



Comprehensive Plan

Village of LaGrange Park

Teska Associates, Inc.

June 2006



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INTRODUCTION

The Village of La Grange Park, incorporated in 1892, is a mature community located 17 miles west of downtown Chicago. It contains a population of 13,295 and covers an area of over 1,400 acres.

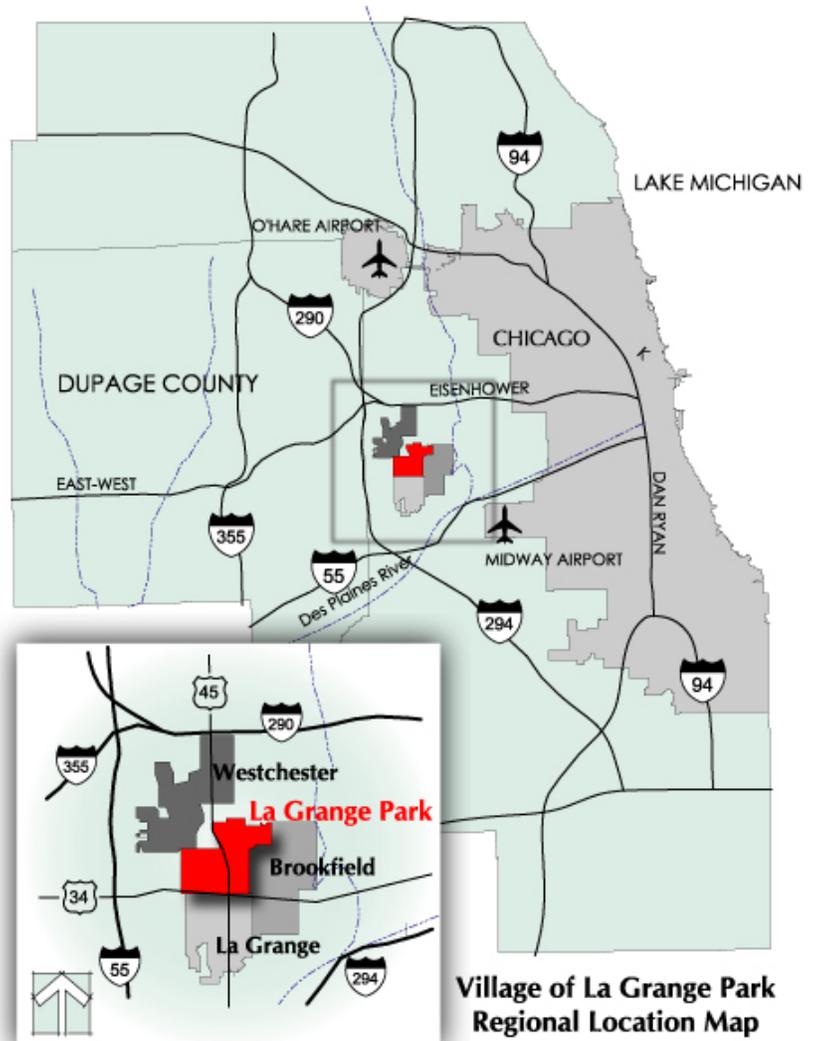
The Village is strategically located between the junction of I-290/I-88 and the junction of I-55/I-294. US routes 45 (La Grange Road) and 34 (Ogden Avenue) provide direct access to both junctions and connect to the Village's two commercial nodes: the Village Market and the 31st Street Business Corridor. Metra operates two commuter rail stations in nearby La Grange that are within walking distance to many residents of La Grange Park. PACE also operates four express bus routes that travel through or adjacent to the Village limits. O'Hare and Midway Airports are less than 30 minutes away. Rail freight travels through the Village along the IHBR alignment, which parallels La Grange Road.

The original settlers were farmers who built their homes on the western side of town during the mid-1800's. Farmers offered refuge to people who had lost everything during the Great Chicago Fire of 1871, and later sold land to those who liked country living so well they decided to stay.

Village incorporation was not prompted by a desire to evolve from a rural community to an urban municipality. Rather, incorporation was seen as a way to preserve and retain the area's tranquil character. In the early 1900's the Village considered annexation to the Village of La Grange, but the proposal was strongly defeated. Concern about maintaining a tranquil environment was cited as the major reason for defeat.

After World War II, war veterans and their young families pushed west out of Chicago as new superhighways were built that offered easy access to job sites. The Village experienced its most significant population increase during this era. The Village population more than doubled during the 1950's.

The Village's housing stock is predominantly single-family and owner-



occupied. The western section of the Village (i.e., west of La Grange Road) was developed in the earlier part of the Twentieth Century. The older housing styles in this section include Victorians, four-squares, Georgians, colonials, and farm-style homes. The housing stock east of La Grange Road is newer, most of which was built after World War II. Homes in this section include split-level ranches and smaller brick houses that appeal to first-time homebuyers.

High quality, multiple-family housing can also be found in the Village. For example, in the late 1940's, local developer William E. Joern and Sons built the Homestead Apartments, a complex of nineteen two-and three-story red brick buildings located east of La Grange Road behind the Village Market. The complex provided an alternative to detached single-family residences that had accounted for most of the housing inventory at completion. The Village also benefits from high quality senior care facilities, the largest of which are Bethlehem Woods and Plymouth Place.

There are two major commercial areas in the Village: the Village Market Shopping Center on La Grange Road and the 31st Street Business District to the north. The former serves as a town center and includes retail, office, and medical businesses. The latter is a more traditional street environment featuring a variety of restaurants, antique shops, a hardware store, and an assortment of professional and medical offices.

Industrial uses are generally limited to land adjacent to the Indiana Harbor Belt Railroad (IHBR) north of 31st Street and north of the southern Village limits. Many industrial uses in these areas are incompatible with the residential uses they surround.

PLANNING LEGACY

The Village of La Grange Park has a history and longstanding commitment to managed growth and economic development. The framework for land use related policy for the last three decades was established in 1971 and expanded in 1977 with the completion of the Village's comprehensive plan. The Village has remained active in local land management efforts as well as broader regional issues through its participation with the West Central Municipal Conference. In addition, local business owners recently initiated the La Grange Park Business Association. This group is currently in the process of identifying issues affecting the local business community.

Facing a new set of challenges, including limited growth potential and outmoded commercial and industrial uses, the Village of La Grange Park has recognized the need to actively redefine its policies and guidelines for future development and redevelopment throughout the Village. This Comprehensive Plan represents the manifestation of the community's collective vision and provides the framework for land related policy for the decades to come.

In 2002 the Village of La Grange Park retained Teska Associates, Inc. to guide the process of preparing a new Comprehensive Plan. The Village appointed a broadly representative Comprehensive Plan Steering Committee to work with the consultant. Based on a survey designed by the consultant, the Village sent out a questionnaire to 5,432 households; 1,061 responded with demographic information and preferences related to the types of community they believed La Grange Park was and should be. The results of that survey are available from the Village.

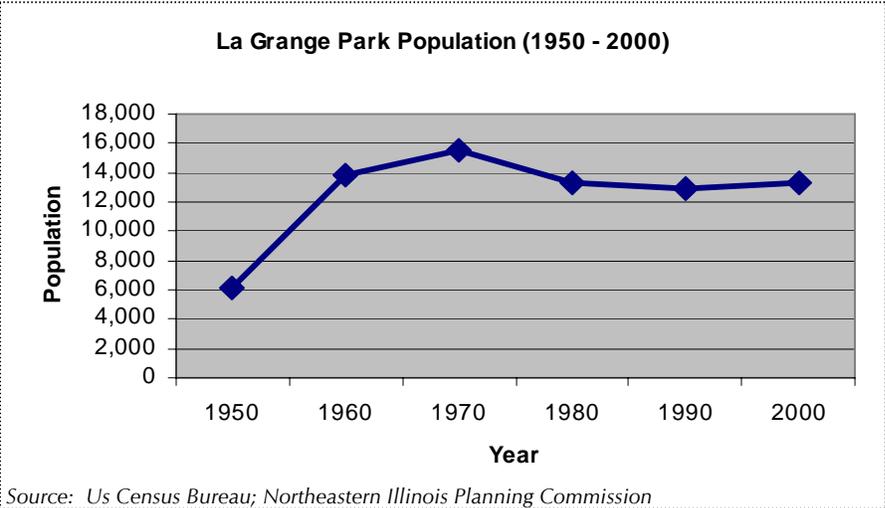
Subsequently, a new Comprehensive Plan was recommended by the Steering Committee in 2003, approved by the Plan Commission, and is being reviewed by the Village Board with public input prior to formal adoption.

COMMUNITY PROFILE

Planning for the future of La Grange Park requires an evaluation of the local population and economy. Such trends are likely to have a significant effect on long-range growth and development. These factors influence comprehensive planning policies of the Village.

POPULATION

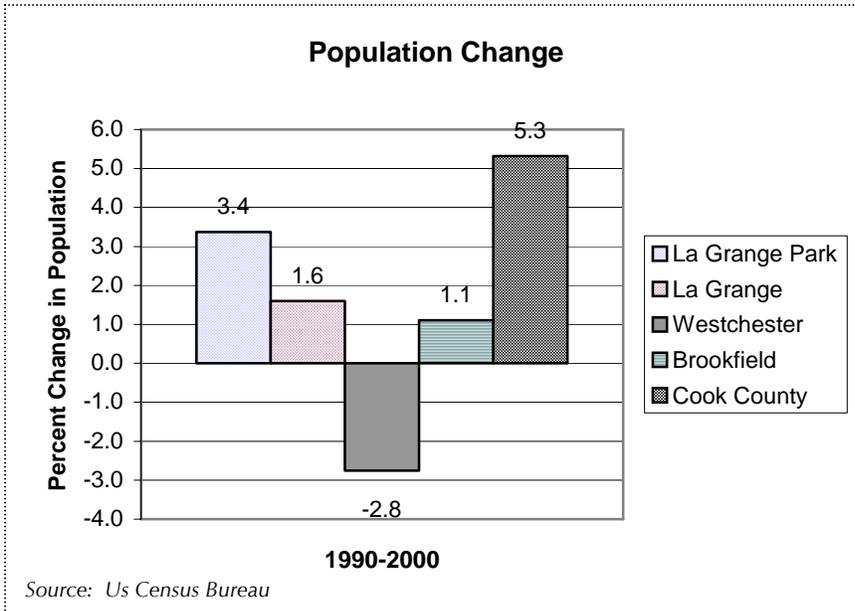
The Village of La Grange Park has experienced little change in total population over the past four decades. Peaking in 1970 with 15,459 residents, the Village experienced a slight decline over the following two decades. This period of decline was characteristic of many older, close-in suburban communities in major metropolitan regions throughout the nation, due primarily to a reduction in persons per household. However, the Village population rebounded slightly between 1990 and 2000, adding 434 residents (slightly over 3%). The 2002 population is estimated at 13,295.



This trend suggests the Village’s population could increase slightly again over the next two decades. However, with nearly all of its land fully developed, substantial population increases in the Village are not expected, unless there is significant redevelopment of existing sites. If such redevelopment does occur, the demand for parks, recreation, water, sewer, and other government services could increase correspondingly.

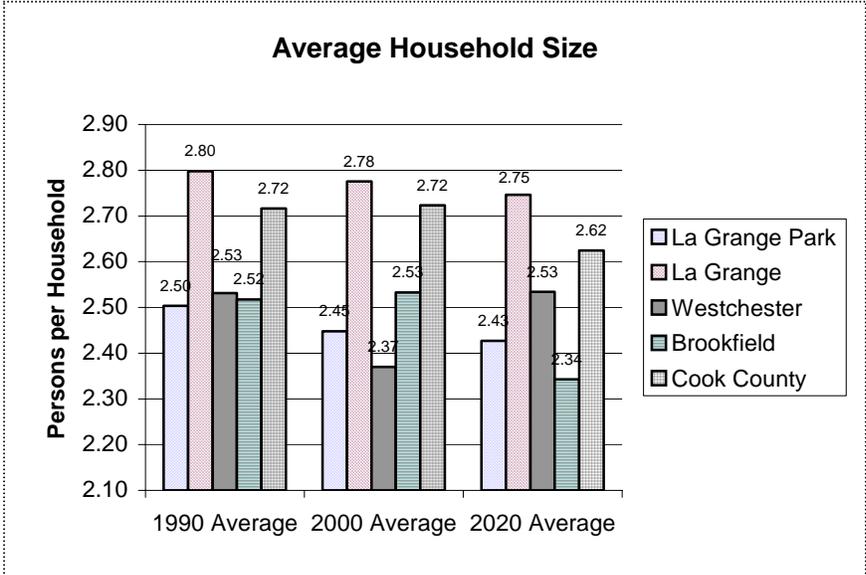
Compared to surrounding municipalities, the Village has generally experienced more growth (3.4 %) from 1990 to 2000 (see table below). Over the same period, La Grange and Brookfield reported increases of 1.6 and 1.1 % respectively, while Westchester experienced a decline in population of 2.7%.

