



South La Grange Road.

Corridor Plan

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Chicago Metropolitan
Agency for Planning

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Introduction.

Project overview

The South La Grange Road Corridor Plan was created through a collaborative process that engaged residents, businesses, Village staff, and others who care about the vitality of this important corridor and the La Grange community. Research, data collection, and community engagement shaped the planning process in this corridor plan.

The plan is a policy document and is not legally binding. It will serve as a framework for elected officials, Village staff, and community members to make informed decisions regarding land use, transportation, economic development, and other infrastructure improvements along South La Grange Road in La Grange. The plan is flexible and should be adapted as conditions change.

ON TO 2050, the regional comprehensive plan for northeastern Illinois, serves as a blueprint for the region's 7 counties and 284 municipalities on how to accommodate growth and prepare for future conditions. The South La Grange Road Corridor Plan advances ON TO 2050 principles by addressing transportation, infrastructure, housing, and economic development in a coordinated way.

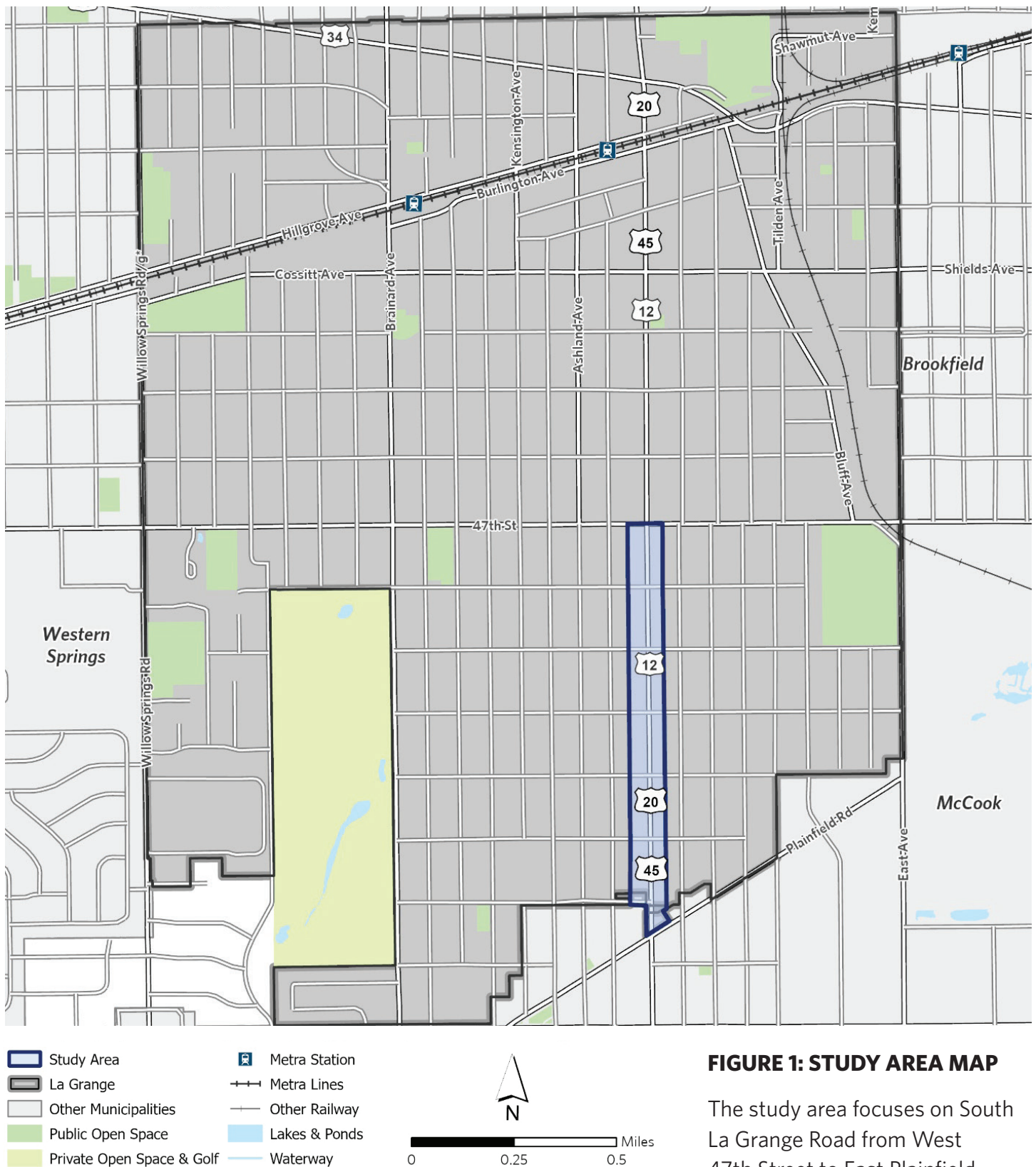


FIGURE 1: STUDY AREA MAP

The study area focuses on South La Grange Road from West 47th Street to East Plainfield Road within the Village of La Grange.

Why the South La Grange Road Corridor needs a corridor plan.





South La Grange Road is a regional and local arterial road that provides mobility and supports a range of economic, transportation, and community activities. It carries substantial vehicular traffic volumes, which provides visibility for commercial properties but contributes to inhospitable conditions for pedestrians. Competition from neighboring commercial districts, persistent vacancies, limited accessibility to downtown La Grange, a car-oriented layout, and lack of consistent community character remain challenges for the corridor. While the Village is working to strengthen the corridor, these issues continue to shape how residents, businesses, and visitors experience South La Grange Road.

Safety and accessibility are critical along South La Grange Road, a busy regional thoroughfare with safety concerns affecting drivers, pedestrians, people using mobility devices, and bicyclists. Pace Route 330 provides transit access, but walkability improvements are needed to create a more pedestrian-friendly environment. Currently, many residents do not feel the corridor is suitable for walking and leisure, and stakeholders have called for a more visually appealing corridor with placemaking elements such as planters, greenery, and public art.

Stormwater infrastructure is another priority for La Grange, especially given the increase in high-intensity rain events in recent years. Building on the Village's recent flood mitigation efforts, there are opportunities to enhance green infrastructure, guide development, and educate property owners on stormwater management as part of a cohesive vision of this key corridor.

Project goals

The South La Grange Road Corridor Plan intends to:

- Build on subarea goals identified in the 2024 La Grange Forward Comprehensive Plan.
- Create a cohesive vision for the corridor that complements the character of adjacent neighborhoods.
- Identify strategies to improve safe access and mobility for pedestrians and bicyclists crossing South La Grange Road and traveling along the corridor.
- Ensure new development and property improvements facilitate a variety of housing choices and add value to retail, restaurant, and office uses on the corridor.

Planning process and timeline

The project kicked off in spring 2025. After establishing project expectations, the project team conducted a site visit to evaluate existing corridor conditions. The team then prepared an existing conditions report that included demographic and preliminary market analyses; the report was published in summer 2025. Next, a full market study was prepared and published in January 2026. The following pages summarize key findings from both reports.

Community engagement

Community engagement was an essential part of the planning process during the development of the corridor plan. The CMAP team engaged the La Grange community in several ways throughout the project, including: pop-up engagement at the La Grange Farmers Market; one-on-one interviews with five property owners, businesses, and institutional uses along and near the corridor; a community open house at the 7th Avenue School attended by roughly 50 residents; an online community survey with 593 participants; and public comment periods at steering committee meetings. Community input played a critical role in informing the recommendations and strategies defined in the corridor plan.

The draft plan was made available online for public comment through May 2026, prior to presentation of the plan for final steering committee review and recommendation to the Village Board.

Plan implementation

Implementation of the recommendations in the South La Grange Corridor Plan will be coordinated with other active Village initiatives, particularly the efforts listed below. Coordination will be critical to laying the foundation to advance the recommendations in the corridor plan.

