

# A VISION FOR LA GRANGE: THE 2005 COMPREHENSIVE PLAN

La Grange 2020 Task Force

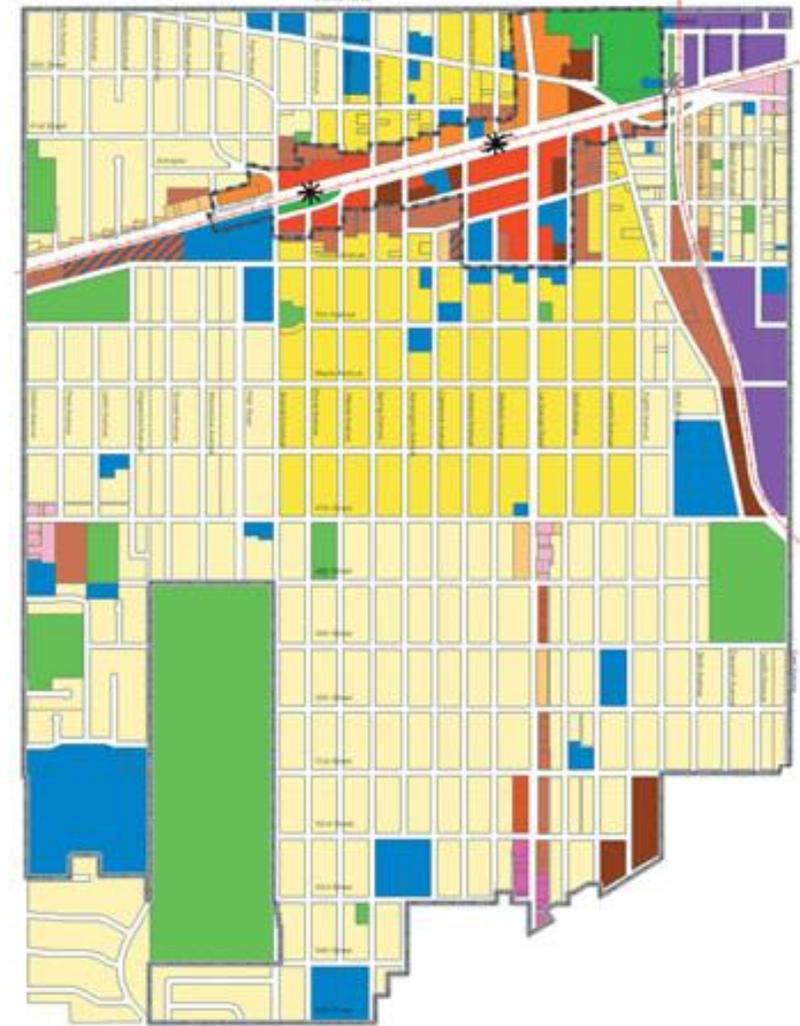
Session 2, October 16, 2013

# A VISION FOR LA GRANGE: THE 2005 COMPREHENSIVE PLAN

- Need for a Plan
- Planning Process
- Organization of the Plan
- Key Recommendations

# NEED FOR A PLAN

- Responsive to Community Needs
- Replaced plans:
  - 1970 Comprehensive Plan
  - 1986 Plan for Northeast La Grange
- Public Involvement
- Build upon Downtown success and expand to the West End