Population					
	La Grange Park	La Grange	Westchester	Brookfield	Cook County
1990	12,861	15,362	17,301	18,876	5,105,067
2000	13,295	15,608	16,824	19,085	5,376,741
1990 - 2000 % Change	3.4%	1.6%	-2.7%	1.1%	5.3



HOUSEHOLD SIZE

The average number of persons per household has been declining in the United States over the past few decades. Smaller households result from lower birth rates, delays in marriage, and increasing numbers of “empty nester” households as the large Baby Boom generation ages. In spite of this declining trend, the average number of persons per household in La Grange Park has remained stable over the past decade, decreasing only slightly from 2.5 to 2.4. The comparable communities of La Grange and Brookfield share a similar stability in average household size, each reporting no change since 1990, while Westchester decreased from 2.5 to 2.38. The Northeastern Illinois Planning Commission’s projections for 2020 suggest that La Grange Park and the comparable communities of La Grange, Westchester, and Brookfield will continue to maintain stable household sizes. The extent to which new families are moving into the area and replacing senior households is unclear and difficult to quantify. If this replacement pattern continues over time, the Village could see increases in household size in the future as well as increased demand for larger dwellings through additions and/or rebuilds.



Source: U.S. Census Bureau; Northeastern Illinois Planning Commission

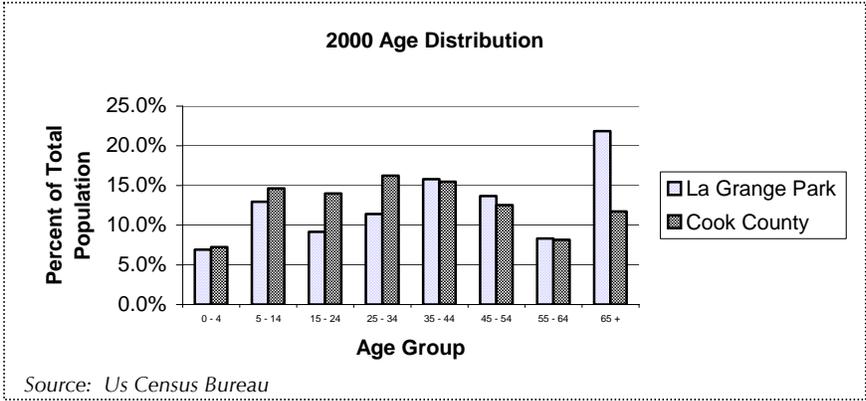
AGE DISTRIBUTION

The age distribution of residents is an important factor in determining services needs within the community. This analysis is based on a breakdown of population by age group from the 1990 and 2000 Census figures.

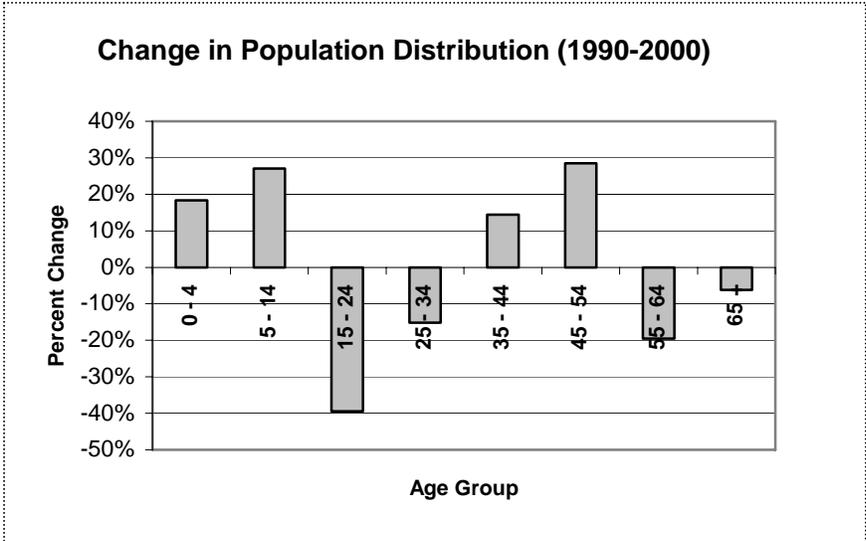
While the overall age distribution for La Grange Park is relatively consistent with that of Cook County as a whole, what is most notable is the disproportionately large senior population. This is in part due to the presence of the Plymouth Place and Bethlehem Woods senior living facilities.

The median age of residents in La Grange Park is 41.1 (2000 U.S. Census data), about eight years older than the population for Cook County as a whole (33.6). The median age in the Village is also higher compared to surrounding municipalities: 37.8 in La Grange, and 38.0 in Brookfield. Westchester, however, reported a median age of 44.9 years.

While the 65+ age cohort in the Village currently represents nearly 23% of the entire population, trends over the last decade show a decline in this population by 6%, and nearly 20% in the 55 - 60 age cohort. The most significant increases over the last decade occurred within the 0 -14 and 35 - 54 age cohorts. These trends suggest La Grange Park is attracting and retaining families with children of school age.



The decline in the 25 - 34 age groups is cause for some concern, as this age cohort often has aggressive spending habits. However, overall declines in this portion of the population are characteristic of mature suburban communities in highly urbanized regions and are, therefore, not unexpected.

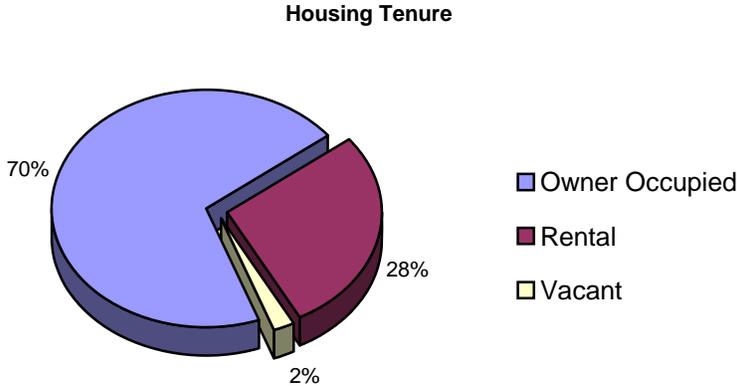


HOUSING

Consistent with population trends, the housing market has remained relatively stable over the past decade. Between 1990 and 2000 the Village added 337 units for a total of 5,223; an increase of 6.4%. The Village Building Department indicates that nearly all of these units were built at the Bethlehem Woods development as part of a major addition that included the assisted living facility.

The Village experienced little change in its housing tenure, maintaining a healthy proportion of owner occupied and rental units: 70% and 27.7% respectively. While the number of vacant units has climbed

from 48 in 1990 to 128 in 2000, at 2.3% the vacancy rate for the Village is still well below the 5.8% vacancy rate that Cook County as a whole reported in 2000. Vacancy rates of less than 6% are indicative of a highly competitive market. Modest growth coupled with low vacancy rates suggests there may be a housing shortage and increasing demand for new housing. However, opportunities to increase housing supply are limited by the amount of vacant land available for housing development.



Housing is relatively affordable in La Grange Park, compared to other municipalities in the Chicago region. Median family income in 2002 is reported at \$78,580. The average home value in the Village is estimated at \$183,488. Families earning median income can generally afford a home of average value and pay no more than 30% (estimated) of their gross monthly income towards housing (Note: the United State Department of Housing and Urban Development (HUD) considers 30% of gross income to be the affordability threshold, sometimes adjusted upward to 35% for owner-occupied housing). Notwithstanding, many homes in the Village sell for considerably more than the average home value. From 1990 to 2000, housing values rose 57%, much higher than increases in inflation (estimated at 39% for the same period). These trends suggest a potential increase in barriers to home ownership.

Housing is more affordable in La Grange Park compared to two of the three surrounding municipalities. In 2000, the median sales price in the Village was \$179,000. Comparable sales prices for Brookfield, La Grange, and Westchester were \$154,900, \$250,000, and \$182,000 respectively (Source: 2001 Multiple Listing Service (MLS) report).

Although quarterly appreciation rates in the Village are among the lowest in the vicinity, the latest available data does not yet reflect appreciation from residential teardown/rebuilds. And the number of teardowns is on the rise, increasing from two in 1996 to 14 in 2001.



Rebuild in existing neighborhood

ECONOMIC TRENDS

While La Grange Park's proximity to major expressways and downtown Chicago make it a highly desirable location for residential uses, its scale, limited traffic capacity, and lack of cheap and available land minimize its potential to become a significant commercial and employment center. Stable communities like La Grange Park often have difficulty drawing new businesses (especially retail businesses), which generally prefer to locate in areas with growing markets. Therefore, any new businesses established in these communities tend to do so only as they replace existing ones. These businesses typically operate at a neighborhood scale, and are not likely to draw patrons from any significant distance. However, through the sensitive redevelopment of some key sites, the Village does have the opportunity to enhance its existing commercial base.

INCOME

While the population of La Grange Park remained relatively stable between 1990 and 2000, the Village experienced a significant shift in the income range with respect to households. The community witnessed a decrease in all income ranges for households earning between \$15,000 to \$74,000, while experiencing significant increases in the number of households earning between \$75,000 and \$150,000.

Again, both inflation and an aging population can explain a portion of this phenomenon. However, as evidenced through the increasing trend of teardowns and rebuilds, this shift may also reflect a larger change in the demographic make up of the community.

Households by Income			
	1990	2000	1990 -2000 % Change
Less than \$15,000	586	603	2.89%
\$15,000 to \$24,999	629	559	-11.05%
\$25,000 to \$34,999	702	538	-23.39%
\$35,000 to \$49,999	1,099	826	-24.87%
\$50,000 to \$74,999	1,273	1,266	-0.58%
\$75,000 to \$99,999	537	864	60.84%
Greater than \$100,000	342	777	127.13%
Total Households	5,168	5,432	-

Source: Experian/Applied Geographic Solutions, 2001

Low incomes among the elderly are significant. Most households aged 75 and over have annual incomes less than \$25,000 and many have incomes of less than \$10,000. These findings have implications on the need for special needs housing. They also point to marketing challenges for recruiting new retail uses. At the same time, however, it appears that more young families are moving into the Village, a countervailing trend that could help attract new retail uses.

EMPLOYMENT

The number of La Grange Park residents that are participating in the labor force shrank slightly from 6,360 in 1990 to 6,222 in 2000; a 0.02% decrease. With a population increase of 3.4% over the same period of time, this figure suggests a slight decrease in the number of workers per household.

Roughly 68% of La Grange Park’s workforce is currently concentrated in five industries. The greatest proportion of workers (22.2%) is employed in the Educational, Health and Social Services industry. The remaining top five industries include: Professional, Scientific, Management, Administrative, and Waste Management Services (14.5%); Retail Trade (10.9%); Manufacturing (10.3%); and Finance, Insurance, Real Estate, and Rental and Leasing (10%). Consistent with the rise in household incomes, the nature of employment for Village residents has shifted away from occupations in manufacturing, wholesale, and retail in favor of traditionally higher paying occupations in professional, scientific, management, administrative, education, and health services.

EMPLOYMENT BY INDUSTRY FOR LA GRANGE PARK WORKFORCE					1990 - 2000 Change
Industry	1990	% Of Total	2000	% Of Total	
Agriculture, Forestry, Fishing and Hunting, and Mining	65	1.0%	0	0.0%	-100.0%
Construction	316	5.0%	310	5.0%	-1.9%
Manufacturing	1034	16.3%	642	10.3%	-61.1%
Wholesale Trade	408	6.4%	375	6.0%	-8.8%
Retail Trade	900	14.2%	679	10.9%	-32.5%
Transportation and Warehousing, Utilities, and Information	449	7.1%	516	8.3%	13.0%
Finance, Insurance, Real Estate, and Rental and Leasing	662	10.4%	622	10.0%	-6.4%
Professional, Scientific, Management, Administrative, and Waste Management Services	641	10.1%	902	14.5%	28.9%
Educational, Health and Social Services	1,181	18.6%	1,380	22.2%	14.4%
Arts, Entertainment, Recreation, Accommodation and Food Services	73	1.1%	281	4.5%	74.0%
Other Service	454	7.1%	242	3.9%	-87.6%
Public Administration	177	2.8%	273	4.4%	35.2%
Total Employed	6,360	100.0%	6,222	100.0%	

The above Employment by Occupation chart summarizes the number of persons within the Village of La Grange Park who are employed in the listed industries. (Source: US Census Bureau)

PUBLIC FINANCE

The Village is known for having one of the lowest tax rates in the western suburbs (\$0.75) per \$100 in Equalized Assessed Valuation. Local municipal tax rates in surrounding communities are as follows:

- Westchester: \$1.27;
- La Grange: \$1.27;
- Brookfield: \$1.62.

Total 2004 Equalized Assessed Valuation (EAV) is also lower in La Grange Park (\$279,891,585) compared to surrounding jurisdictions:

- Westchester: \$476,569,404
- La Grange: \$442,857,014
- Brookfield: \$315,114,570

However, the per capita 2004 Equalized Assessed Valuation (EAV) figure for La Grange Park (\$21,052) is higher than for Brookfield:

- Westchester: \$28,327
- La Grange: \$28,374
- Brookfield: \$16,511

In any case, the combined effect of low tax rates and relatively low per capita EAV in the Village has created some financing challenges, exacerbated by tax cap rates introduced by Illinois General Assembly about nine years ago.

The Village has never used Tax Increment Financing Districts (TIFs) or Special Service Area (SSAs) to finance capital improvements. However, alternative revenue bonds were issued in 2004 to fund a two-year accelerated road program. In 2006, the Village issued alternate revenue bonds to fund various improvements to the sewer system. Issuing these bonds has allowed the Village to finance needed large infrastructure improvements.