Implementation of the 2024 La Grange Forward Comprehensive Plan



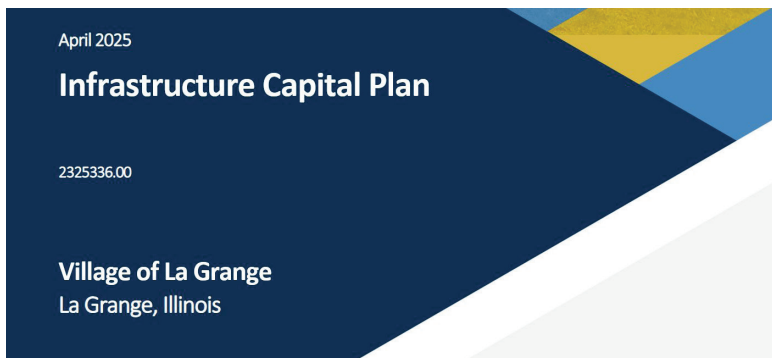
Adopted in 2024, the La Grange Forward Comprehensive Plan serves as the community blueprint guiding Village-wide decisions regarding land use, transportation, economic development, housing, and other topics that affect quality of life in La Grange. As the South La Grange Road Corridor Plan was one of the key

subareas identified in the comprehensive plan, coordinating implementation of the recommendations from both plans will provide mutual benefits.

Update to the La Grange Zoning Code

Some of the recommendations in this plan will have bearing on the Village's Zoning Code, including zoning standards that influence corridor development and site improvements. The Village will codify the design guidelines defined in this plan, which will provide more legal backing for design standards that enhance the corridor's character. Since the Village will begin updating its Zoning Code later in 2026, that effort serves as an opportunity to align zoning regulations with the corridor plan recommendations.

Ongoing Village-wide infrastructure capital improvement projects



The infrastructure recommendations in this plan are meant to identify improvements that aid stormwater management and enhance the character of the corridor, complementing full-scale capital improvement projects that the Village will pursue for specific neighborhoods and sites. This approach recognizes the importance of addressing infrastructure needs at the corridor level while allowing Village-wide

infrastructure capital improvements to be studied and implemented in due course.



South La Grange Road Corridor today.

Two key studies were conducted to understand the corridor's existing conditions, each providing unique insights about South La Grange Road as it is today and helping to inform key themes for the plan. To read the analyses, see the appendix.

Existing conditions report: Provides an overview of existing conditions in La Grange and around South La Grange Road and summarizes key factors influencing the corridor.

Market study: Evaluates the corridor's market data including profiles of income and employment demographics, commercial, housing, and other factors. The study offers insight into the potential market opportunities to guide future development, improvements, and business attraction to the South La Grange Road Corridor.

Existing conditions report key highlights

Community and land use

- The corridor features a blend of single-family homes, multifamily housing, and commercial properties.
- The comprehensive plan casts a vision for changes along the corridor while remaining flexible on land uses.
- Land use patterns reflect a traditional suburban character, with opportunities for infill and context-sensitive redevelopment.

Economic and real estate trends

- The corridor contains 78 businesses and 418 jobs, with services and retail comprising much of the business mix.
- Retail vacancies, at 6 percent, are higher than the Village-wide rate of 2.5 percent, signaling a need for targeted reinvestment.
- The corridor accounts for approximately 11 percent of La Grange's retail square footage and 13 percent of its office inventory.

Transportation and mobility

- South La Grange Road is a state-maintained arterial with high traffic volumes — approximately 24,400 vehicles per day — numerous access points, and limited pedestrian crossing options.
- The corridor is served by Pace Route 330, which connects to key regional transit nodes.
- While sidewalks are present, pedestrian safety is compromised by infrequent crosswalks, high vehicle speeds, and long distances between signalized intersections.

Market study key highlights

As part of the South La Grange Road Corridor Plan, CMAP conducted a [market study](#). The market study evaluated the corridor's market conditions relating to income, employment, commercial land use, housing, and other factors that offer insight into potential opportunities for future development, improvements, and business attraction along the corridor.

As shown in the market areas map in Figure 2, the market study was based on data comparing the South La Grange Road Corridor to three market areas:

- **Core market area:** Market shed within a 5-minute drive of the corridor, covering most of La Grange with substantial overlap into neighboring Countryside and McCook, and slight overlap into neighboring Western Springs, La Grange Park, and Brookfield. This core market typically attracts local consumers seeking goods, services, and restaurants because of its proximity.
- **Primary market area:** Market shed within a 10-minute drive, expanding market attraction with greater coverage into neighboring La Grange Park, Brookfield, McCook, Countryside, Indian Head Park, and Western Springs.
- **Secondary market area:** Market shed within a 15-minute drive, attracting consumers from the larger region while also competing with other commercial areas in the municipalities listed above and reaching as far as Westchester to the north, to the east, Hickory Hills to the south, and Westmont to the west.

It is important to note that the core market area includes two other major commercial districts, which influence opportunities for future development and business attraction in the South La Grange Road Corridor.

- **Downtown La Grange:** Located to the north, this is the Village's central business district, offering historic charm and a mix of shops, restaurants, offices, housing, and other uses around the Metra station in a walkable mixed-use environment.
- **U.S. Route 45 Corridor:** Located mostly in Countryside, farther south of the South La Grange corridor, this commercial district is a quintessential suburban commercial corridor with a range of retail strip centers, big box retailers, fast food and quick service restaurants, auto dealers, and other national businesses.

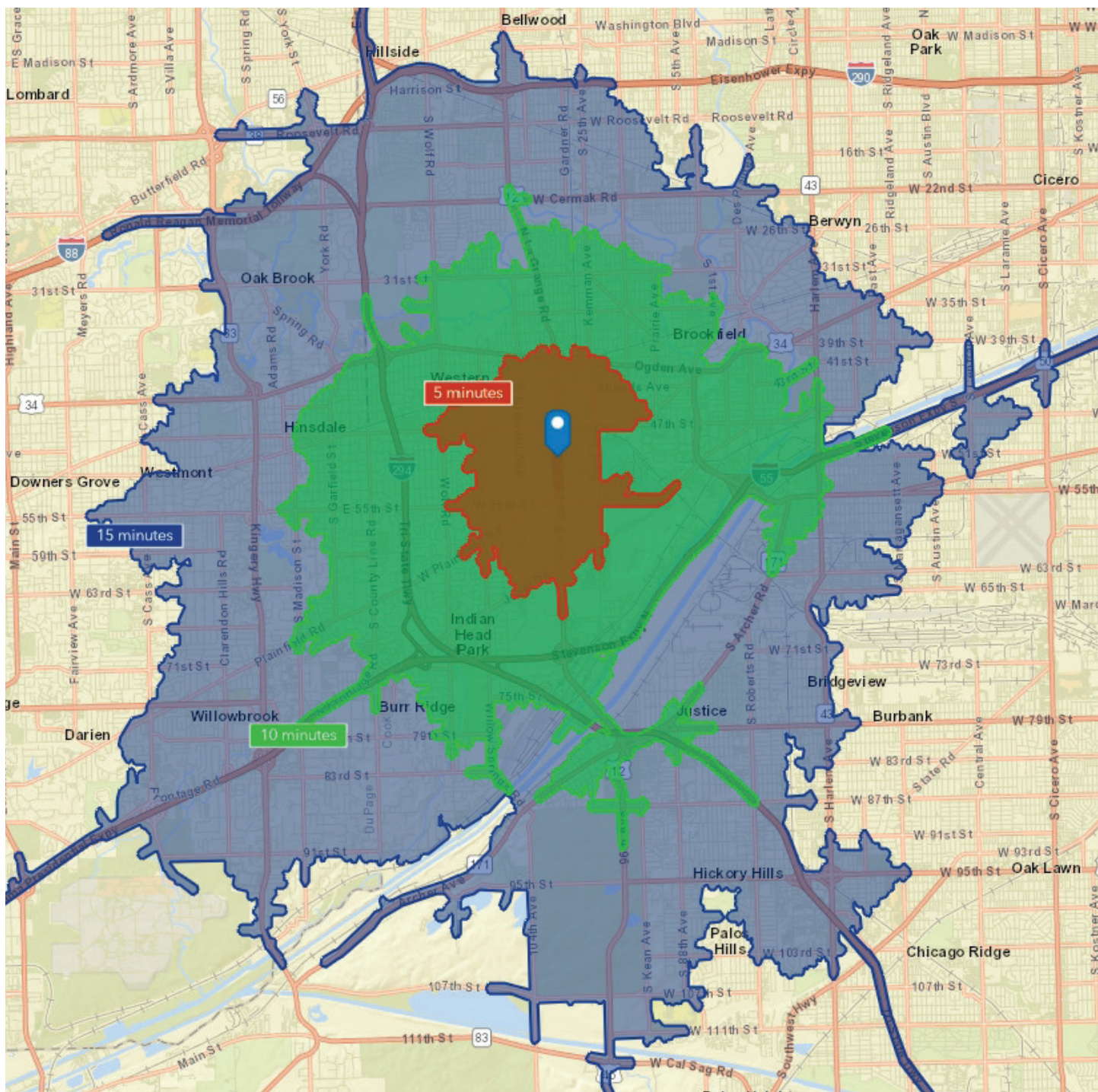


FIGURE 2: MARKET AREAS MAP

Drive time: 5, 10 and 15 minutes radii.

