilson	5546 W Wilson	VOIGT, William, Velna (SCHLOTTMANN), NADLER, Elaine, NIELAND, Jean		
1013 Wilson		CROSS, Chester, Ila (BISPING), GRIFFEY, Starr		
1007 Wilson		BISPING, Robert, Henrietta (CROSS), MORRIS, Albert, Betty		
Wilson		JANSSEN, Valeria (EICKMANN)		
Wilson		NIELAND, Henry		
Wilson		VANDEURSEN, Arie, Helen (PEERBOLT)		
Wilson		YANDO, Wilmer, Bernice (JACOBS)		
	26618 Winfield	WORDEN, Robert, Valina		



BOARD APPROVED 3-24-2021