THE VISION

A community's comprehensive plan is a declaration of intent. It serves an advisory function to help guide decision-making on matters affecting the community's future. Although the plan itself does not constitute a regulation, it may be used to direct the preparation of regulations that govern a community's land use and development.

This comprehensive plan endorses a vision of the community in the future and a statement of goals and objectives to support that vision. Goals and objectives provide the policy framework upon which all land use decisions, both now and in the future, should be made.

VISIONING PROCESS

The Village of La Grange Park Comprehensive Plan Steering Committee and other invited civic leaders participated in a three-hour visioning workshop held in May 2002 to discuss the future of La Grange Park.

The workshop began with a visual image survey in which participants were asked to evaluate about 80 images that illustrate various planning features (e.g. residential design, streetscape design, location of parking, land use compatibility, etc.) to provide comments on the types of development they liked and disliked. This input was useful in determining the types of development features worthy of replication and those to be avoided.

Participants were then assigned to one of four focus groups to help frame a vision for the Village's future, focusing on:

- Residential neighborhoods;
- The Village Market;
- 31st Street and vicinity; and
- Parks and community facilities.

A plenary group discussion followed on ways to integrate these mini-visions into an overall vision for the community two decades into the future.

VISION STATEMENT

The following is a community vision statement reflecting the guidance provided by community leaders, stakeholders and citizens:

The Village of La Grange Park will remain a stable mature community offering a high quality of life to its residents. It will continue to be a desirable place to live, raise a family and retire, a community dedicated to excellence in governance, housing, schools, parks and community facilities.

Residents will continue to live primarily in attractive and well-maintained single-family homes. Multi-family housing opportunities will continue to be available to meet the needs of smaller households, professionals, seniors, and others.

The redeveloped Village Market will serve as the Village's business center, an attractive and vibrant district with quality businesses that meet the demands of local residents. 31st Street, with its attractive and well-maintained streetscape improvements, will foster a pedestrian-friendly environment that serves as a retail, professional, and personal services center. Both will be redeveloped in accordance with the existing character of the Village.

The successful business community will be highly valued because of the nature of products, services, and employment it offers and its strong relationships with all segments of the community. New businesses will be drawn to the Village because of its reputation for quality development and municipal cooperation.

The Village will ensure a comprehensive infrastructure improvement program is in place to adequately accommodate existing and new development.

The Village of La Grange Park will be a community proud of the quality of life it helped create and the successes it will have accomplished through vision, comprehensive planning, and continual evaluation of effectiveness.

GOALS AND OBJECTIVES

To effectuate this Vision Statement, a series of goals and objectives are outlined below. These goals and objectives have been divided into the following categories:

- Community Character;
- Residential Neighborhoods;
- Commercial Development;
- Industrial Development;
- Parks, Recreation and Open Space;
- Community Facilities;
- Transportation; and
- Infrastructure.

Each goal is followed by several objectives or targets designed to assist the community in achieving a particular goal.

Community Character

Goal: *A distinct civic identity and a sense of community pride built on the community's unique qualities, including orderly development, safety, sense of place, and its predominant single-family character.*

Objectives:

- Create a sense of community identity, separate and distinct from that in surrounding communities, through design elements and public signage.
- Maintain the predominant single-family character of the Village and ensure that new infill development in single-family areas is complementary with the surrounding environment.
- Promote the use of building designs, landscaping, and signage that enhance the attractiveness of commercial areas, provide a buffer between incompatible uses, soften the appearance of parking lots, and enhance sense of place.
- Identify and encourage the preservation of historic buildings.

Residential Neighborhoods

Goal: *Attractive neighborhoods that are predominantly developed with single-family residential structures, and also include additional housing options intended to serve the unique needs of seniors and small households.*

Objectives:

- Maintain and protect existing single-family residential uses.
- Prohibit creation of multi-family or commercial development that results from rezoning areas currently designated for single-family uses, except for the area at the southeast corner of Oak Avenue and Forest Road.
- Encourage renovation and/or redevelopment of deteriorating residential uses.
- Encourage renovation and preservation of older homes.
- Ensure that new multi-family developments maintain a good relationship with nearby single-family uses. Where feasible, encourage buffering of single-family uses from more intensive or incompatible uses.

- Encourage gradual elimination of two-family zoning districts where appropriate and the four-family zoning district on the west side of Beach Avenue in areas which are now developed predominantly for single-family detached homes.

Goal: High quality and attractiveness of new residential developments.

Objective:

- Prepare design guidelines to ensure quality residential development. Such guidelines should address the location of garages, number of curb cuts, landscaping standards, height issues, and scale and compatibility issues for newly constructed homes and rebuilds of existing ones.

Goal: Necessary code requirements and the compliance mechanisms to enforce them.

Objectives:

- Prepare and/or update codes relating to buildings, subdivisions, storm water runoff, and other codes, as needed.
- Encourage diligent and consistent code enforcement.
- Provide residents with opportunities to learn about the Village's current zoning and related regulations through appropriate dissemination of such information.

Commercial Development

Goal: Attractive and viable commercial areas and land uses.

Objectives:

- Prohibit expansion of the commercial areas boundaries.
- Consider commercial land use for the portion of the parking lot that is currently zoned residential at the southeast corner of Oak Avenue and Forest Road.
- Encourage that Memorial Park is not relocated or significantly altered as a result of commercial development.
- Encourage and attract retail businesses that will enhance the Village's tax base.
- Consider providing appropriate economic development tools to support existing and new businesses.

- Establish economic development policies that anticipate possible changes in any of the independently owned and operated businesses in the Village.
- Insure that proposed redevelopment does not result in measurable increases in neighborhood traffic flows.
- Insure infrastructure capacity is adequate to support proposed redevelopment.
- Insure fiscal analyses document the impact of proposed redevelopment on the net income to the Village.

Industrial Development

Goal: A balance between supporting the Village's industrial tax base and the need to mitigate its impacts on surrounding residential neighborhoods.

Objectives:

- Encourage use of landscaping and other buffering mechanisms to reduce the visual impacts of industrial uses on surrounding residential uses.
- As industrial properties become underutilized, sold or vacated, encourage opportunities for redevelopment to alternative uses.

Parks, Open Space, and Community Facilities

Goal: Adequate community facilities and services that meet the needs of both residents and the business community.

Objectives:

- Increase coordination between the Village, the Park District, the Cook County Forest Preserve District, and the school districts over use of open spaces.
- Increase community access to Cook County Forest Preserve District lands located in peripheral areas of the Village.
- Increase the supply of land available for open space and recreation, where feasible.
- Encourage increased opportunities for active recreation by considering the development of additional amenities such as tennis courts and soccer fields.

- Encourage enhanced use of the open spaces associated with schools, through redesign and/or expansion.
- Encourage preservation and maintenance of all park district properties.

Transportation

Goal: An efficient, safe, and attractive multi-modal transportation system that allows for the movement of motor vehicles, pedestrians, bicyclists, and transit throughout the Village.

Objectives:

- Designate a functional hierarchy of streets throughout the Village.
- Monitor the need for improved signalization along La Grange Road and 31st Street.
- Improve facilities for bicycle circulation and parking throughout the Village
- Maintain a sidewalk installation program to install sidewalks where needed.
- Work with Pace, Metra, and other transit providers to enhance service provision.
- Consider traffic calming/diverting devices to minimize through traffic within neighborhoods.
- Anticipate and monitor traffic pattern and volume changes resulting from new development, and prevent these changes from significantly impeding traffic flow and increasing traffic throughout the Village.

Goal: Increased connectivity between the eastern and western portions of the Village.

- Consider appropriate locations for pedestrian and bicycle connections over/under the railroad tracks.

Infrastructure

Goal: Provision of adequate facilities and services that respond to the needs of citizens and the business community.

- Continue to finance efforts to increase the capacity of the combined storm and wastewater sewer infrastructure.

- Identify ways to finance improvements to public infrastructure, including a possible public referendum.
- Develop and implement an action plan to finance public infrastructure improvements.
- Plan for additional water storage facilities to meet the water needs of residents and businesses.
- Maintain strong support of police and fire protection services.
- Improve sidewalks and street lighting where needed.

LAND USE PLAN

Urban development is a dynamic phenomenon, involving shifts in consumer preferences and changes in economic conditions that continually affect the character and form of our physical environments. While the Village of La Grange Park is a mature community, it is not sheltered from potential physical change over the duration of this Comprehensive Plan. Moreover, to remain an attractive and competitive place within the region, the Village must embrace a degree of physical change and actively pursue the redevelopment of key sites.

Because development in La Grange Park is synonymous with redevelopment, it is important to emphasize that the goal of the Land Use Plan is not to dramatically redefine the character of the Village. Rather, its intent is to preserve existing character, while laying the foundation for complementary future development opportunities, and to enhance the physical, social, economic vitality of the community.

This Land Use Plan serves as a guide to encourage the most appropriate uses of land throughout the Village during this 20-30 year planning period. It is not necessarily to be viewed as a direct indication of the appropriate zoning regulations to apply to a specific parcel of land in the immediate future.

EXISTING LAND USE

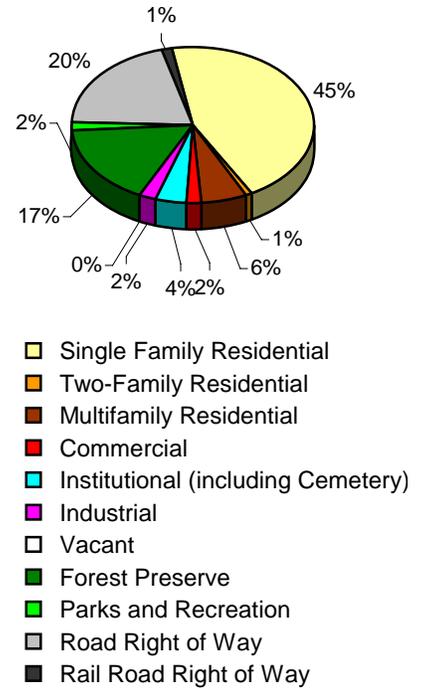
Prior to recommending any land use changes it is important to understand what generally exists within the Village today. Just as the demographic make up of the population has remained relatively unchanged over the past 30 years, so too has the mix and allocation of land uses. The stable allocation of land uses over time is indicative of a mature community with few undeveloped parcels. The existing Land Uses within the Village include the following:

- Residential;
 - Single Family;
 - Two Family;
 - Multifamily;
- Commercial
- Institutional (Including Cemeteries);
- Industrial;
- Vacant;
- Forest Preserve; and
- Parks and Recreation;

The following table presents the existing allocation of land uses:

Existing Land Use Allocation

La Grange Park Existing Land Use		
	Acres	% of Total
Single Family Residential	640	44.63%
Two-Family Residential	13	0.90%
Multi-Family Residential	86	6.00%
Total Residential	739	51.53%
Commercial	28	1.95%
Institutional (including Cemetery)	61	4.25%
Industrial	33	2.30%
Vacant	1	0.07%
Forest Preserve	238	16.60%
Parks and Recreation	24	1.67%
Road Right of Way	292	20.37%
Rail Road Right of Way	18	1.26%
Total Non-Residential	695	48.47%
Entire Village	1,434	100.00%



The Village has historically been, and remains, a primarily residential community. Currently over 51% of the total land within the Village’s corporate limits is devoted to residential uses. While the Village enjoys a healthy mix of residential uses, single-family homes continue to remain predominant typology, alone accounting for nearly 45% of the total land.

The community also benefits from significant multifamily residential development. Occupying over 5% of the total land, nearly 30% of the community’s residents live in a multifamily development. The majority of multifamily units are found in four complexes: the Homestead Apartments, Forest Glen Apartments, and the Bethlehem Woods and Plymouth Place retirement communities.

There are two primary commercial areas in the Village: (1) The Village Market and (2) the 31st Street Business District. The Village Market was built in 1952 and is one of the first strip-mall shopping centers in the Chicago region. By contrast, the 31st Street Business District resembles a typical main street, but with greater emphasis on small business offices than retail uses or restaurants. In addition, two intersections serve as secondary commercial nodes: the intersections of 31st and La Grange Road, and 31st and Maple. Only 1.97 percent of the Village’s land is devoted to commercial uses. The Village has only one commercial zoning district, but the Village Market and the 31st Street



Detached single-family uses account for nearly 45% of the total land area within the Village



2% of the Village’s land is currently occupied by commercial uses

Business Districts serve very distinct purposes and development objectives. Opportunities to draw new retail uses may be partially limited without a clear vision for the future of these districts and the appropriate development regulations to implement this vision.

Industrial uses are confined to areas adjacent to the IHBR north of 31st St. and directly north of the southern Village limits. They comprise 2.3% of the Village’s land supply. The location of industrial uses in the village presents some challenges. On the one hand, their adjacency to the IHBR, which offers freight movement, is clearly an advantageous situation and an operational benefit. At the same time, however, industrial uses often create adverse impacts relating to noise, air quality, traffic, and odor, which make them incompatible with the residential neighborhoods surrounding them. This is particularly true of heavy industrial uses that are inadequately buffered and screened.



Industrial uses account for 1.8% of all Village Land

LAND USE CATEGORIES

The following provides a general description of uses anticipated in each of the recommended 11 land use categories. These land use classifications may serve as a foundation on which to develop appropriate zoning regulations. However, their purpose is advisory, not regulatory.