Comprehensive Plan  
Village of La Grange, Illinois  
January 2005

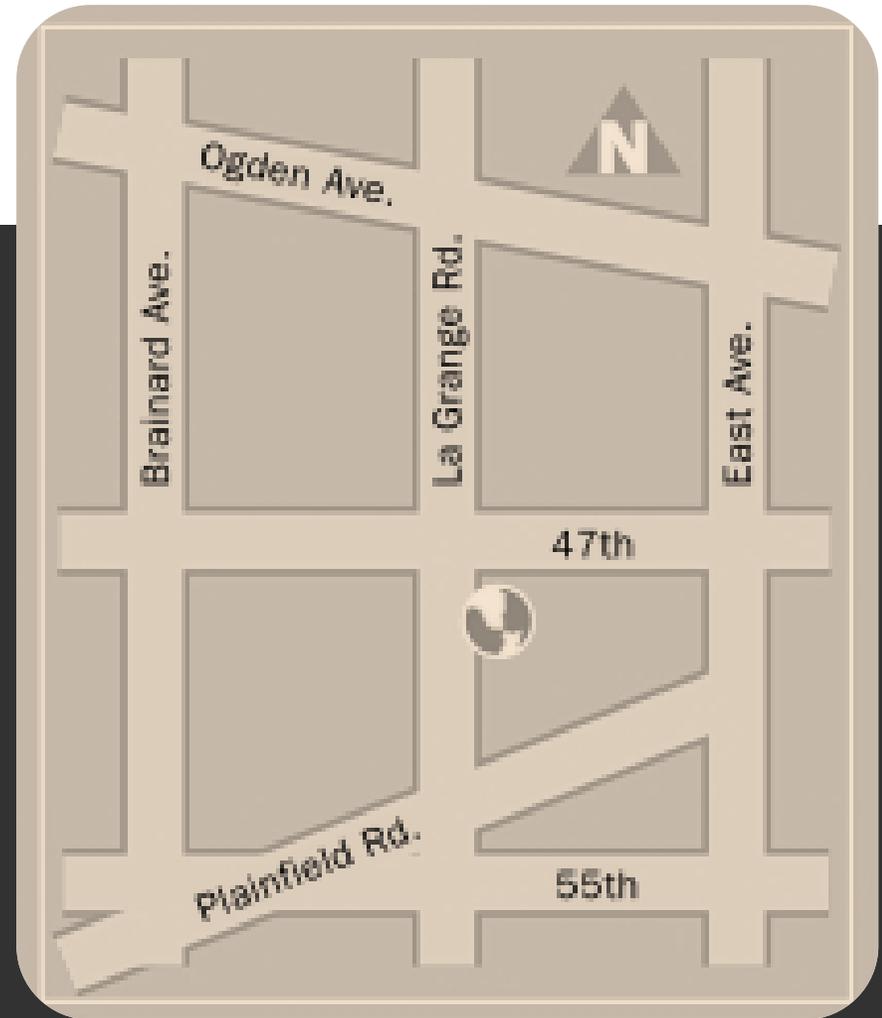


Figure 2, Long-Range Land Use Plan



# NEED FOR A PLAN

- Village's official policy guide or "road map" for 15-20 years
  - Land Use Conservation & Redevelopment
  - Transportation
  - Urban Design
  - Economic Development
- A guide for officials, staff and citizens
  - Review of development proposals
  - Coordination with regional partners
  - Consideration of Village Code amendments



# PLANNING PROCESS

- Series of Community workshops
- Hosted Focus Groups & Community Forum
- *Visual Preference Survey*
- Input – emails, telephone calls, letters, etc.
- Open House to introduce Draft Plan
- Plan Commission Public Hearings
- Village Board Approval



# WORK PAPERS

- Memo #1: *Conditions Inventory, Public Input and Issues and Opportunities Summary* (December 2003)
  - Physical Context
  - Pre-existing planning policies
  - Current planning programs and tools
  - Summary of early public input
- Memo #2: *Preliminary Community-Wide and BNSF Railroad Corridor Concept Plans* (March 2004)
  - Transit Supportive Development Principles and Precedents
  - Preliminary Goals and Objectives
  - Community-Wide Land Use Concept
  - Alternative BNSF Corridor Concepts

# WORK PAPERS

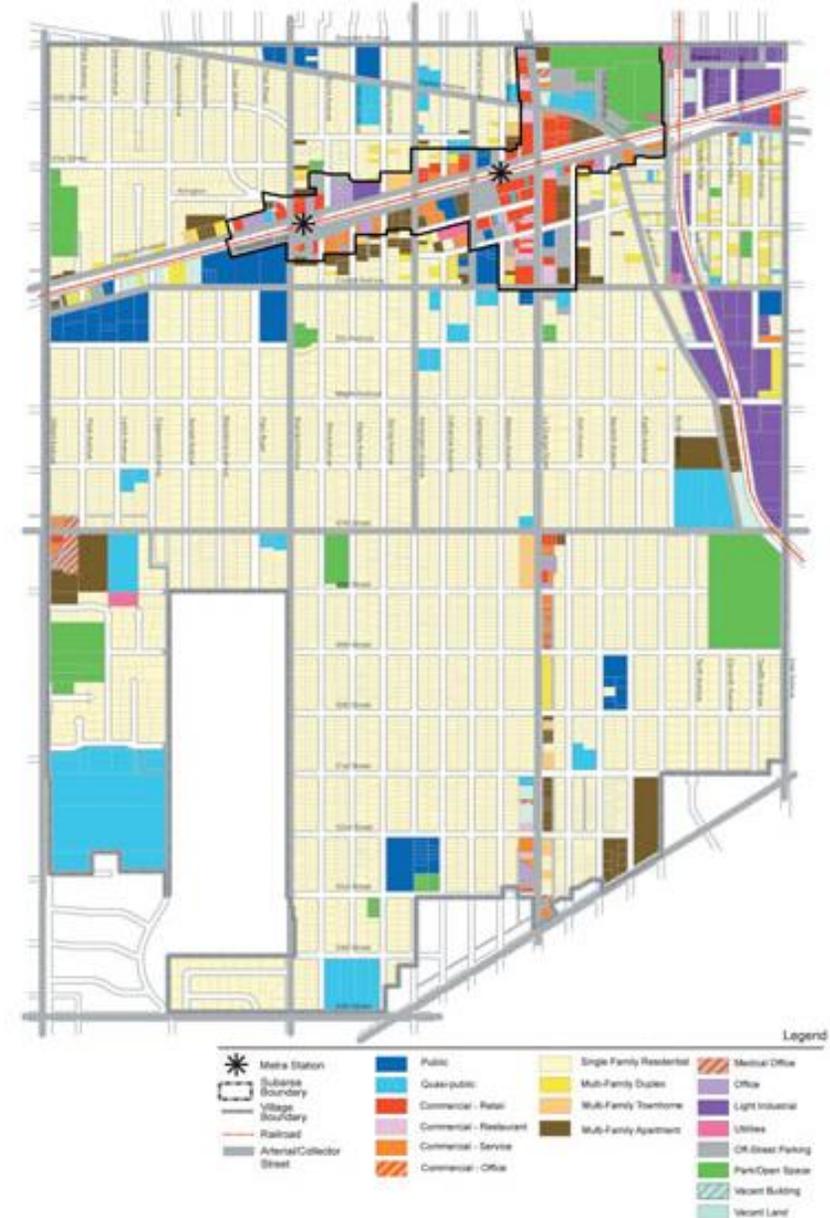
- Market Assessments (Goodman Williams Group, March 2004)
  - Overview of commercial, residential, industrial markets
  - Summary of estimated demand for redevelopment (10 years)