Market study key takeaways

The key takeaways provide a foundation upon which to build recommendations to improve the corridor. Overall, the market study underscores the following:

- Income levels in the area generate the disposable income needed to support existing and new businesses that could be attracted to the corridor.
- Underutilized spaces provide opportunities to accommodate new shops, restaurants, or offices if they meet market expectations for modern spaces and amenities.
- Rising commercial rents may suggest demand for available retail or office space.
- An older housing stock with a relatively higher vacancy rate could be strengthened with diverse housing options that meet the needs of different age groups and life stages, such as older adults and empty nesters looking to downsize, young adults and families seeking affordable starter homes, and seniors pursuing options to age in place.
- A safer pedestrian environment could help boost support of corridor businesses and services.

Income and employment takeaways

- The corridor has considerably higher median income and median disposable income levels than the three market areas.
- Per capita income along the corridor is more in line with the 10-minute market area but less than the 5-minute market area.
- Corridor households are less likely to have incomes under \$50,000 and more likely to have incomes of \$100,000 or more than households in the three market areas.
- Corridor households spend less of their income on mortgages, contributing in part to higher disposable income.

Employment takeaways

- A vast majority (86 percent) of the jobs along the corridor are white collar, which is almost 10 percentage points higher than the three market areas.
- Jobs in the food services and accommodation sector are noticeably lacking along the corridor compared to the other market areas.
- The corridor labor force has a solid mix of workers who are relatively early in their careers, with a 65 percent labor participation rate for those under 25, and experienced workers — 41 percent rate for those 65 and older.

Commercial profile takeaways

- Historically, commercial development peaked between 1950 and 1970, with about 91,195 square feet, or 71 percent, of all commercial buildings developed, consisting mostly of commercial and retail service space.

- Average office rent has increased since 2018, and the market for office space has little availability for new or expanding businesses along the corridor.
- The corridor is defined by its retail and professional services businesses but is limited in other services compared to the three market areas.

Retail market profile takeaways

- While retail vacancy rates recently increased from 4.5 percent to 6 percent, increasing rent per square foot, from \$15.00 to \$17.96 between 2019 and 2024, may suggest there is demand for the remaining retail space despite an increase in vacancy.
- The retail vacancy rate above 5 percent, combined with increasing rent, could be due to issues with specific empty spaces, property conditions, or underperforming retail units.
- The five-year projected spending growth along the corridor is considerably low compared to the other submarket areas.

Housing profile takeaways

- About 7.2 percent of housing units are considered vacant, which is higher than vacancy rates throughout the three market areas.
- Renters are significantly more likely to be cost burdened, which is a common trend but is notable in La Grange given the area's high-income levels.
- There is potential to add housing options for different age groups and life stages, including first-time homebuyers, young adults, and older adults.
- An enhanced housing stock could also boost support for corridor businesses and attract more reinvestment along the corridor.

Other takeaways

- The daily traffic counts along South La Grange Road are attractive to certain prospective businesses and developers, but the two main cross streets, 47th Street and Plainfield Road, have low traffic counts.
- The lack of safe, comfortable crossings on South La Grange Road has a noticeable impact on pedestrian access.



Key recommendations.

Safety and accessibility.

Goal: Improve South La Grange Road's street infrastructure to increase pedestrian safety, improve neighborhood connectivity, boost pedestrian access to businesses and local destinations, and enhance residents' quality of life.

Background: The corridor contains a mix of uses, including residential and commercial. There are also many key destinations in and around the corridor, including three schools and Sedgwick Park. While sidewalks are present along the corridor, pedestrian safety is compromised by infrequent crosswalks, high vehicle speeds, and long distances between signalized intersections. Parents also shared that they do not let their children cross La Grange Road. Residents explained that they like to walk in the Village, but *they do not attempt to cross La Grange Road for safety concerns.*

Safety and accessibility improvements can address local resident concerns about pedestrian safety while maintaining vehicle access on this important state route. The proposed strategies seek to increase pedestrian safety while not creating more traffic congestion along the corridor. Safety infrastructure and traffic calming interventions should be provided within the existing dimensions of the South La Grange Road right-of-way with no need to expand the right-of-way width. These strategies draw upon the Safe Systems Approach, which is adopted by the U.S. Department of Transportation and is aimed at reducing reduce traffic fatalities. The Safe Systems Approach creates multiple, reinforcing layers of protection to 1) prevent crashes from happening and 2) reduce the harm if a crash does occur.

Recommendation 1

Modify safety infrastructure at intersections.

From 2018 to 2022, there were more than 200 vehicle crashes in the study area. Most occurred at or near intersections. There are only two signalized intersections along the corridor, one at 47th Street and the other at Plainfield Road. There is only one crosswalk across South La Grange Road within the corridor.

Signalized intersections help improve traffic safety by creating timed, controlled conditions for pedestrians to cross the street. Public survey results indicated that residents believe a fully signalized intersection would be the safest and most effective way for pedestrians to cross South La Grange Road. Curb extensions and chicanes narrow the right-of-way to reduce driver speeds. Curb extensions can also reduce the crossing distances for pedestrians. This creates a safer environment for all road users. This recommendation reflects the La Grange Forward Comprehensive Plan goal to work with IDOT to implement safe crossing infrastructure on South La Grange Road.

Strategy 1.1

Coordinate with IDOT to conduct a feasibility study on, develop construction plans for, and implement the addition of a new, fully signalized intersection at South La Grange Road and 51st Street to stop vehicle traffic for pedestrians crossing the road. Traffic signal timing along the corridor should be coordinated to minimize congestion while allowing regular intervals for pedestrian crossings.

Strategy 1.2

Coordinate with IDOT to conduct demonstration projects for curb extensions along South La Grange Road at the 48th Street and 49th Street intersections to assess their effectiveness and potential for permanent construction. Curb extension demonstration projects would be most appropriate on the east side of South La Grange Road where on-street parking is currently provided to minimize impacts on the existing roadway geometry. Curb extensions may also be explored on side streets like 48th Street and 49th Street.



Recommendation 2

Coordinate with IDOT to reduce speeding on and around South La Grange Road.

The posted speed limit along the corridor is largely 35 miles per hour. There is also a 20 mile-per-hour school zone on the south end of the corridor. Community feedback repeatedly identified speeding as a major concern. Crash data analysis indicates that 23 percent of crashes in the study area from 2018 to 2022 were the result of speeding.

Traffic calming and slower speeds create a safer and more pleasant environment along the corridor, especially for pedestrians. Importantly, lowering vehicle speeds improves safety outcomes if a crash occurs and can lead to lower fatality outcomes.. Multiple tools can be employed, sometimes simultaneously, to help create a safer traffic environment. If an adult pedestrian is struck by a car traveling 40 mph, the chance of a pedestrian fatality is 85 percent. That risk drops to 45 percent if a vehicle is traveling at 30 mph, and it drops to 5 percent at 20 mph. Dynamic speed feedback signs can remind drivers to slow down.

Strategy 2.1

Conduct a traffic speed study on South La Grange Road to generate roadway safety data to lobby IDOT to lower the speed limit from 35 miles per hour to 25 miles per hour.

Strategy 2.2

Coordinate with IDOT to evaluate implementation of additional traffic calming interventions as appropriate, such as dynamic speed feedback signs and greater speed limit enforcement.

Strategy 2.3

Coordinate with IDOT to construct raised medians as appropriate along the corridor to calm traffic. Raised medians should be properly maintained to ensure adequate visibility for drivers. In addition, raised medians should be provided within the existing dimensions of the South La Grange Road right-of-way to avoid any reduction of parkway space or on-street parking.

Recommendation 3

Collaborate with and engage the community to build a culture of safety for both drivers and pedestrians.

As traffic calming and speed reduction interventions are evaluated and eventually put into place — whether as temporary demonstration projects or permanent fixtures — public education and collaboration will be needed to ensure drivers, pedestrians, and community members understand the nature of these interventions, the rationale for their implementation, and the anticipated outcomes for a safer, more accessible corridor for all users.

Strategy 3.1

Form a Safe Routes to School program and apply [to IDOT's program grant](#). Safe Routes to School is a national movement that aims to make it safe for children to walk, bike, and ride to school. Local Safe Routes to School programs bring together parents, school administrators, students, law enforcement, and others to identify issues and create an action plan.