Single Family Residential – Detached

The Village enjoys a healthy mix of uses, yet it remains a primarily detached single-family residential community. While detached single-family residences are encouraged to remain the dominant land use in the future, it is unlikely the Village will experience a significant increase in the number of new single-family homes. Nevertheless, the tear-down of older, smaller homes and the redevelopment of new, larger homes on existing lots is a growing trend throughout the community. The purpose of this land use category is to preserve and protect the established character and density of existing development. Lot sizes for detached single-family homes generally range from 6,000 – 8,000 square feet. Densities in this category should generally not exceed 8 dwelling units per acre (measured on a net land area basis).



Single Family Residential- Detached

Single-Family Residential – Attached (no more than 4 units)

This category is designed to allow for a variety of housing types with up to four attached units, each with separate, ground-related entrances. While lot sizes vary in the category, densities should generally not exceed 15 dwelling units per net residential acre (measured on a net land area basis). All single-family uses are also allowed in this category.



Single Family Residential - Attached

Multifamily

This category is intended to include all forms of new attached housing, including townhomes, condominiums and apartments with an overall density generally no greater than 15 dwelling units per net acre.



Multifamily Residential

General Commercial

This land use category is intended to provide for office and retail establishments that offer a wide range of goods and services in locations that abut or front on heavily traveled arterials. The purpose is to provide for commercial uses that are more automobile-oriented in nature.



General Commercial

Village Center

The Village Center category identifies the Village Market Shopping Center and the Jewel Osco site, which represent the primary retail center of the Village. This category is intended to strengthen the retail function of these sites while creating a true village center for the community. In addition to its primary retail function, this category may also accommodate multiple (i.e., two or three) stories of residential or office development above street-level commercial establishments.



Municipal/Institutional

31st Street Corridor

This category applies to designated properties along 31st Street. Retail, professional services and offices should be the predominant uses within this category. Residential and office uses would be permitted above ground level business establishments.



Light Industrial/Office Research

Municipal/Institutional

The Municipal/Institutional land use category encompasses those lands owned and operated by federal, state, or local governments as well as public and private educational facilities, library, cemeteries, churches, hospitals, or certain other non-profit facilities.

Light Industrial/Office Research

This category allows for low-intensity, nuisance-free industrial, warehousing, and office uses, preferably in well designed, attractive buildings with effective landscape buffers. These uses should be generally concentrated along the Indiana Harbor Belt Railroad right-of-way, north of 31st Street.



Parks and Recreation

Parks and Recreation

This land use category includes all publicly and privately owned parks, playgrounds, recreational facilities and open spaces.

Forest Preserve

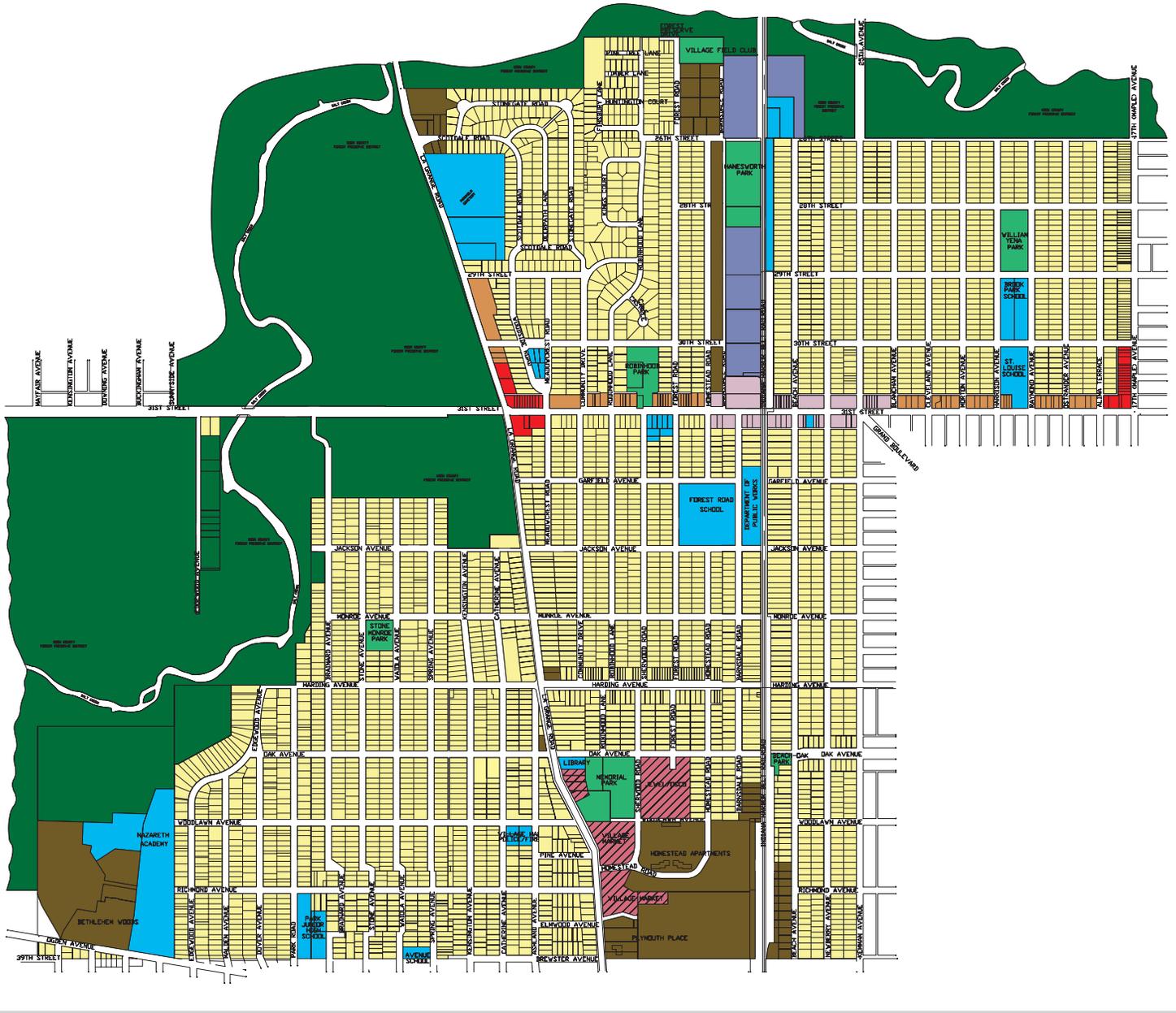
This category is reserved for land controlled by the Cook County Forest Preserve.

SUMMARY OF LAND USE ACTION ITEMS

Due to the mature nature of the Village of La Grange Park, the number of development opportunities is fairly limited. Furthermore, the highly organized existing land use pattern does not warrant significant changes. As a result this plan depicts general concepts aimed at fine-tuning the existing land use pattern.

The following are the key action items and changes to existing land use:

- ❑ Take measures to protect existing single-family dwellings from redevelopment of a different use.
- ❑ Amend the existing zoning ordinance to eliminate the two-family zoning classification. This action would preserve existing single-family uses and discourage new two-family development from being built in these areas. However, lots with existing two-family buildings would be allowed to remain as two-family lots.
- ❑ Encourage gradual elimination of two-family zoning districts where appropriate and the four-family zoning district on the west side of Beach Avenue in areas which are now developed predominantly for single-family detached homes.
- ❑ Develop a new 31st Street Corridor zoning district and apply it to those sites indicated on the Land Use Plan.
- ❑ Develop a new Village Center zoning district and apply it to those sites indicated on the Land Use Plan.
- ❑ Develop appropriate zoning techniques for Municipal/Institutional uses and Park and Recreation uses, provided, however, that the American Nuclear Society parcel located at the southwest corner of Oak and Catherine shall not be reclassified or rezoned, and shall remain Single Family Residential District B, it being the express intent of this Comprehensive Plan that that parcel revert to single family residential use upon expiration of the special use permit or discontinuance of the existing use by the American Nuclear Society.
- ❑ Encourage Park District to expand Hanesworth Park to the south.



Legend

- | | | | | | |
|------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------------------------------------|----------------------|
|  | Single-Family Residential - Detached |  | General Commercial |  | Parks and Recreation |
|  | Single-family Residential - Attached (no more than 4 units) |  | Village Center |  | Forest Preserve |
|  | Multi-family Residential |  | 31st Street Corridor | | |
|  | Municipal/Institutional |  | Light Industrial/Office Research | | |

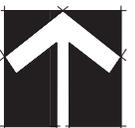
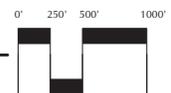


Land Use Plan Village of La Grange Park

Comprehensive Plan Update

Figure 1

June 2006



TRANSPORTATION

The Village of La Grange Park has a well-established roadway network. This network is served by two primary arterials (La Grange Road in a north-south orientation and 31st Street in a east-west orientation) and is laid out on a relatively regular grid with the majority of blocks measuring roughly 270' by 600'. The network is bisected by the Indiana Harbor Belt Railroad (IHB) right-of-way. Despite the network's grid design, through traffic is generally restricted to arterials and collectors due in part to limited rail crossings and to the fact that the majority of road alignments terminate in the north and west portions of the Village, where it abuts the Cook County Forest Preserve.

It is important to note that the scope of the Comprehensive Plan is to evaluate the transportation system as a whole and the potential impacts of future land use recommendations. Kenig, Lindren, O'Hara, Aboona, Inc. (KLOA), under a separate agreement with the Village, has supplemented this information by performing a more exhaustive study of existing traffic conditions and specific, short-term improvements to vehicular circulation and safety.

SYSTEM DEFICIENCIES

While the overall transportation system generally operates efficiently, there are a number of deficiencies that warrant attention. These include:

- Limited vehicular, bicycle, and pedestrian railroad crossings;
- Traffic congestion at railroad crossing on 31st Street;
- Misuse of local roads as collectors (e.g. Edgewood Avenue); and
- Inadequate street system for Village Market shopping center.

These deficiencies are the basis for a number of the recommendations and policies provided below.

ROADWAY CLASSIFICATION

Because all new development within the Village will presumably be retrofitted into existing sites, no major changes to the road network are likely to occur. Regardless, it is important from a policy and maintenance standpoint that a hierarchical roadway classification be clearly established.

Roadways have three basic functions:

- To provide mobility;
- To provide land access; and
- To define the character of the community.



Traffic congestion along 31st Street is in large part due to frequent rail crossings at its intersection with the Indiana Harbor Belt Railroad.

From a design standpoint, these functions can be contradictory. For mobility, high speeds and uniform traffic flows are desirable. For land access, low speeds are desirable and usually accompanied by inconsistent flows. More restrictive access controls permit increased mobility and travel at higher speeds in a more uniform manner.

For transportation planning purposes, as well as for design purposes, roadways are most effectively classified by function. Functional classification reflects distinct stages of trip-making, including primary movement, collection/distribution, access, and termination.

To facilitate these movements, three general classes of roadways are recognized:

- Arterials;
- Collectors; and
- Local streets.

Each lesser element of this functional hierarchy serves as a tributary for the next higher element of the system, and each functional class should intersect with facilities of the same and adjacent classifications.

Arterials

Arterials are intended to provide a high degree of mobility and function as the primary travel routes for vehicles entering, leaving, and passing through urban areas. They are generally located about a mile apart to form a grid street system and are intended to carry high volumes at high operating speeds (35-45 mph) and have adequate capacity to operate at high levels of service. Although arterials do serve such major developments as central business districts, large suburban commercial centers, industrial parks and residential areas, access management is essential to preserve capacity. Signalized intersections should be spaced far enough apart (typically ½-mile as a minimum) to permit efficient two-way progression of traffic, and left- and right-turn lanes should be provided at these intersections to ensure that traffic capacity and level of service is maintained.

The following streets should continue to be maintained as arterials:

- La Grange Road;
- 31st Street;
- Ogden Avenue.

Collectors

The collector street system is designed to support the arterial network. Collector streets are generally located at the ½-mile points within the grid system and consist of medium-capacity, medium volume streets that serve to link high-level arterial streets to lower level local streets. Operating speeds are typically lower on collectors than arterials and

should have limited continuity to discourage through traffic but still provide for local movement of vehicles between residential, commercial and industrial areas of the community. The collector system provides for some direct land access, but to a more limited degree than local streets. The following streets should continue to be designated as collectors:

- Maple Avenue
- Brainard Avenue;
- Harding Avenue (east of Brainard Avenue);
- Kemman Avenue.

Local Streets

The role of the local street system is to carry low volumes of traffic at slow speeds to provide for safe and convenient access to housing areas and other land uses. Local streets also serve a social function for residents. Neighborhood streets are often a place where residents bike or walk when sidewalks are not provided. These two roles can, however, create potential conflicts.

Local streets provide direct land access. Movement along local streets is incidental and involves traveling to or from a collector facility. Therefore, trip lengths on local streets are typically short. The local street system is also typically planned to ensure that all neighborhoods are accessible by at least two routes for emergency and service vehicles.

Guidelines for Local Streets are:

- Local streets should be protected from through traffic.
- Local streets should be protected from vehicles traveling in excess of 25 mph.
- Local streets should be protected from parking unrelated to residential or commercial activities in the neighborhood.

All streets not identified as arterials or collectors on the Transportation Plan exhibit are classified as Local Streets.