# ORGANIZATION OF THE PLAN

- Vision, Goals and Objectives
- Land Use Plan
- Mobility Plan
- Community Facilities Plan
- Economic Development Plan
- BNSF Railroad Corridor Subarea Plan
- Implementation

# EXISTING LAND USE

- Mature, low density residential community
- Well organized and stable
- Existing pattern of land uses is strong influence on future development patterns



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Figure 1, Existing Land Use



# LONG-RANGE LAND USE

- Strives to promote compatible arrangement of uses
- Emphasizes conservation in most areas
- Considers & reflects market analysis



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Figure 2, Long-Range Land Use Plan

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# LONG-RANGE LAND USE

- Areas for Special Consideration



1407 W. Cossitt

- Cossitt Avenue west of LTHS
- Corner of Ogden & East Avenues
- Residential neighborhood east of IHB Railroad
- Properties between Bluff Avenue and IHB Railroad
- South La Grange Road between 48<sup>th</sup> and 52<sup>nd</sup>
- Corner of 47<sup>th</sup> and Gilbert

# LONG-RANGE LAND USE

New Uses for Historic Facilities?



# MOBILITY PLAN

- Monitor need for roadway improvements
- Improve bike and pedestrian systems
- Community-wide wayfinding



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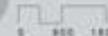


Figure 3, Mobility Plan



# COMMUNITY FACILITIES PLAN

- Host to range of high quality community facilities and services
- Sustain & enhance these services
- Includes municipal facilities, schools, parks, religious institutions, hospital, Historical Society



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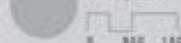


Figure 4. Community Facilities Plan

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# ECONOMIC DEVELOPMENT PLAN

*Ahhh!*  
*La Grange*

- Post TIF – Considered Alternative Mechanisms for Economic Development
- Appropriate & Complementary Opportunities
  - Retail, restaurant/entertainment, service, office, industrial, residential
- Coordinate with partner organizations
- Arts & Cultural Venues
- Marketing “theme”
- Public investment strategies

# BNSF RAILROAD CORRIDOR PLAN

Unique “Community” Environment

Focused “Subarea” Policies

Public/Private Partnership Potential

# BNSF RAILROAD CORRIDOR – SUBAREA BOUNDARY

- BNSF Corridor just under one mile in length
- Considered too far to walk for shopping or commuting from station to station
- General planning standard – walking distance is  $\frac{1}{4}$  mile



# BNSF RAILROAD CORRIDOR – “TOD” POTENTIAL

- Design
  - Multi-modal
  - Common parking facilities
- Diversity
  - Mixed uses, including public facilities
- Density
  - Higher densities, balanced with open spaces



# BNSF RAILROAD CORRIDOR – EXISTING LAND USE

- Strongest retail concentration in CBD
- West End is mix of commercial & service uses
- Several key community facilities



Figure - 5, BNSF Railroad Corridor Existing Land Use

# BNSF RAILROAD CORRIDOR – LAND USE FRAMEWORK

- Focus on West End
- Public Uses and Open Spaces
- Diversify Retail Mix



# BNSF RAILROAD CORRIDOR – MOBILITY FRAMEWORK

- Emphasis on needs of pedestrians and cyclists
- Provide sufficient off-street parking
- Minimize traffic and circulation impacts of new development



# BNSF RAILROAD CORRIDOR – URBAN DESIGN FRAMEWORK

- Expand streetscape palette into all areas of Corridor
- Improve open space at Stone Avenue Station
- Establish gateway treatments



# IMPLEMENTATION

- Administrative Actions
  - Zoning Code Update
  - Economic Development
- Funding Source Options
- Review and Update



# THE FUTURE OF LA GRANGE - A SHARED VISION

*"Over the next twenty years, La Grange will remain a community of diverse housing, strong community services, and a reputation for civic involvement and volunteerism. Downtown La Grange remains strong, and revitalization of the West End will unify the entire BNSF Railroad Corridor...We have invested in and safeguarded our quality education, recreation, open space, and municipal service systems – all of which are important to our family-oriented community."*

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