Strategy 3.2

Build on existing Village outreach and education campaigns to stress the importance of safe driving, particularly promoting this information in Village and school district programs and communications.

Strategy 3.3

Work with School Districts 105 and 204 to organize Bike and Roll to School Days and family-led bike bus routes to build community support.

Implementation matrix: Safety and accessibility

RECOMMENDATION 1		
	FUNDING SOURCES	RESOURCES
Strategy 1.1	Surface Transportation Program Federal Funding Program	IDOT District 1
Timeline: Medium-term		
Strategy 1.2	Safe Streets and Roads for All grant programs - Infrastructure Application - Non-Infrastructure Application	NACTO curb extensions
Timeline: Medium-term		
RECOMMENDATION 2		
Strategy 2.1	Surface Transportation Program Federal Funding Program	IDOT District 1
Timeline: Medium-term		
Strategy 2.2	Surface Transportation Program Federal Funding Program	CMAP Speed Management report IDOT District 1
Timeline: Medium-term		
Strategy 2.3	Surface Transportation Program Federal Funding Program	IDOT District 1
Timeline: Medium-term		

RECOMMENDATION 3

Strategy 3.1	IDOT's Safe Routes to School grant program Illinois Traffic Safety Grants (Non-Enforcement Category)	Safe Routes Partnership National Center for Safe Routes to School
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Timeline: Medium-term

Strategy 3.2	IDOT's Safe Routes to School grant program Illinois Traffic Safety Grants (Non-Enforcement Category)	SRTS communications toolkit IDOT "It's Not a Game" partner toolkit Batavia "Please Drive Carefully" sign
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Timeline: Medium-term

Strategy 3.3		Chicago Family Biking bike bus training video and resources Berwyn and Glencoe school travel plans
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Timeline: Short-term

Corridor vitality.

Goal: Support market-driven development that builds upon corridor assets, enhances the business environment, expands the local housing stock, activates underutilized properties, and strengthens the corridor's ability to adapt to changing economic conditions.

Background: Boosting corridor vitality can take different forms, including redeveloping certain sites, modernizing aging structures, or other property improvements that enable existing businesses to thrive and new businesses to find a new home along the corridor. Revitalizing underutilized spaces and supporting a diverse mix of housing will help ensure that the corridor is resilient to changing market conditions and fits the character of La Grange and adjacent neighborhoods. As the corridor experiences new development and improvements to existing properties, it should complement corridor assets such as the American Legion, Original Pancake House, and Balkan Bakery to enhance the vitality of the South La Grange Road Corridor with a balance of new uses and existing legacy businesses and institutions.

Addressing barriers to corridor development

Successful corridor redevelopment requires identifying existing barriers and potential strategies to attract more development, economic growth, and investment to a part of La Grange that has experienced less development activity than other parts of the community. This section highlights certain factors affecting corridor development along South La Grange Road and outlines strategies that the Village can pursue to address them.

Market conditions

- Residential and commercial development activity has been limited since 2000.
- Based on findings from the market study, the current rent levels have been challenging for smaller, independently owned retail businesses.
- The changing retail environment and evolving e-commerce landscape have posed significant challenges for retail services and businesses.
- The current housing stock is well established and relatively diverse, with a mix of single-family homes, apartments, townhomes, and multi-unit buildings. However, the housing stock exhibits certain limitations, including rising affordability concerns, limited housing options for older adults, and limited resources for existing homeowners to rehabilitate their properties for resale to a new generation of homeowners — which is important to add additional units to a housing market that continues to struggle with providing adequate supply.



Aging utilities infrastructure

- The aging utilities infrastructure and historic issues with stormwater management along South La Grange Road are a significant concern in the community. Community sentiment generally reflects concern that any new development or site improvements should be mindful of impacts on already strained infrastructure. This includes proper coordination with the Village's ongoing efforts to study and implement community-wide infrastructure capital improvement projects. ([See Infrastructure section for more details on recommendations and strategies](#))

Cost of investment

- Smaller commercial parcels or retail spaces along the corridor may be unable to support the financial feasibility of future redevelopment projects. This may require assembling multiple parcels to create a larger opportunity site capable of accommodating feasible redevelopment projects.
- From a regional perspective, the high and rising cost of construction throughout Cook County has become a significant barrier to investment. Persistent cost increases have been driven by supply chain challenges, cost of materials, labor costs, and high interest rates ([Cook County Consolidated Plan 2025-2029](#)).

Recommendation 1

Prepare vacant and underutilized properties for new uses or adaptive reuse by making them more attractive through modernization of interior spaces, enhancement of exterior facades, and improvement of utilities infrastructure.

The corridor has not experienced strong development pressures for all property types since 2000, and the five-year projected consumer spending growth along the corridor is notably low compared to the other submarket areas. The retail vacancy rate is above 5 percent; combined with increasing rent, this may reflect issues with specific vacant spaces, property conditions, or underperforming retail units. Through targeted investments in existing buildings, the appearance and occupancy of the commercial areas of the corridor can be enhanced.

Strategy 1.1

Connect commercial property owners to property rehabilitation resources from municipal and county programs to help modernize older properties and enhance exterior curb appeal.

Strategy 1.2

Evaluate underutilized properties and vacant spaces along the corridor to identify suitable spaces for new tenants, adaptive reuse projects, or temporary uses, such as pop-up stores, short-term office uses, specialized business incubators, coworking spaces, art installations, startup space for entrepreneurs, and other options.

Strategy 1.3

Continue to coordinate with property and business owners to market underutilized and vacant spaces to real estate brokers, developers, businesses, and local community organizations.

Recommendation 2

Encourage mixed use development that includes a range of businesses, services, and housing that add value to the corridor.

Mixed use development offers higher returns on investment relative to single-use buildings (e.g., commercial-only or residential-only) with net operating income over the long-term, making it a more stable and attractive option for investors and developers. Integration of “live, work, and play” environments through mixed-use developments creates destinations that engage the people using those places and can trigger a shift in market share from elsewhere into the corridor ([Luis Nunez, Planning Advisory Report 598 – Commercial Corridor Redevelopment Strategies](#)).

Strategy 2.1

Coordinate with the Urban Land Institute (ULI) via their partnership with CMAP to engage a panel of developers and economic development experts familiar with the region to solicit more targeted guidance on market feasibility of mixed use redevelopment for parcels within the identified opportunity sites.

Strategy 2.2

Coordinate with property owners to gauge land assembly opportunities to support redevelopment.

Strategy 2.3

Explore potential funding mechanisms that could help facilitate redevelopment where market conditions alone may not support desired outcomes, including grants, tax increment financing, infrastructure partnerships, special financing districts, site remediation assistance, or other public-private partnership tools.

Strategy 2.4

Foster a local network of developers, entrepreneurs, and development partners to build their capacity to focus on small-scale real estate projects as part of a long-term corridor improvement ecosystem.

Strategy 2.5

Reevaluate parking requirements for commercial, residential, and mixed-use developments in light of State of Illinois mandates in the People Over Parking Act and BUILD Plan.*

* Given the fluid nature of these relatively new enacted and proposed state mandates, the Village will need to amend its parking requirements accordingly in the Zoning Code.

Recommendation 3

Support reinvestment in existing residential properties and expand resources to maintain long-term housing stability and vitality along South La Grange Road.

Strategy 3.1

Consult with the Illinois Housing Development Authority (IHDA) to use its housing programs to expand the supply of underrepresented housing types, including small-scale multi-family housing and affordable senior-living options, in a manner consistent with the design character of the corridor and Village.

Strategy 3.2

Connect residential property owners to maintenance and rehabilitation resources that enable homeowners to improve energy efficiency, reduce tax liability, and protect historic properties.