ALTERNATIVE TRANSPORTATION SERVICES

Bus Service

PACE operates four major bus routes through the Village: #302 (Ogden/Stanley), #304 (Cicero/La Grange), #307 (Harlem), and #330 (Mannheim/La Grange). Service intervals range from 15 to 30 minutes during peak hours. While no new routes are currently planned, the Village should continue to work with Pace to increase service along these arterials.

Commuter Rail

Currently, Metra provides commuter rail stations at La Grange Road and at Stone Avenue in La Grange (Burlington-Northern-Santa Fe Line), linking La Grange to Aurora and Chicago. Service generally runs from 5:00 a.m. to 11:00 p.m. Service intervals are quite frequent (usually every 20 to 25 minutes during peak periods). Metra has no plans for rail maintenance or construction in 2002 along the Burlington-Northern-Santa Fe Line.

In 2002/2003 Metra undertook an Inner Circumferential Commuter Rail Feasibility Study for the Indiana Harbor Beltway Railroad Corridor. A commuter rail station in La Grange Park in the vicinity of 31st Street was given serious consideration. The 2003 draft of the La Grange Park Comprehensive Plan anticipated such a station in the foreseeable future.

Subsequently, Metra has indicated that the potential for commuter rail service in this corridor extends well beyond the planning period for this Comprehensive Plan. Therefore, the potential is acknowledged but a specific location and related land use recommendations have been deferred to the next update of this Comprehensive Plan.

TRANSPORTATION IMPROVEMENTS

There are no County owned or managed roads within the Village. La Grange Road, Ogden Avenue, 31st Street, and Maple Avenue are State roads that fall under IDOT's purview. IDOT recently made improvements to La Grange Road and Ogden Avenue, and no new improvements are anticipated in the near future.

The Village itself maintains 36-40 miles of roads, many of which are in poor condition. Available funding pays for one mile of repair per year. In 2004, the Village issued alternate revenue bonds to fund an accelerated two-year road repair program. Then in 2005, La Grange Park voters approved a property tax increase referendum that increases the Village property tax revenues by approximately \$950,000 each year. One of the stated goals of the referendum was to use between 40-60% of the property tax increase on road repair. This additional funding for



Metra is studying the development of an Inner Circumferential Commuter Rail Line that would include a station in La Grange Park

road repairs will further increase the Village's ability to make timely repairs to its roadways.

Every three to four years the Village evaluates the condition of each Village block, including drainage structures, curbs and gutters. Decisions on street surfacing and other improvements are based on greatest need. To reduce expenses, water repairs or replacements are often completed while the streets are already under construction.

The lack of sufficient crossings over or under the Indiana Harbor Beltway Railroad alignment is a key deterrent to efficient mobility. Delays on 31st Street affect residents, business owners, and emergency service providers. However, the costs of land acquisition and construction, encroachment on adjacent businesses and neighborhoods, and visual impacts associated with the development of an overpass or underpass render them unviable or otherwise undesirable alternatives.

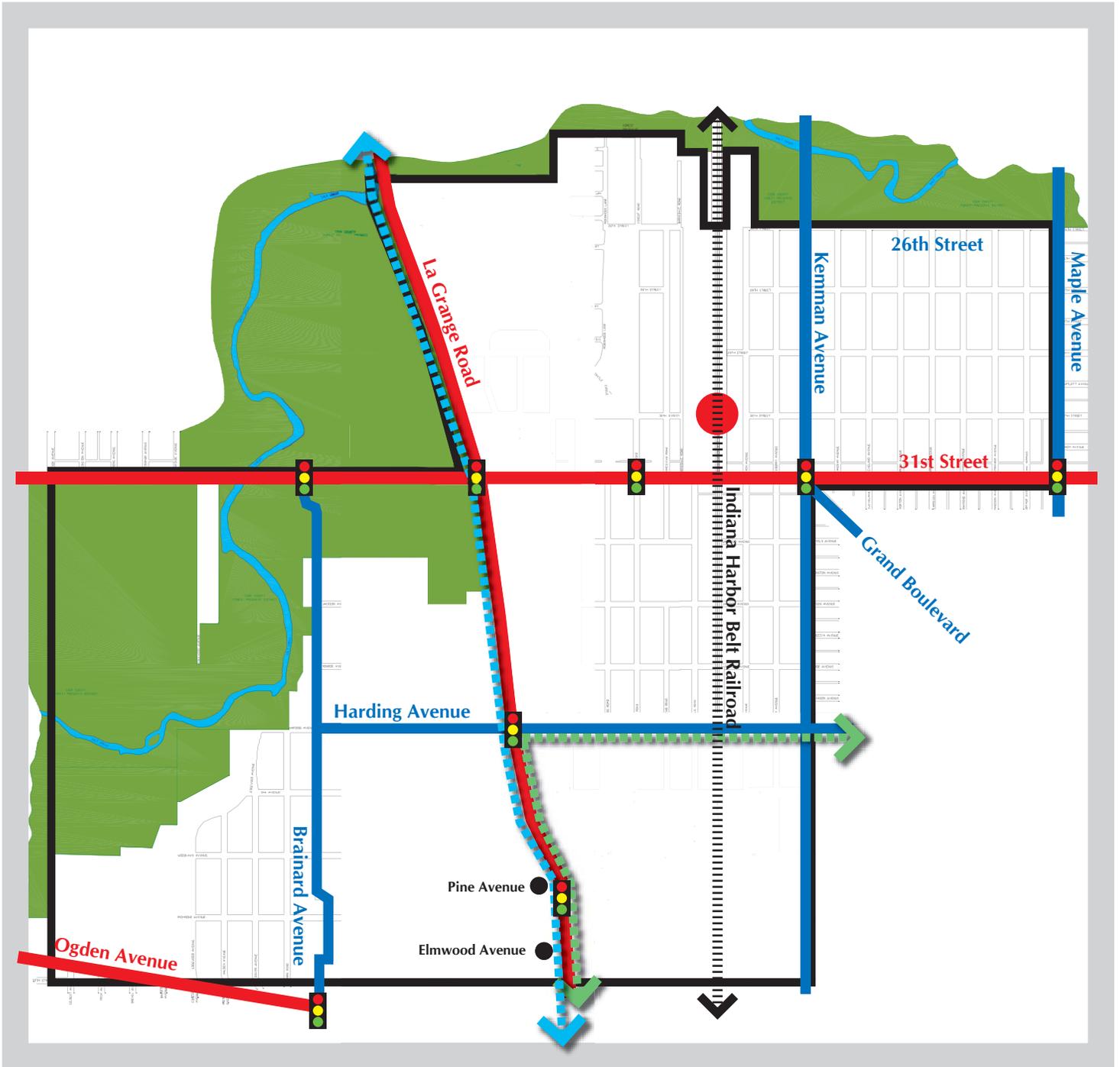
The Village should also explore opportunities for a bicycle and pedestrian crossing, north of 31st Street. The preferred location for this crossing is at 29th Street, where it meets the IHBR right-of-way (as depicted on the Community Facilities Plan). This location has the benefit of an existing right-of-way alignment and could be integrated into the larger redevelopment efforts that are recommended for the current industrial sites west of the tracks.

Summary of Transportation Action Items

The following is a list of the key "Action Items" (or recommendations) with respect to specific transportation improvements. Items preceded with a check mark are listed in the Village's current five-year Capital Improvement Plan (FY2002-03 through FY 2006-07).

- Work with Pace to improve existing bus stops with pedestrian shelters, and continue to explore opportunities for expanded bus service.
- Continue to work with Metra to encourage and facilitate the development of a commuter transit station north of 31st Street, as part of the proposed Inner Circumferential Rail project.
- Provide a bicycle/pedestrian crossing at 29th Street and the IHBR right-of-way.
- Provide additional pedestrian/cyclist facilities throughout the Village (i.e. pedestrian lighting, street furniture, bike racks, etc.).
- Study traffic management improvements to reduce the average daily traffic on local streets (e.g. Edgewood Avenue) in an effort to prevent those streets from carrying traffic more suitable for a collector street.

- ❑ Monitor the impacts of traffic generated by new developments.
- ❑ Study the feasibility of terminating Elmwood Avenue and Pine Avenue in cul-de-sacs, so as to eliminate their intersections with La Grange Road.
- ❑ Provide local road maintenance to 26th Street (Beach to Maple), 28th Street (Beach to Maple), 29th Street (Beach to Maple), 30th Street (Beach to Maple), and Homestead Road (31st Street to Garfield).
- ❑ Provide traffic signal pre-emption devices to allow for safe access by emergency vehicles traveling through signalized intersections within the Village.

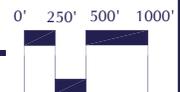


Legend

- Arterial
- Collector
- Railroad
- Village Limits
- Pace Bus Route 304
- Pace Bus Route 330
- Potential Metra Station
- Existing Traffic Signal
- Potential Cul-de-sac

Figure 2

June 2006



COMMUNITY FACILITIES AND INFRASTRUCTURE

Community Facilities include both public and semi-public uses. Facilities such as Village Hall, the police and fire stations, and the Library are all examples of community facilities. Parks, schools, and utilities are also classified under this category.

SCHOOLS

Student enrollment has been stable in recent decades. Based on conversations with district superintendents and their staff, it appears that existing facilities generally meet the needs of the current population and the projected demand.

La Grange District 102

Based on 2004 figures, Grade School District 102 serves 2,737 students and operates two facilities within the Village; the Forest Road School at 901 Forest Road and the Park Junior High School at 333 North Park Road. Attendance rates are generally high and performance measures in math, science, English, and social science all exceed the State's. Average class size (K-8) ranges from 15 to 23 and is generally lower than State's. Average teaching experience is 12 years (State's is 13.8). Expenditures devoted to education account for 72.5% of the budget compared to 71.3% for the State. Expenditure per pupil (district wide) is \$8,784.

The District is reaching capacity for kindergarten facilities. Currently there are no plans for new facilities, but future plans are possible for the reconfiguration of existing facilities.

District 102 conducts a population analysis every year that covers all of Lyons Township plus parts of Proviso Township. In general, slight increases in student population are anticipated in future years. The district is now in the process of conducting a facilities analysis.

The District also operates the Ogden Avenue School (K-6), which has a La Grange address, but is located on La Grange Park's border with the playground located in La Grange Park. While enrollment remains fairly stable, significant improvements to this facility are planned. Most notably a new gym has been built at Ogden behind the existing structure. Other capital improvements include new windows, new heating and ventilation systems, and other improvements that do not impact land use development. Funding for these improvements is being provided via an \$18M bond levy.

Brookfield-La Grange Park School District No. 95

District 95 operates the Brook Park Elementary school located on 30th and Raymond. Brook Park Elementary provides K-4 with a relatively stable enrollment of 488. The voters in District 95 approved a referendum in 2006 and the School District is discussing various plans to improve/expand school facilities, including Brook Park Elementary.

Lyons District No. 204

Lyons Township High School District has also experienced stable enrollment in recent years. School year 2005-2006 enrollment is estimated at 3,710. Projected enrollment for 2014 is 3,800. The District operates two very large campuses that have sufficient land to accommodate future enrollment projections. It has no plans to acquire or dispose of any new property. The District owns a 70-acre parcel in Willow Springs and eleven scattered residential lots, but there are no plans to sell these facilities in the near future.

Riverside Brookfield Township High School District No. 208

Similar trends are found in the Riverside Brookfield High School District. Enrollment in the District is calculated each November. Enrollment has been fairly stable over the past decade. In 2001, enrollment was 1,121, and increased to 1,300 in 2005. Almost all of this modest growth comes from outside the Village of La Grange Park, since the District includes only a very small portion of the Village at the northeastern edge, which is already fully built out. In 2006, approximately 86 students attend Riverside Brookfield High School.

Private Schools

Two private schools operate within the Village of La Grange Park. St. Louise de Marillac School serves PreK-8 and is located at 1125 Harrison Avenue. Nazareth Academy, which is located at 1209 W. Ogden Avenue, serves grades 9-12.

School Name	Grade Level	District Enrollment	# Of Teachers (district)	District Teachers with Bachelor's Degree Only	District Teachers with Master's Degree or Above	District Average Pupil/Teacher Ratio	District Per-Pupil Cost
Lyons Township High	9-12	3,710	216	15.3%	84.7%	18.8:1	\$13,811
Riverside-Brookfield High	9-12	1,301	87	32.8%	66.4%	16.1:1	\$13,590
Park Junior High Forest Road Elementary	7-8 PK-6	2,737	186	28.9%	71.1%	17.9:1	\$8,784
Brook Park Elementary	K-4	964	65	51.3%	48.6%	17.5:1	\$7,389

Source: Illinois State School Report Cards

PUBLIC SAFETY

Fire

The Village currently has two fire stations; one is located adjacent to Village Hall and the other is located at 1010 31st Street, east of the Indiana Harbor Belt Railroad tracks. The Fire Department purchased a new engine in 2001, which was the first addition in nine years. The cost for this acquisition was \$245,000, and is much safer and efficient than the 1966 engine it replaced. The Village plans to acquire a fire pumper to replace the existing one, which is 34 years old. The cost is estimated \$350,000 and the item is included in the Village's Capital Improvement Program.