Implementation matrix: Corridor vitality

RECOMMENDATION 1		
	FUNDING SOURCES	RESOURCES
Strategy 1.1	Small Business Improvement Fund Tax increment financing (TIF) district Special service area Illinois Finance Authority Cook County Catalyst Grant Cook County Property Tax Incentives (Class 7a and 7b)	Village of La Grange – Community and Economic Development Commission Brookfield Property Improvement Program
Timeline: Medium-term		
Strategy 1.2	TIF district Special service area	Commercial Corridor Storefront Activation Program La Grange Business Association Village of La Grange – Community and Economic Development Commission
Timeline: Medium-term		

RECOMMENDATION 2

Strategy 2.1

[CMAP Planning Technical Assistance Program: NEXT Program \(plan implementation assistance\)](#)

[ULI Chicago](#)

Timeline: Short-term

Strategy 2.2

[Legal Aspects of Land Assembly for Large-Scale Developments in Illinois: Process, Compliance, and Challenges](#)

[ULI Report: Barriers and Solutions to Land Assembly for Infill Development](#)

Timeline: Long-term

Strategy 2.3

[Cook County Bureau of Economic Development](#)

[Cook County Property Tax Incentives \(7a and 7b\)](#)

[Illinois EPA Site Remediation Program](#)

[Cook County Brownfield Redevelopment](#)

[KSU Technical Assistance to Brownfields \(TAB\)](#)

[TIF Illinois](#)

[Illinois Tax Increment Association](#)

SB Friedman resource guides:

- [Tax increment financing](#)
- [Special service areas](#)
- [Business districts](#)
- [Economic incentive agreements](#)

Timeline: Long-term

Strategy 2.4

[Incremental Development Alliance](#)

Timeline: Long-term

Strategy 2.5		Parking Strategies to Support Livable Communities (CMAP) People Over Parking Act - Legislation - General Explainer (Elrod Friedman) - Regional Vision for Implementation of the Northern Illinois Transit Authority Act BUILD Plan Act - Legislation - General Explainer (Ancel Glink)
Timeline: Short-term		
RECOMMENDATION 3		
Strategy 3.1	IHDA Home Repair and Community Revitalization Programs	
Timeline: Short-term		
Strategy 3.2	Energy efficiency: - Illinois Solar for All - Illinois Shines Program - Cook County Sun and Save Historic preservation: - Illinois Historic Preservation Tax Credit Program - Preservation	Energy efficiency: - Elevate Energy Resources - Cook County Energy Efficiency - Cook County Sun and Save Tax liability reduction: - Cook County Assessor Exemptions - Illinois Property Tax Relief Historic preservation: - Landmarks Illinois - Illinois Historic Preservation Division - National Register for Historic Places (Cook County) - Illinois Historic Preservation Tax Credit Program - Preservation
Timeline: Short-term		

Infrastructure.

Goal: Enhance corridor vitality and quality of life through incorporating stormwater management best practices that supplement larger capital improvement efforts near the corridor.

Background: Recently, the Village conducted a detailed analyses of its water, sewer, and road infrastructure to evaluate current system conditions and needed improvements. In 2024, the Village's contracted engineering consultant combined the technical reports generated from these efforts into a single, comprehensive [Infrastructure Capital Plan](#). All told, the Infrastructure Capital Plan identifies \$121 million in projected capital needs. The Village continues to work toward construction of the key projects identified in the annual budget. In addition, the Village intends to further support plan implementation by engaging a consultant to identify a preferred framework to finance the long-term capital improvements needs identified in the plan.

The Village requires new development to comply with local and regional stormwater management standards. The Village's stormwater management requirements for new building developments exceed standards set by the Metropolitan Water Reclamation District of Greater Chicago (MWRD). Many sites in La Grange were built before any modern stormwater management requirements were in place. Applying Village and MWRD requirements creates net positive impacts on stormwater management when these types of commercial sites are redeveloped.

As the Village is conducting an ongoing infrastructure improvement process for all of La Grange, the following recommendations are intended to identify infrastructure improvements that can aid in stormwater management and enhance the character of the corridor such that they complement full-scale capital improvement projects that the Village will pursue independent from this corridor plan. This approach acknowledges the Village's need to address its overall capital improvement goals while providing a framework for improvements tailored to the character of the corridor.



Recommendation 1

Incorporate stormwater management and green infrastructure in public rights-of-way within the corridor to mitigate flooding.

Green infrastructure — which includes the use of native plantings, rain gardens, high drainage soils, and sloped grading — is intended to improve stormwater management, reduce pollution, and enhance the built environment with natural features. These outcomes of green infrastructure complement the Village's ongoing work to implement community-wide capital improvement projects to more adequately manage stormwater.

Incorporation of stormwater management and green infrastructure elements within the right-of-way will need to be carefully coordinated to ensure no disruption of existing utility lines and other infrastructure above or below ground. Sections of the corridor with limited right-of-way space may not be appropriate for stormwater management and green infrastructure elements.

Strategy 1.1

Work with IDOT to incorporate bioswales into the South La Grange Road right-of-way to provide stormwater management using native plants, rain gardens, high drainage soil, and sloped grading.*

Strategy 1.2

Study the potential for a green alley program that enhances the stormwater management capacity of public alleys using green infrastructure improvements such as drainage systems, proper site grading, permeable pavers, and other high drainage materials.

* This strategy may be coordinated with Safety and Accessibility Strategy 2.3 to incorporate bioswales or similar natural stormwater management elements within a potential raised median.

Recommendation 2

Educate residents on stormwater management and flood mitigation strategies and resources.

While large scale capital investment through local and regional efforts are needed to address stormwater management in La Grange, there are many strategies and resources available to residential property owners to enhance stormwater management and flood mitigation for their homes.

Strategy 2.1

Facilitate opportunities to educate residents on assistance programs and best practices for stormwater management and flood mitigation on their own properties, such as permeable pavers, grass pavers, rain gardens, and other methods.



Implementation matrix: infrastructure

RECOMMENDATION 1		
	FUNDING SOURCES	RESOURCES
Strategy 1.1	General fund Municipal incentives from potential programs such as a TIF District or Business Improvement District Illinois EPA green infrastructure grants EPA Clean Water State Revolving Fund (CWSRF) EPA grants	EPA Green Infrastructure Cook County Climate Resiliency Planning Cook County RainReady Program MWRD Green Infrastructure CNT Urban Flooding Resources
Timeline: Medium-term		
Strategy 1.2	General fund Stormwater utility fee MWRD green infrastructure program TIF Business Improvement District Revolving loan funds EPA grants Bonds Public-private partnership	EPA Green Infrastructure Cook County Climate Resiliency Planning Cook County RainReady Program MWRD Green Infrastructure CNT Urban Flooding Resources
Timeline: Short-term		

RECOMMENDATION 2

Strategy 2.1

General fund

Public-private partnership

[EPA Green Infrastructure](#)

[Cook County Climate Resiliency Planning](#)

[Cook County RainReady Program](#)

[MWRD Green Infrastructure](#)

[CNT Urban Flooding Resources](#)

Timeline: Short-term

Community character.

Goal: Establish the South La Grange Road Corridor as an inviting southern gateway to La Grange with a distinct character defined by its eclectic mix of uses serving established neighborhoods.

Background: A common sentiment among community members was that the South La Grange Road Corridor did not feel like it was part of La Grange, even when they knew they were within the Village. The corridor has a different feel relative to the rest of La Grange. It has a mix of residential and commercial uses and varied forms, from more traditional to more auto-oriented. The following strategies are intended to elevate the character of the South La Grange Road Corridor by finding an appropriate balance between recognizing its distinct identity and ensuring residents and visitors instinctively connect the corridor to the Village of La Grange.



Recommendation 1

Implement the corridor design guidelines in this plan to maintain the character of South La Grange Road as a corridor with small neighborhood businesses and services and a diverse housing stock.

The design guidelines outlined on the following pages are intended to preserve the corridor's identity as a home for small neighborhood businesses and diverse housing stock, encourage quality design of the built environment, and create a more pedestrian focused environment. When shared with property owners, developers, and contractors, design guidelines ensure community expectations for how buildings spaces are designed and how they relate to each other to create a more cohesive character for the corridor area. While design guidelines are instructive in nature — guiding building and space layouts — they only become legally enforceable when codified in appropriate municipal codes and ordinances, such as the Zoning Code and Building Code.

Strategy 1.1

Codify some or all of the design guidelines into the [Village's Zoning Code](#), particularly during the upcoming code update anticipated to start in late 2026.

Strategy 1.2

Create informational materials and checklists to assist staff, developers, architects, commissions, and boards with ensuring proposed developments or improvements are consistent with the design guidelines during the development review process.

Recommendation 2

Beautify the corridor with streetscape enhancements as defined in the design guidelines.

One way to enhance the character of the corridor is by physical enhancements to the streetscape. Streetscape is one of the design guideline categories below, which recommends enhancements such as trees, public art, and outdoor seating on sidewalks, patios, and plazas. While many features are located within the public right-of-way, some of the design guidelines recommend features that businesses and private properties can incorporate to further enhance the streetscape, such as large transparent windows, awnings, and pedestrian walk-up windows. Design guidelines regarding lighting, signage, and landscaping also have bearing on enhancing the streetscape. Village coordination with a landscape architect or urban design firm would allow for the creation of a more detailed set of streetscape design specifications for materials, street furniture, landscaping, and related features, which would result in a more unified look for the corridor. Since South La Grange Road is under state jurisdiction, any streetscape enhancements within the road right-of-way should be coordinated with IDOT to ensure compliance with their standards.

Strategy 2.1

Coordinate streetscape enhancements within the road right-of-way with IDOT to ensure compliance with state standards.

Strategy 2.2

Coordinate streetscape enhancements that require building features or enhancements to private property (e.g., awnings, decorative garage-style doors, walk-up windows, and outdoor seating) with property and business owners to ensure compliance with Village standards.

Strategy 2.3

Incorporate more of the Village's wayfinding signage along South La Grange Road to further connect the corridor to La Grange's overall identity.

The Village currently has a few wayfinding signs located within the corridor area, including one located on the east side of South La Grange Road between 53rd Street and Plainfield Road. A few directional signs for parking using the same wayfinding design are also located within the neighborhoods near the corridor. Expanded use of wayfinding signage is recommended to add visual character to the streetscape and better link the corridor to the rest of La Grange.



Existing Village gateway along South La Grange Road at the 53rd Street intersection.

Recommendation 3

Work with local artists and property owners to incorporate public art into the streetscape, including temporary installations, murals, and community art projects.

In addition to using streetscape enhancements to beautify the corridor, incorporating public art along South La Grange Road can further enhance the corridor. Whether temporary or permanent, public art serves as a grassroots approach to beautifying the corridor and supporting local artists.

Strategy 3.1

Coordinate with local artists to commission art pieces that can be put on display along the sidewalk or other publicly viewable areas.

Strategy 3.2

Coordinate with property owners to commission local artists to create murals or other art installations on or in their buildings.*

Strategy 3.3

Coordinate with local schools, churches, and organizations to participate in community art projects that enable them to create and take ownership of art pieces.

* For buildings on sites that may have redevelopment potential, art installations should be temporary or movable; murals should be avoided or commissioned with the understanding that they may be removed as part of a potential redevelopment.

Design guidelines.

Design guidelines will help enhance the South La Grange Road Corridor and preserve community character as site improvements and redevelopment occur. The design guidelines specifically apply to the South La Grange Road Corridor, as defined in the study area map.

Intent

Design guidelines are intended to assist property owners, developers, architects, contractors, and designers in renovating or constructing buildings and infrastructure in a manner compatible with community ideals and local context. Certain design guidelines are meant to protect South La Grange Road as a corridor with small neighborhood businesses and services and a diverse housing stock. In other cases, the design guidelines are intended to enhance the character of the corridor with streetscape improvements and a more cohesive and intentional design of the built environment. They are intended to guide the South La Grange Road Corridor in a manner that:

- Enhances the character of the corridor within the framework of quality, sustainable, human-scaled development.
- Reflects and respects surrounding context, identity, and unique assets.
- Provides amenities and a scale appropriate for pedestrians, bicyclists, and motorists.
- Boosts the vitality of businesses, property values, and tax revenue.
- Encourages safer access and mobility for people of all ages and abilities.
- Creates welcoming spaces for civic engagement.
- Protects the natural environment and considers sustainable approaches.

How to use the design guidelines

These guidelines provide general recommendations on the type, character, and quality of the built environment for the South La Grange Road Corridor. They serve as a tool to communicate the design intent for future redevelopment and site improvements across the following categories:

- Building form and architecture
- Site design
- Public realm and streetscape
- Lighting
- Signage
- Landscaping
- Green infrastructure and sustainability
- Pedestrian and bicycle infrastructure

Existing building and Zoning Codes regulate the use of property and set standards for how land can be developed. Design guidelines work to ensure new construction, changes to existing buildings, and other improvements are compatible with architecture, aesthetics, and site design that respect community context.

In the spirit of ensuring a supportive environment for local businesses, services, and residents, business and property owners should work closely with the Village when implementing these design guidelines in a manner that respects their individual needs and recognizes any physical and financial constraints without compromising the underlying intent of the guidelines. Implementation of the design guidelines should also respect the existing character of adjacent neighborhoods. When taking the next step to codify some of the design guidelines as part of the Zoning Code update, the Village may elect to either keep certain guidelines more general in nature or leave them uncoded to allow greater flexibility in design and flexibility during the development review process. Building materials and landscaping are two examples that may benefit from this discretion.

Proposed developments and improvements

These design guidelines are applicable to future development, redevelopment, and improvements to existing properties and the overall corridor. For existing properties, the Village may use the design guidelines to evaluate a façade, building, or site improvement, particularly with respect to adjacent properties or rights-of-way.

Coordination with other jurisdictions

Since South La Grange Road Corridor is under IDOT jurisdiction, design enhancements will require coordination with IDOT, particularly if additions or changes are made within the right-of-way.

Public and private properties

For the purpose of the design guidelines, public properties generally encompass areas within the street right-of-way and properties owned by the Village or other public entity. Regarding private properties, the design guidelines shown are suggested for property owners and are meant to complement the development and design standards established in the Village's Zoning Code.

Taking the design guidelines further

With the Village embarking on an update to the Zoning Code, it may consider codifying these design guidelines into the code to ensure appropriateness for modern practices and avoid internal conflicts with other parts of the Zoning Code or other municipal ordinances, including signage and landscaping standards. This may also include: potential amendments to existing zoning standards that relate to by right developments and developments going through the entitlement process; revision of design and development procedures; and creation of informational materials and checklists to assist staff, developers, architects, commissions, and boards.

Building form and architecture

1. Prioritize building context when reviewing new construction, alterations, and additions. Drawings and renderings should show neighboring properties. Impact to existing adjacent structures shall be reviewed through renderings and material boards when projects are being proposed.
2. Encourage primary use of natural materials (e.g., masonry, stone, metal, and wood), where feasible, for new buildings, accessory buildings, and signage while allowing integration of complementary materials. In cases where such materials may create cost burden or alternate materials are proposed, the Village's adoption of the International Building Code provides guidance on code compliance regarding alternate materials and designs.
3. Ensure massing of additions aligns with and contributes to the character of the existing structure and complement neighboring structures.
4. Ensure additions are built in the same architectural style and materials as existing structures.



5. Align height of first stories with adjacent structures and accentuate transition from first and second stories using elements such as cornice lines, horizontal delineation, and awnings.
6. Ensure rear and/or side entrances accessible to the public look inviting by articulating them much like sidewalk facing entrances when visible from streets, adjacent parking areas, or other buildings.
7. Express clear definitions between elevations via architectural articulation, which may include masonry details such as corbels, accents, bonding patterns, kneewalls, and cornices.
8. Incorporate flat or gently sloping rooflines for commercial and mixed use buildings with added articulation in the form of cornice lines and parapet walls.
9. Use parapet walls to hide roof-mounted mechanical equipment from the street and screen from neighboring views, in accordance with zoning regulations. Equipment screens should be treated as part of the architectural design with similar detailing and materials as building.
10. Enhance the street presence of commercial and mixed use buildings by incorporating prominent entryways, kneewalls, recessed entrances, large display windows, transoms, and awnings.
11. Design projecting elements, including canopies and awnings, at a pedestrian scale, particularly ensuring they are proportional with and complementary to nearby buildings and located so they do not create a significant visual barrier.
12. Provide outdoor decks or terraces on upper stories, where feasible.
13. Maintain visual appeal of building construction, materials, and massing on all sides to encourage consistency through 360° architecture. Variations in building materials, facade articulation, and architectural features are recommended to avoid long, flat, uninterrupted façades.
14. Encourage features that enhance seasonal use and enjoyment of spaces, such as sliding windows, decorative garage-style overhead doors, and retractable roofs for open air dining, provided that they do not detract from the overall building architecture.

Site design

1. Arrange building orientation to ensure the primary elevation, entrances, windows, and porch face the street, with sidewalks and clear routes to entries.
2. Use similar setbacks for buildings along a street to establish a consistent “street wall,” where feasible, provided such setbacks adhere to IDOT requirements.
3. Integrate common outdoor space like plazas, patios, and community greens into the site design of properties with adequate lot depth and overall size to provide open areas for civic engagement, interactive activities, and community events.
4. Add visual interest and engaging spaces to commercial and mixed use buildings by providing recessed storefront entrances, special corner features, outdoor dining spaces, or other publicly accessible patios or plazas.