The biggest concern for fire and emergency response is delays at the railroad crossings. An overpass/underpass would prompt the Village to consider having just one central facility. The lack of a grade-separated railroad crossing creates significant staffing impacts. On occasion, the Village has to call in mutual aid when an ambulance cannot cross the railroad. Using Ogden Avenue is not a viable option because it is too time consuming.

A separated railroad crossing would not only impact future plans for stations but may also dictate the need for and type of vehicles. For instance, a crossing could eliminate the need for one fire engine (e.g. a pumper), but this would depend on the location of the crossing and the location of centralized station.

With regards to streets and alleys, there are a couple of areas where the street width is inadequate for emergency vehicle passage. Parking around schools, specifically Park Jr. High (due to the median) where people park during school hours, restricts emergency access. Also in the north end of town, where there are a number of dead end roads (e.g. Pine Tree Lane and Timber Lane), access and maneuverability are challenging.

Maintenance of fire hydrants is a key concern as there is a need for larger water mains in certain areas.

The Fire Department is, and should continue to be well supplied, so long as the Village adheres to the proposed Capital Improvement Program. At some point, the Village will need to look at station staffing and additional expenses. In time, the Department also anticipates a need for additional space, especially if additional staff is housed in the station.

The Department is adequately funded for now. However, it would benefit from additional funds to increase public education programs for the community.

Police

Located in Village Hall, the La Grange Park Police Department provides 24-hour police service to the community. The department consists of: one chief, one deputy chief, one commander, three sergeants, nineteen full-time patrol officers, two part-time patrol officers, one part-time chaplain, eight auxiliary patrol officers, four full-time telecommunicators, three part-time telecommunicators, one secretary, and one part-time social services worker. Telecommunications services are provided for both the police and fire departments.

The agency is divided into two separate divisions: Operations and Support Services. The Operations Division is responsible for providing patrol and investigative services, while the Support Services Division provides the communications, purchasing and central supply functions, as well as the supervision of college interns.

Patrol personnel conduct initial investigations and preventive patrol throughout the community. New residential foot patrol was initiated in 2001. The force also patrols neighborhoods on bicycles. The detectives are responsible for conducting follow-up and complex criminal investigations.

Generally speaking, the Village has relatively little crime. In 2004 only twenty-nine burglaries were reported. However, there were a number of thefts where cars are left unlocked. Traffic safety is the issue of greatest importance and is where most resources are devoted.

The Department's current station is sufficient, and has recently undergone a substantial remodeling to the lower level of the police facility to provide a locker and fitness room. The Village is not expecting to grow significantly and is capable of handling the current level of demand.

The Department does not anticipate any immediate need for additional officers or police cars, but would benefit from one or two additional administrative staff personnel.

Summary of Public Safety Action Items

The following is a list of the key "Action Items" (or recommendations) with respect to specific public safety improvements:

- Improve water pressure and flow from hydrants.

LIBRARY DISTRICT

The La Grange Park Library is a full-service facility constructed in 1989. It contains 21,000 square feet of space on three levels (i.e., 7,000 square feet per floor), with ample room for expansion.

The development of the library facility is based on a three-phase process: (1) completion of the lower and main levels for public services; (2) renovations and other improvements to allow operations to begin on the upper level (June 2005); and (3) a 5,300 square foot addition of the existing three-story library.

The first phase was completed when the facility opened in 1989. Phase II improvements were completed in 2005. With these improvements, the library now offers additional reading and study areas, including a quiet reading room. The children's library was also expanded, and there is now a bookshop run by Friends of the Library. Phase III has not yet been planned and likely will not be addressed within the next five years.

Library staff would like to provide six more service hours per week. Currently, the facility is closed on Monday and Thursday mornings.



La Grange Park Public Library

Staff reports there is a need for additional parking at the library, particularly when programs are held at the library and when recreational/sports events take place at the adjacent Memorial Park.

Summary of Library District Action Items

The following is a list of the key "Action Items" (or recommendations) with respect to specific Library District improvements.

- ❑ Develop plans for Phase III Improvements.
- ❑ Increase parking or encourage shared parking arrangements with neighboring uses.

PARKS AND RECREATION

The Community Park District maintains six parks in the Village and offers year round programs for people of all ages. These six park facilities include:

- *Memorial Park* (132 Oak): contains an amphitheatre, ball field, soccer field, playground, gazebo, shelter house, lighted in-line skating rinks, tennis courts, basketball courts and sand volleyball facilities.



Memorial Park

- *Robinhood Park* (30th and Sherwood): contains tennis courts, two ball fields, a picnic shelter and a playground.
- *Hanesworth Park* (26th and Barnsdale): contains two balls fields, a jogging path, a playground and swings. A Recreation Center was built and dedicated in 2006. The District houses all administrative functions within this facility and provides a comprehensive offering of programs. The facility also offers meeting and activity/event space available on a rental basis.
- *Beach-Oak Park* (Beach and Oak): contains a basketball court, a playground and a tot lot.
- *William G. Yena Park* (29th and Harrison): contains two picnic shelters, tennis courts, basketball courts, a playground, walkways, a sand volleyball facility, two ball fields and a tot lot.
- *Stone-Monroe Park* (Stone and Monroe): contains two ball fields, tennis courts, a basketball area, a playground and a picnic shelter.

Funding for the Community Park District is adequate and very stable and it appears the distribution of facilities is equitable. However, the amount of open land and park space is constrained and the District is continually seeking opportunities to increase facilities. Unfortunately, the potential for new acquisitions dwindles with each passing year since there is less and less land available for acquisition. Interest in expansion continues, although the District currently has no specific plans.

In addition to the facilities maintained by the Community Park District, Cook County maintains Forest Preserve lands that contain picnic areas and pedestrian/bicycle paths. One path connects to nearby Brookfield zoo, a regional destination. Additional recreation opportunities are available at the nonprofit Village Field Club located east of Forest Road and adjacent to the Forest Preserve.

Summary of Parks and Recreation Related Action Items

The following is a list of the key “Action Items” (or recommendations) with respect to specific park and recreation related improvements.

- ❑ Continue to seek opportunities to increase park space and facilities.
- ❑ Increase coordination between the Community Park District and other taxing bodies including the Village, the library and area school districts, in an effort to provide shared facilities.
- ❑ Evaluate need, benefit and funding requirements for a Phase II expansion (gymnasium) to the new Recreation Center.

- ❑ Expand Hanesworth Park if the space adjacent to the park becomes available.

BICYCLE/PEDESTRIAN TRAILS AND PATHS

An integrated trail and path system can be an important means for providing recreation and alternative transportation opportunities. The system can also help to establish links between key community facilities, such as parks and schools, within the residential areas of the Village.

The only trail that currently exists within the Village is the Salt Creek Trail, which follows Salt Creek through the Cook County Forest Preserve. As a part of the Northeastern Illinois Regional Greenways and Trails Plan, this trail will ultimately provide access to hundreds of miles of continuous trails throughout the region. Currently the Trail has a cumulative mileage of 6.6 miles and perhaps more importantly, provides a non-motorized link to the Brookfield Zoo.

Because the Village's land is already fully developed, there is little opportunity for additional off-street trails. However, on-street paths can also accomplish many of the functional roles of off-street paths, such as tying together key community facilities as well as providing links to broader transportation and recreation opportunities. The nature and physical design of on-street paths can differ considerably from one path to the next. The most common on-street bike path design is accomplished by simply designating a special bike lane through signage and pavement striping.

While the ultimate design of future bike paths within the Village will be subject to space and available funding, we recommend the following two major routes for study:

- *Harding Avenue; and*
- *Forest Road.*

Harding Avenue

The width and location of Harding Avenue make it the ideal east-west route south of 31st Street. With cooperation from Brookfield, this route could extend between the Salt Creek Trail to the west and Brookfield zoo to the east. To gain access to the Salt Creek Trail, this route should jog north along Brainard Avenue to link with the existing trailhead at Jackson Avenue.

Forest Road

To complete the network it is important to provide a north-south route. Forest Road is well poised for this route, as it would establish a linkage

between Memorial Park, Forest Road School, Robinhood Park, the Village Field Club, and the Forest Preserve.

Summary of Trail and Path Action Items

The following is a list of the key “Action Items” (or recommendations) with respect to specific trail and path improvements.

- ❑ Identify on-street bike routes, and improve roadways accordingly.
- ❑ Increase physical connections to the existing Salt Creek Trail.
- ❑ Explore additional opportunities for bicycle related facilities and amenities.

STREETSCAPE IMPROVEMENTS

IDOT approved streetscape and lighting improvements on 31st Street from La Grange to Kemman, which intersects diagonally with Grand Blvd. The length of this project is 0.654 miles.

The project included accessible sidewalk ramps, new concrete sidewalks, new driveway curb cuts, combination curb and gutter improvements, new decorative street lights, concrete pavers (mid-block and corners), street identity signs, landscaping accents and uplighting, minor gateway features, realignments of turning radii, directional signs, trash receptacles, park benches, bike racks, trees and tree grates, shrubs, perennials, and ornamental grasses.

The adequacy of sidewalks is a significant concern throughout the village, with respect to streetscape and pedestrian circulation. Currently 10% of the Village is without sidewalks. Many of the sidewalks that do exist are in need of repair, as many have been damaged from tree roots. Sidewalks are repaired based on priority of need as determined by Village staff. The cost of repair is between \$30-40 per square and residents must share this cost with the Village. Sidewalk disrepair is an ongoing safety and aesthetic concern.



Streetscape along La Grange Road

Summary of Streetscape Action Items

The following is a list of the key “Action Items” (or recommendations) with respect to specific streetscape improvements.

- ❑ Continue to replace aging sidewalks within the community.
- ❑ Continue tree planting and replacement within the public parkway.

Additional recommendations are provided in the Special Area Plans section of the Comprehensive Plan.

PUBLIC WORKS

The Public Works building is 60-70 years old and in poor condition. It is also not large enough to support operational needs. The Public Works Director is evaluating whether another site, or more efficient configuration on the present site would result in operational improvements. One of Cook County's Maintenance Facilities is located in the Village and may become available.

SEWERS

For the most part, the Village's storm water and sanitary sewer systems are combined. They were built in the early 1900's and supplemented in the 1940's. At the time they were built, the Army Corps of Engineers had little information available relating to existing conditions in the vicinity.

The Village experiences frequent flooding during heavy rainfall. This is due to the size of the sewer mains and the amount of runoff rainwater collected from street drains and downspouts from residential homes. The sewer system becomes inundated when the amount of rainfall exceeds one inch per hour. Beyond this threshold, sewage begins to back up through all the service pipes and connections to the sewer system. Once rain ends, the system drains itself relative quickly. The Village root control and removal and sewer lining programs keep sewers working to their fullest capacity.

A comprehensive sewer cleanup program is in place. Additionally, in 2006 the Village issued alternate revenue bonds for sewer improvements that will provide a degree of flooding relief in several areas of the Village. The \$5.8 million sewer improvements include the separation of sanitary and storm sewers north of 31st Street in an area where the sewers are currently combined. The project also includes the installation of a 54-inch relief sewer under Woodlawn Avenue from Nazareth Academy to Kensington Avenue. Both projects will help to alleviate the frequency of street and basement flooding after large rain events.

It is important to note that The Deep Tunnel has accomplished its purpose as regional sewage reservoir, but the Village's infrastructure limits adequate conveyance. Increasing the size of sewer infrastructure would remedy current flooding problems, but the cost (estimated at \$100 million) is prohibitive, particularly in a Village with very low local tax rates and a relatively low total equalized assessed valuation.

Summary of Sewer Related Action Items

The following is a list of the key “Action Items” (or recommendations) with respect to specific sewer related improvements.

- ❑ Continue collection system improvements related to local road program including sanitary sewer and catch basin replacement when needed.
- ❑ Continue to replace and repair sanitary sewer mains deemed necessary as a result of televising.
- ❑ Provide additional La Grange Park connection to the Metropolitan Water Reclamation District Deep Tunnel to reduce basement and street flooding.

WATER

Water supply is also a concern in the Village. The existing water tower is located next to the pumping station on Barnsdale (250,000 gal). Due to elevation issues and the need for more water pressure, a second water tower is needed on the west side of town.

The Village has reached the upper limits of its storage capacity. Should the Village lose water or should the population increase, a new water storage facility would be required immediately. Lake Michigan Water Allocation requires a minimum two-day water reserve. The Village just barely meets this requirement as it is.

Village of La Grange Park Water Supply Water Source: Lake Michigan	
	Gallons/Day
Storage Capacity	2,750,000
Treatment Capacity	0
Average Daily Demand	1,300,000
Peak Daily Demand	2,000,000
Excess Capacity	0

Source: Illinois Department of Commerce and Community Affairs

Summary of Water Related Action Items

The following is a list of the key “Action Items” (or recommendations) with respect to specific water related improvements.

- ❑ Continue distribution system improvements to the local road program, including water main replacement and hydrant replacement as needed.
- ❑ Provide a physical connection between the water systems of La Grange and La Grange Park to provide back-up water supply for both communities in the event of an interruption of supply.
- ❑ Identify a site and construct an additional elevated tank to increase water storage capacity and to provide additional pressure and fire flow advantages.
- ❑ Replace all manually read meters, and install radio-read meters to provide more accurate readings with reduced labor.



Existing Salt Creek Trail



Connections to Existing Trail

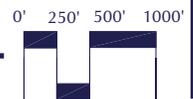
Village Limits



Potential Bike/Pedestrian Rail Crossing



Figure 3



RESIDENTIAL DESIGN GUIDELINES

The Village's residential neighborhoods contribute significantly to its character, identity, and high quality of life. The following design guidelines are intended to encourage preservation and enhancement of residential neighborhoods and to promote development that is consistent with adopted goals and objectives from the Village's Comprehensive Plan. They are also intended to promote the type of development the community expressed as desirable, based on the Visual Image Survey conducted on May 15, 2002.

The following design and development guidelines are advisory for permitted uses, but may also be used for those uses requiring discretionary review by the Village to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity and innovation on the part of developers and designers.

These guidelines do not constitute regulation. Rather, they are intended to supplement the Village's zoning regulations and/or serve as a foundation for potential amendments to the Village's Zoning Code. Persons proposing residential development in the Village are advised to consult these guidelines and incorporate them in development plans submitted for the Village's review.

SINGLE-FAMILY RESIDENTIAL

Purpose

These guidelines are not intended to dictate any particular architectural style or to stifle new types of development. Rather, the design guidelines are primarily intended to ensure quality infill development and quality redevelopment of existing single-family structures by encouraging those that the community has expressed as desirable and discouraging features or practices that the community has deemed undesirable. These design guidelines not only attempt to foster well-designed, livable, visually appealing neighborhoods; but also strive to preserve the established and well-regarded character of the community.

Historic Preservation

Diversity of Style

Since historic areas of the Village are among the most architecturally diverse, continuing to embrace style diversity is consistent with historic preservation. The neighborhood west of La Grange Road was developed earliest and includes many historic homes built in the earlier part of the 20th Century as well as some dating back to the late 1800's. On the other hand, the architectural style of the newer east side of

LaGrange Park differs greatly from the more historic west side. Much of the east side is post World War II and is less diverse.

The older areas west of La Grange Road are especially architecturally diverse. In these older areas, there are homes with large porches characteristic of a Victorian style. There are bungalow style homes, some brick, some stucco, some wooden. There are homes with the American Four Square look. There are colonials. And, there are other styles as well. Occasionally, more modern residences are interspersed with the old historic homes.

Decor on older homes ranges from the more ornate "gingerbread" look typical of the 1890's Victorian to the plainer look that grew more popular in the first part of the 20th century. Some of the more plainly styled historic homes may include features that make an architectural statement, for example, stained glass.

The diversity of style in La Grange Park contributes to the favorable ambiance of the community, making it appealing, architecturally rich, and visually interesting. Thus, these design guidelines intend to preserve the attractive, desirable nature of the community as well as the diversity of style that gives the village its unique, visually interesting character. Consequently, rebuilds, rehabs, and renovations should be permitted in a wide range of styles, as long as the style is not egregiously inconsistent with the community.

Diversity of Size

In the older, historic areas, not only the style, but also the size of homes is quite diverse. Larger, stately homes are occasionally interspersed among several much smaller, older houses. Although not as prevalent as those of lesser size, these very large residences are attractive and add to the charming character of the community. Therefore, to continue providing the kind of environment that LaGrange Park residents are already finding so attractive, it is important to not only preserve style diversity, but to preserve this existing size diversity as well. And, like style diversity, this diversity of size is an innate characteristic of the historic areas, so preserving it is consistent with historic preservation.

Consequently, rebuilds, rehabs, and renovations may be permitted in appropriate sizes larger than surrounding homes. This is especially the case in the older areas, where there is a historic precedent for size diversity. If a home is to be made much larger than neighboring structures, however, it must be done tastefully, in a style that is not egregiously inconsistent with the community.



A diversity of architectural styles is encouraged in historic areas, provided new styles are not egregiously inconsistent with the existing character of the community. For example, the sketches above and below represent different styles that complement one another.



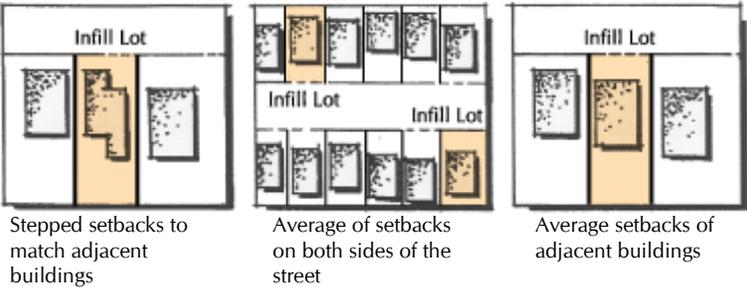
Guidelines - General

In defining whether a proposed design of a single family residence is compatible with the community, it is important to evaluate the overall design more than the specifics. A home's overall appearance may fit well, while one or some of its features differ markedly from what is nearby. If the home's overall appearance blends nicely with the community, a single distinguishing feature may no longer be a misfit, but instead may become a decorative item that makes an architectural statement. As such, this uniqueness of design adds to the character of the architecturally diverse LaGrange Park community.

However, to provide insight as to what the community feels is desirable and to create a minimum baseline for the kind of quality standards the community regards as acceptable, it is important to address some features and general practices the Village can use to assess the merits of a particular project. The following items have been provided to meet this end:

Building Setbacks

Single-family development in existing neighborhoods must be well integrated with existing dwelling units in the surrounding area. Site setbacks for infill or rebuilt units should generally fall within the range of existing setbacks on both sides of the street. In cases where averaging is applied, the new residence may be averaged in a stepping pattern between the front yards of the adjacent residence, or the new residence's entire frontage may be built on the average setback line.



Lot Coverage

In general, the lot coverage for residential rebuilds and new construction (including garages) should not exceed 30 percent of the lot.

Driveways

Traditional linear driveways are encouraged in the Village in blocks not provided with alleys. To preserve the pedestrian friendliness that exists in many of the Village's single-family neighborhoods and to minimize the amount of land devoted to parking, access and impervious surfaces, U-shaped, frontyard driveways should be discouraged.

Location of Parking

Parking should be placed to the rear of buildings where feasible. Alternatively, parking may be accessible from the front and located in the rear of the site, to the side, or in front, provided it is adequately setback from the principal entry:

Front Loaded Parking

Front loaded garages should conform to the following development guidelines:

- Upper level dormers are encouraged to de-emphasize the garage.
- Porches or façades should protrude at least five feet in front of garage doors.
- Garage openings, trims, and color should de-emphasize the visual impact of the garage in relation to the building as a whole.
- Garages should never be the dominant architectural feature of a front façade.



Front-Loaded House
(Front Elevation)

Side Loaded Parking

Side loaded garages with parking on the side should conform to the following development guidelines:

- Shared driveways may be permitted when two lots with parking located on the side are adjacent to one another.
- Windows, doors, and roof treatments of the garage facing the street should incorporate architectural detail expressive of a residence.
- Garages should never be the dominant architectural feature of a side façade.

Exterior Garage Wall

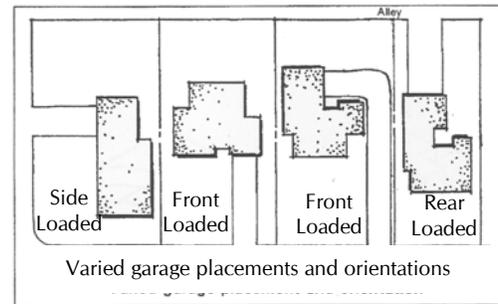


Side-Loaded House
(Front Elevation)

Rear Loaded Parking

Rear loaded garages should conform to the following development guideline:

- Detached garages located behind the principal structure but accessible from the street should be considered accessory structures and should be consistent with the architecture and design of the principal structure. Consistency of design includes use of the same or compatible siding, roofing, trim, and colors.

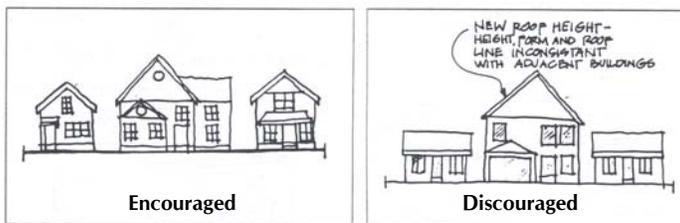


Materials

The choice and mix of materials on the facades of structures and garage doors is important in providing an attractive living environment. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials.

Building Height and Scale

Unlike the historic areas, newer neighborhoods may exhibit less size and style diversity. In these less diverse areas, greater effort may be required to make unusually large homes blend in with surrounding structures. In these cases it may be necessary to use architectural styles or techniques that help create the illusion that unusually large rebuilds, rehabs, and additions appear more compatible with the size of existing structures. One way to accomplish this is to articulate facades with reveals, setbacks to break down the visual scale of the structure. Another way is to articulate the roof such that roof lines step down to respect those of surrounding structures.



Roof Treatments

Generally, roof treatments should meet the following development criteria:

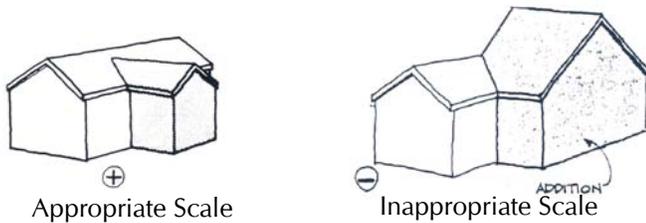
- Roof pitches should complement the building style of the principal structure and have design and scale that are complementary to the surrounding dwellings.
- Generally, roofs should have a pitch that is consistent with and supportive of local architectural styles.
- Roofs may have dormers, gables, or similar variations in roof planes in order to break up the roof mass.

- Individual roofs may include a variety of colors and materials, including tile, compositional, shake and shingle

Additions

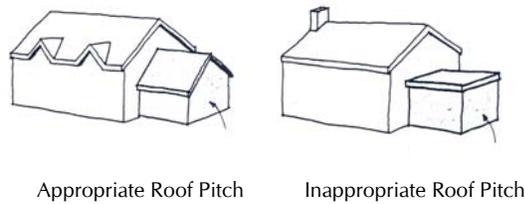
In planning an addition it is important to pay careful attention to the architectural style of the existing residence. In many cases, additions can dramatically change the appearance of the residence and, therefore, the character of the neighborhood. Examples of ways to guide the quality of additions throughout the Village include the following:

- Ensure that the scale and mass of the addition is in keeping with that of the original structure, and that when completed the redeveloped residence does not visually overwhelm neighboring structures.

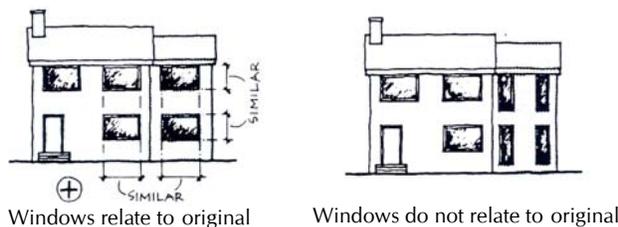


- Limit the location of additions to the side and rear of the structure, so as not to disrupt established setback of the building. In particular, the construction of garages should never project beyond the plane of the original façade.

- Ensure that the addition’s roof matches or complements the design of the original structure.



- Architectural elements such as windows should respect the prevailing geometry of the original structure. For instance, windows with a vertical orientation can be incompatible with those of a horizontal orientation.



- Ensure the materials used for the addition are harmonious with those of the original structure.

Corner Lots

Homes on corner lots face special circumstances. All sides with street frontages should be treated with the same quality of materials and similar architectural detailing as the front, and should be visually appealing like the front. Ways to create appealing side facades include adding a feature that makes an architectural statement, such as bay windows, and area of decorative brick, wrap around porches or other attractive features. It is unacceptable, for a corner home to use materials appropriate for less visible sides or for the rear, which do not match the front.



Wrap around porches are features that can help a home on a corner lot address both the front and side streets.

MULTIFAMILY RESIDENTIAL

Purpose

The design guidelines presented below are intended as a reference to assist developers in understanding the Village’s goals and objectives for high quality multi-family residential development and redevelopment. Future opportunities for new multi-family development in the Village are limited to the industrial corridor that runs along the west side of the IHBR tracks north of 31st Street, and mixed use developments along 31st Street and within the Village Center area.

Builders and developers are advised to first consult the Zoning Code to determine where multi-family development is currently allowed in the Village.

The multi-family design guidelines presented below include advisory guidance for multi-family developments in general, and for the following specific types of multi-family uses:

- Single-Family Attached and Townhouse Units;
- Apartment and Condominium Units; and
- Mixed-Use Development.

General Guidelines

The guidelines presented in this section apply to all the multi-family housing prototypes.

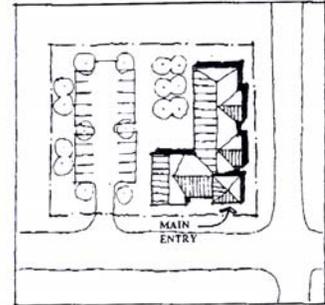
Pedestrian Entrances Visible from the Street

Pedestrian entries that are visible from the street make a development more approachable and encourage a sense of association among neighbors. The following guidelines are recommended:

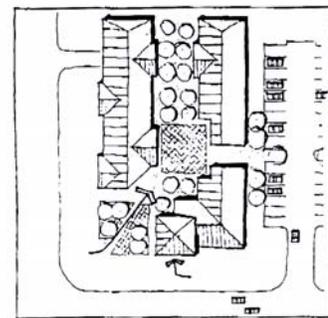
- Provide clear pedestrian entries to buildings from both the streets and the parking lots.
- Clear paths using building and landscaping elements can enhance building entries that are not on the street.