Left image: A building with a recessed facade on a shallow lot includes a cutout for bench seating with colorful art. Right image: A building on a shallow lot can carve out a corner for public space, seating, and public art.

5. Consider a more generous building setback along public rights-of-way with adequate area to create space for outdoor patios, planters, temporary outdoor displays, benches, and other streetscape features, while maintaining clear sight lines and safe mobility for pedestrians. For sites with shallower lot depths, creative architecture can be an effective means to maximize limited lot depths by placing the building near the sidewalk with added landscaping and small pocket open spaces.
6. Provide parking at the side or rear of commercial, mixed use, and multi-family residential sites to minimize the view of cars and enhance the pedestrian experience.
7. Allow opportunities for shared parking with open cross access between adjacent uses, particularly for uses that may have differing open hours or fluctuating busy times.
8. Encourage site designs that minimize curb cuts and consolidate parking access points to limit impacts on the pedestrian environment.
9. Minimize the dominance of garages on the front façades of buildings on sites with adequate lot depth and access to alleys, preferably arranging the garage door away from the street or placing the garage at the rear or side of a lot with proper access.
10. Enhance and maintain a strong definition of the public street with mature street trees, lighting, and connectivity.

Public realm and streetscape

1. Require transparency for ground floor uses, particularly large windows and transparent doors.
2. Provide opportunities for pedestrian walk-up windows for businesses that offer food and beverages, customer order pickups, and interactive customer service.
3. Allow for decorative garage-style doors that enable seasonal spaces that can blend interior spaces onto the sidewalk, such as extending dining spaces and sale displays to the outdoors, weather permitting.
4. Provide shade relief along sidewalks and road right-of-way using street trees, awnings, sun shade sails, and umbrellas, where feasible. Shade sails and umbrellas should be securely anchored and wind-safe.



5. Incorporate outdoor seating on sidewalks, patios, and plazas, where feasible, with seating areas maintaining ADA accessibility and minimizing impacts on pedestrian movement. Tables, chairs, and benches should resemble metal, wood, or other natural materials (not plastic).

Lighting

1. Use LED lights, where feasible, to take advantage of their energy efficiency, durability, minimal UV/radiated heat emissions, temperature adaptability, flexible light dispersal, and environmental friendliness.
2. Ensure wall mounted lights are directed downward to minimize glare.
3. Encourage commercial and mixed use buildings to use a lighting scheme that combines exterior lighting with ambient lighting from the interior through permeable building fronts to help illuminate the sidewalk and outdoor spaces at night or on overcast days. This type of lighting scheme also helps to accentuate exterior building features.
4. Use pedestrian-oriented light poles and landscape lighting to help create a more intimate, friendly environment along a street or within outdoor spaces.
5. Use ornamental style light fixtures to add to the distinct quality of the area, provided such lighting is context appropriate. Ornamental lighting should be in the same character as the primary structure and shielded to avoid creating glare.
6. Decorative downlights should provide a soft glow and low level of illumination. Number and placement of lighting fixtures should be chosen to generate a consistent wash of illumination, without creating "hot spots."

Signage

1. Provide businesses with a certain level of flexibility to install creative signs that highlight their logos and colors using different construction materials and designs.
2. Ensure signage is compatible with the building and site design relative to color, material, and placement.

3. Maintain appropriate scale of signs consistent with their use, particularly prioritizing pedestrian scale signage to support a pedestrian-friendly corridor.
4. Ensure other projecting elements, including canopies and awnings, have a pedestrian scale that is proportional with and complementary to nearby buildings and awnings, and located so that they do not create a significant visual barrier to adjacent uses.

Landscaping

1. Use native plantings, particularly in rain gardens, bioswales, and detention areas to promote natural filtration and irrigation to conserve water, reduce maintenance costs, eliminate the need for pesticides and other chemicals, and support biodiversity.
2. Install salt tolerant parkway trees, shrubs, and landscaping along the street, as right-of-way space allows, to provide a buffer between pedestrian walkways and the roadway, which will increase a sense of safety, screen the sights and sounds of traffic, offer shade relief, and improve a sense of place.
3. Provide landscaping in large parking areas with adequate space to reduce impervious surfaces, facilitate onsite stormwater management, soften the hardscapes of paved areas, offer shade relief, and screen parking from view of the public right-of-way.
4. Add landscaping at building foundations to screen utility features and break up the hardscapes of the building, particularly blank façades.
5. Add landscaping at the base of monument signs to integrate more greenery and screen ancillary features like light fixtures and utility boxes relating to or located around the monument sign.
6. Install hedgerows and/or kneewalls along rows of parking that face the street to help shield car headlights shining onto the street.





Green infrastructure and sustainability

1. Use permeable materials for parking areas, sidewalks, trails, and common outdoor spaces, where feasible, to reduce impervious surfaces, aid in stormwater management, and add different textures to the streetscape.
2. Enable property owners to construct green roofs to capture rainwater, provide a natural approach to building temperature control, and create opportunities for pollinator gardens.
3. Add vertical landscaping, such as trellises, to help cover or break up the monotony of blank façades, particularly on the sides or rear of a building, and provide a natural approach to building temperature control.
4. Require new developments to either maintain or increase the number of trees on their respective sites to ensure the Village's tree canopy continues to sustain and flourish.
5. Encourage new commercial and mixed-use developments that provide parking to integrate space for electric vehicle charging stations, including opportunities to retrofit parking spaces in the future. State law currently mandates new residential developments provide electric vehicle charging stations
6. Explore opportunities to provide solar energy on private properties, including the installation of solar panels on the roofs of buildings, carports, trash enclosures, and other elevated surfaces, where feasible.



Pedestrian and bicycle infrastructure

1. Ensure pedestrian crossings provide safe and visible access, including the coordination of signalized intersections and visibly marked crosswalks.
2. Use visibly marked crosswalks with decorative pavers, paint, or other markings to help accentuate pedestrian crossings to motorists, pedestrians, and bicyclists. Marked crosswalks are more implementable on side streets that are not under IDOT jurisdiction.
3. Ensure all pedestrian crossings and sidewalks are ADA accessible and integrate universal mobility concepts to ensure safe access for people of all abilities and ages.
4. Link sidewalks along the street to nearby businesses, civic uses, or other key points of interest, particularly if such uses integrate sidewalks and crosswalks within their sites.
5. Use bike racks as a form of public art by adding interesting shapes and color to help liven up and incorporate local character to the corridor.

Implementation matrix: Community character

RECOMMENDATION 1		
	FUNDING SOURCES	RESOURCES
Strategy 1.1	General fund (potential to include this strategy as part of the anticipated Zoning Code update project starting in 2026)	APA PAS Report 591: Design Review: Guiding Better Development CNU Zoning and Code Resources
Timeline: Short-term		
Strategy 1.2	General fund	City of Waukegan Design Review Guides
Timeline: Short-term		
RECOMMENDATION 2		
Strategy 2.1	Illinois Transportation Enhancement Program: Can be used for streetscape improvements, pedestrian facilities, and other enhancements that improve commercial corridors Placemaking Grant (National Association of REALTORS): Support for improvements to existing places (e.g., benches, playground equipment, and signs within existing public spaces). AARP Community Challenge Grants: Past recipients have used the grant to support wayfinding signage programs.	RTA Transit Friendly Communities Guide Pace Transit Supportive Guidelines National Complete Streets Coalition Active Transportation Alliance Complete Streets: Chicago Region Case Studies
Timeline: Medium-term		
Strategy 2.2		
Timeline: Ongoing		
Strategy 2.3		
Timeline: Short-term		

RECOMMENDATION 3

Strategy 3.1	Illinois Arts Council Agency	CMAP Arts and Culture Toolkit
Timeline: Short-term	Grants : Can be used to fund murals, interactive sculptures, or other artistic enhancements to business premises	APA Public Art Resources
Strategy 3.2		Cook County Arts
Timeline: Short-term		Arts Alliance Illinois
Strategy 3.3		Illinois Arts Council
Timeline: Short-term	Kresge Foundation and Knight Foundation : Past grant recipients included projects relating to arts and culture, particularly community-based initiatives rooted in local partnerships and invested in boosting economic vitality, civic life, and community Cook County Arts : Offers a creative placemaking grant program	Illinois Local Arts Network