Respect for Adjacent Sites

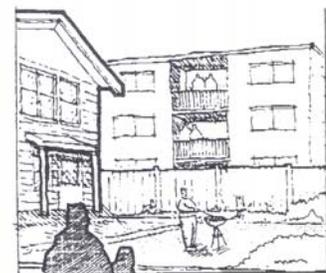
Buildings should respect adjacent properties by being situated on their lots to minimize disruption of privacy and outdoor activities of residents in adjacent buildings.



Provide clear entries off streets and not just from parking lots.



Clear paths using building and landscape elements can enhance building entries, which are not on the street.



AVOID THIS

Inappropriate siting of large buildings can reduce privacy of adjacent homes

One consideration is the view from upper stories of new buildings into adjacent houses or yards, especially in less intensive zones. This problem can be addressed using the following strategies:

- Reduce the number of windows and decks on the proposed building overlooking the neighbors.
- Step back the upper floors or increase the side or rear setback so that window areas are farther from the property line.
- Minimize windows with views of living spaces that might infringe on the privacy of adjacent residents.
- Stagger windows so they do not align with adjacent windows.

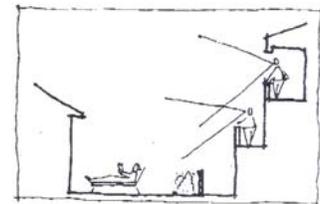


The apartment located the entry court adjacent to the neighboring residence and arranged interior spaces so the views into the neighboring properties were minimized

Open Space

Multi-family developments should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. The following site planning elements should be considered:

- Safe and efficient access to open space, whether public or private, for recreation and social activities. The design and orientation of these areas should take advantage of available sunlight and should be sheltered from the wind, noise, and traffic of adjacent streets.
- Common areas and courtyards conveniently accessible to the majority of units. Private open spaces, where provided, should be contiguous with the units they serve, with direct access from the unit and adequate screening from public view.
- Location and design of decks, balconies and upper level terraces.
- Gardens.

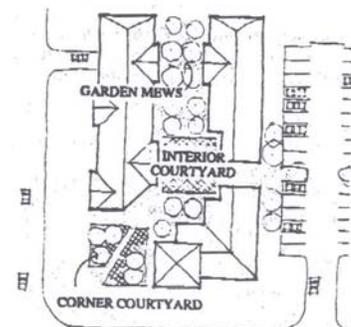


Reduce windows and decks overlooking neighboring residential property

Landscaping

Landscaping, including plant material, special pavement, trellises, screen walls, planters, site furniture and similar features should be incorporated into the design to enhance the development. Examples of ways to enhance design through landscaping include:

- Landscaping all areas not covered by structures, drives, parking or other hardscape features.
- Including a special feature such as a courtyard, garden or pool.
- Screening a building from view by its neighbors or an existing use from the new building.
- Providing a variety of plants, including trees, tall shrubs, grass, and groundcover. Trees can be used to provide shading and climatic cooling for nearby units and moderate prevailing winds.
- Screening parking lots by ensuring that each section of eight to 10 parking spaces is separated from additional spaces by a landscaped peninsula.



Well-organized outdoor spaces increased by the grouping and orientation of buildings and building elements

- Incorporate evergreens into landscape treatments to provide year-round screening.

Parking and Vehicle Access

Siting should minimize the impact of parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety. The following are some examples of ways to minimize the impacts of driveways and parking lots:

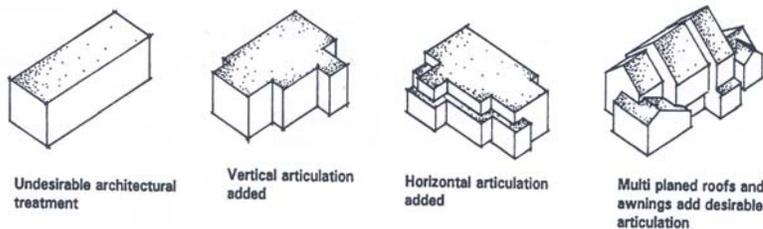
- Locate parking within the structure, if possible. If cost considerations prohibit parking within the structure, then surface parking should be dispersed in smaller parking courts located in the side or rear yards, away from the primary pedestrian street.
- Break large parking lots into smaller ones.
- Minimize the number of driveways and curb cuts.
- Share driveways with adjacent owners, when feasible.
- Locate parking in lower level or less visible portions of the site.
- Locate driveways so they are visually less dominant.
- Parking courts should be separated from each other by dwelling units or by landscaped buffers.

Controlling Parking Quantity

The amount of on-site parking should be sufficient to meet resident demand and prevent spillover parking impacts. Required parking should generally range between 1.25 and 2 parking spaces per unit depending on such factors as square footage of the unit and number of bedrooms.

Building Articulation

Long, unbroken facades and box-like forms should be avoided. Building facades should be broken up to give the appearance of a collection of smaller structures. To the extent possible, each of the units should be individually recognizable. This can be accomplished with the use of balconies, setbacks, projections and by the pattern and rhythm of windows and doors. Additionally, secondary hipped or gabled roofs covering the entire mass of a building are preferable to mansard roofs or segments of a pitched roof applied at the structure's edge.



Architectural Style

There is no particular architectural style promulgated for multi-family developments. The primary focus should be on the construction of high quality residential environments. In general, the design of multi-family developments should consider the compatibility with the surrounding neighborhood. Occasionally, such projects are developed adjacent to single-family neighborhoods and, where this occurs, measures should be taken to ensure that the height, bulk and scale of these higher density projects do not adversely impact single-family areas.



Articulated façade gives appearance of a collection of smaller structures

Materials

Materials selected for multi-family developments should be durable and of high quality, such as brick, and stone. Smooth faced concrete panels, or blocks, aluminum and vinyl siding are inappropriate materials for facades visible from the public right-of-way.

Height, Bulk, and Scale

New developments should be compatible with the scale of development anticipated in the Land Use Plan. Key strategies to mitigate the impacts of proposed development and to achieve an acceptable level of compatibility include:

- Articulating building facades vertically and horizontally in intervals that conform to existing structures or platting patterns.
- Increasing building setbacks at the ground level.
- Reducing the bulk of upper floors.
- Limiting the length of building facades
- Reducing the height of the structure.



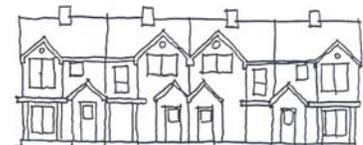
Façade modulation and pitched roof help reduce the apparent bulk of this building.

Mechanical and Utility Equipment

All mechanical equipment and utility meters, whether mounted on the roof or ground must be screened from view at the public right-of-way and neighboring properties. All screening devices are to be compatible with the architecture and color of the adjacent structures.

TOWNHOUSE DEVELOPMENT

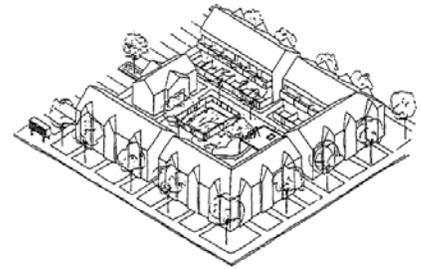
Townhouses are individual dwelling units sharing at least one common wall and attached to one or more dwelling units. Each townhouse occupies space from the ground to the roof and has direct access to private open space. No portion of a unit may occupy space above or below another unit, with the exception of townhouse units constructed over a common shared parking garage, provided the garage is located underground.



Typical townhouse development

Building Design

- Townhouses should be built close to the street setback line with front doors oriented towards the street and garage doors oriented to the rear or side of the home.
- Diversity in building scale and appearance is desired to avoid the repetitiveness and sterility created by large tract, production type developments.
- Integration of varied architectural styles and building materials is recommended to distinguish individual units.



Units should address the street and parking should be located on rear or side yards

Dwelling Unit Access

Primary access to individual dwelling units should be made through independent exterior doorways facing a public right-of-way or courtyard.

Roofline Treatments

Townhouse developments involving more than four units should consider varied roof forms, windows and dormers to create an attractive, well-proportioned development.



Diversity in building scale for individual units is desirable

APARTMENT & CONDOMINIUM STYLE

Apartment and condominium style developments are defined as those in which two or more dwelling units are attached and do not each occupy space from the ground to the roof. Typically, these are multi-story dwelling units accessed through shared interior entrances.

Building Design

Apartment style buildings should be well defined and have a desirable character compatible with and complementary to the architectural character and siting pattern of neighborhood buildings.

Entry Areas

Entry areas help orient visitors and residents alike by providing a gateway to the development. Entry areas should include amenities such as landscaping, recreational facilities and directories for the development.



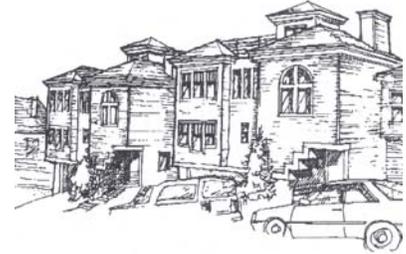
Typical apartment style development

Dwelling Unit Access

Primary access to all units should be provided through an internal hallway. The use of long, monotonous access balconies and corridors providing access to units should be avoided.

Site Planning

Apartment style developments (constructed at higher densities) tend to generate larger buildings, parking areas and reduce private open space. If not adequately designed, parking facilities can dominate the site. Open spaces may be relegated to leftover areas that do not relate well to the principal structures. Residential development surrounded by high walls, parking lots and rows of carports along public streets are examples of practices that should be avoided.



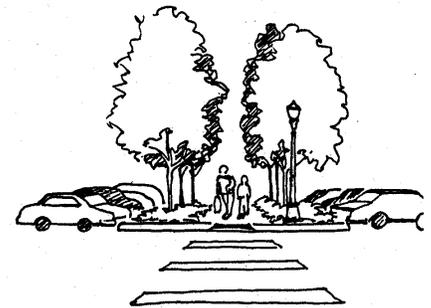
Appropriate mid-rise development

Low-rise Appearance

New apartments in the Village are encouraged to maintain a low-rise appearance by limiting development to three or four stories. Setback, lot coverage and floor area ratio requirements are additional tools the Village can apply to regulate density.

Pedestrian Access from Parking

Landscaping islands should, wherever possible, align with major building entrances to provide pedestrian access to the building entrance from a parking lot. Parking bulbs aligning with entrances should be at least two spaces wide and include a pathway and a vertical landscape or architectural element, such as a trellis.



Pedestrian Path in Parking Lot

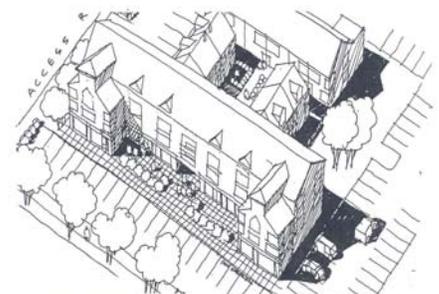
Accessory Structures

Accessory structures such as laundry facilities, recreation buildings and sale/lease offices should be consistent in architectural design and form with the rest of the complex.

MIXED USE

As applied to the Village of La Grange Park, a mixed-use development consists of a combination of residential and nonresidential use in the same structure or in separate structures on the same lot. Typically, these mixed-use developments have attached residential units located above street-level commercial uses.

Many of the guidelines mentioned in the previous section on apartments also apply to mixed-use developments. Additional guidelines specific to mixed-use developments include the following:



Mixed Use: Residential Over Commercial

Building Design

Mixed-use buildings fronting 31st Street or La Grange Road should have primary residential and commercial entrances oriented toward these streets.

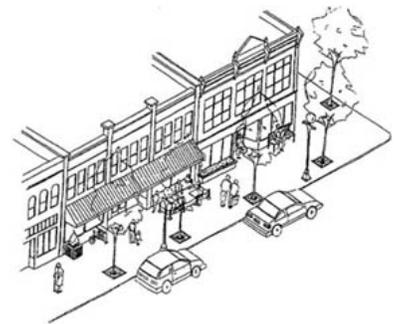
The nature of the street-level commercial uses should be emphasized by incorporating large windows, awnings and appropriate signage.

Street-level commercial uses should have a minimum floor-to-ceiling height of 13 feet to accommodate ventilation and related infrastructure that restaurants and other businesses often require.

Human Activity

Mixed-use development in the Village, which is likely to occur primarily along its two primary commercial streets, 31st Street and La Grange Road, would encourage increased human activity along these streets and support for existing and future businesses.

Wide sidewalks are encouraged in areas where mixed-use development is desired and anticipated. Sidewalk widths of at least 10 feet are desirable in such areas. Alternatively, recessed entries may be used to promote pedestrian movement and to help pedestrians avoid blind corners.



Mixed Use Development Should Encourage Activity at the Street

Setbacks

Street level commercial uses are encouraged to be built up to or close to the lot line (i.e., zero setback). When more than one story of residential development is provided above street-level commercial uses, the residential uses above are encouraged to be setback from the lot line and have a smaller percentage lot coverage. These upper level setbacks help break up the mass, bulk, and scale that sometimes accompany larger mixed-use developments.



Mixed-use developments should build up to the lot line