Chicago Metropolitan
Agency for Planning

South La Grange Road Corridor Plan

Existing Conditions Report



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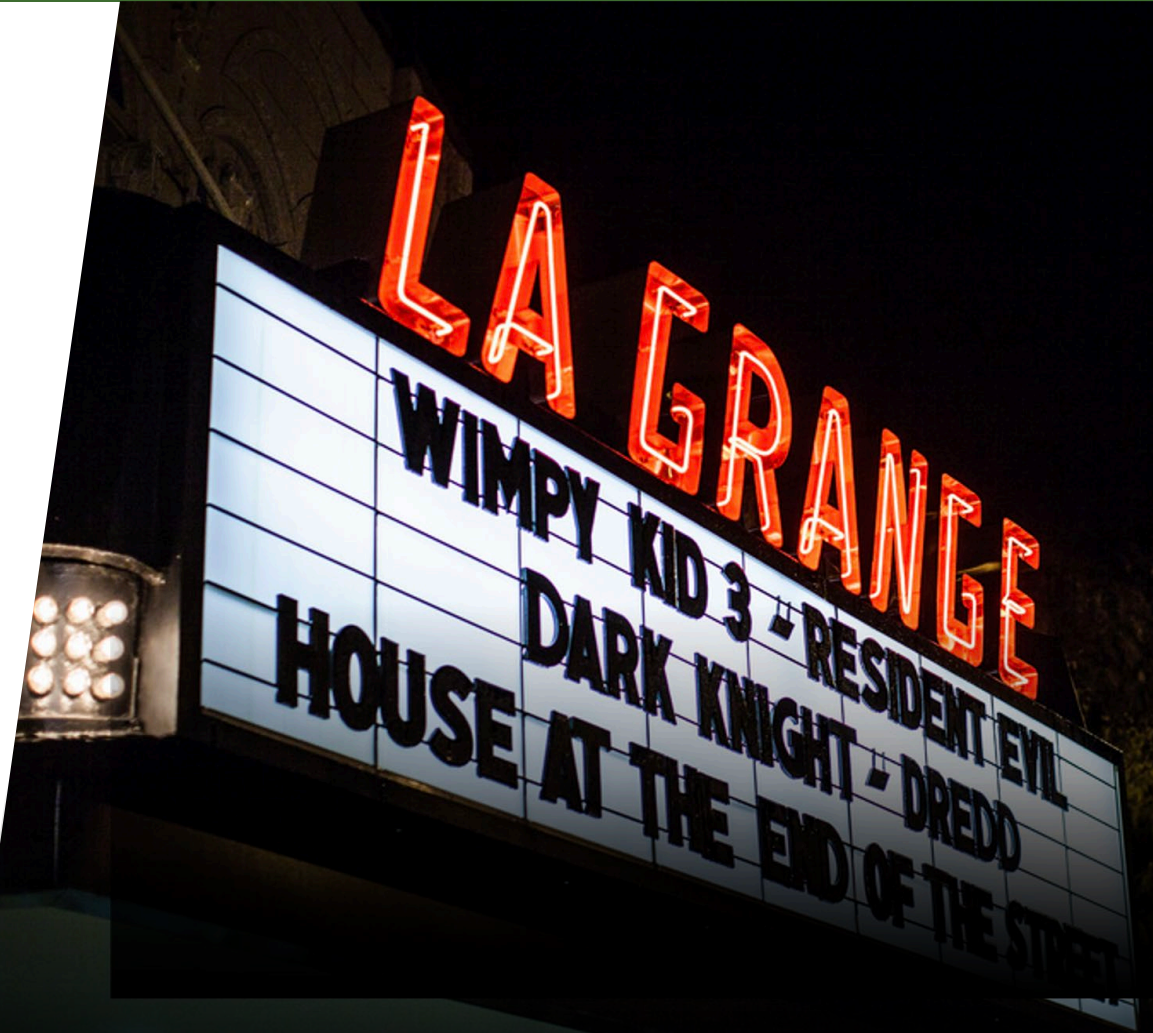


Project background

The Village of La Grange is a community of 16,321 residents. Located in Chicago's southwest suburbs, it is neighbored by Western Springs, La Grange Park, Brookfield, McCook, and Countryside.

CMAP will work with the village to develop a corridor plan for South La Grange Road. The plan will seek to:

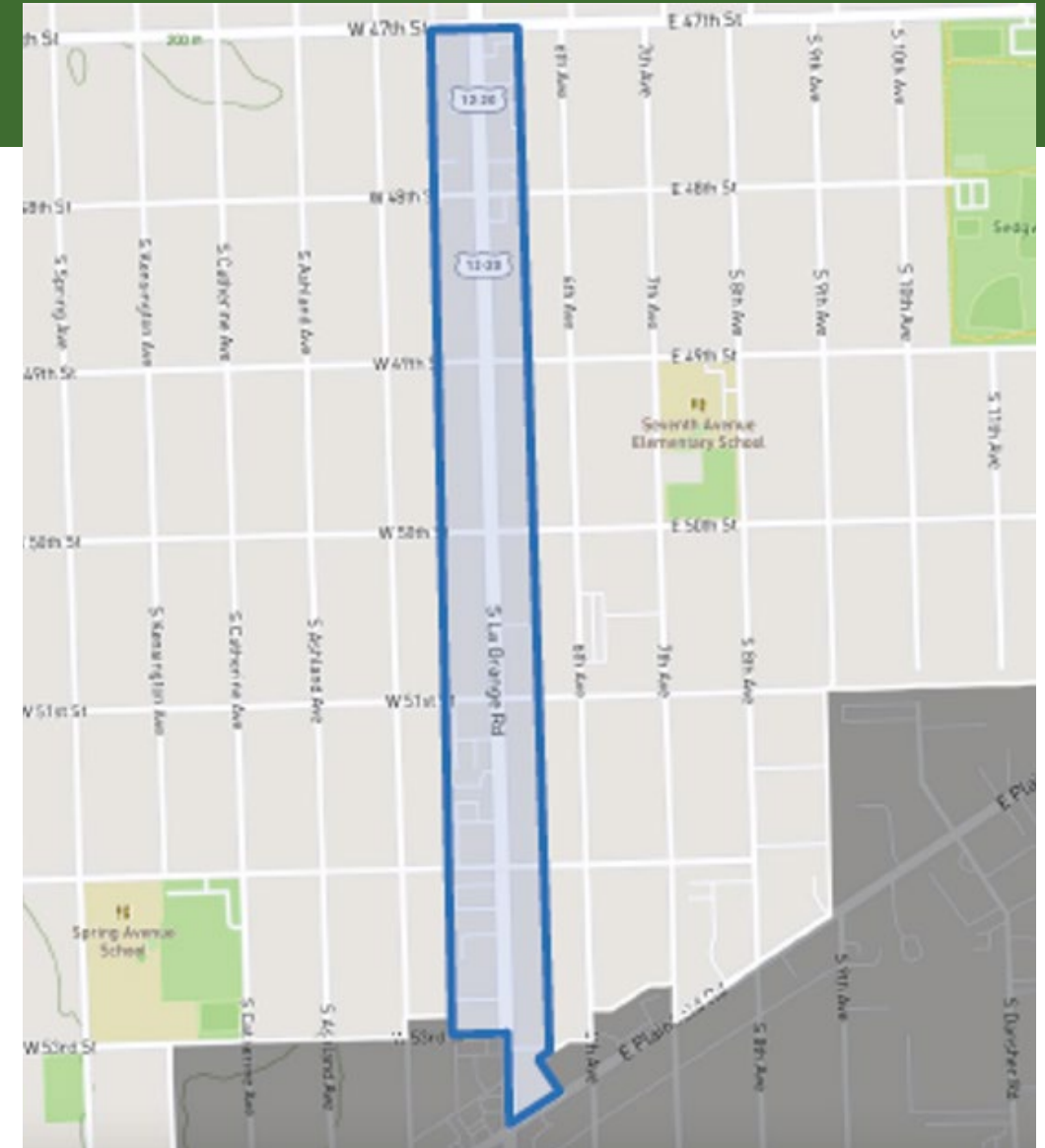
- Enhance transportation safety
- Improve accessibility
- Identify economic development opportunities and strategies



Study area

The project study area focuses on South La Grange Road between 47th Street and East Plainfield Avenue within La Grange.

South La Grange Road corridor plan study area



Past plans

Reviewing previous planning efforts helps inform and influence the recommendations of the *South La Grange Corridor Plan*.

This corridor planning process is an implementation action from the *2024 La Grange Forward Comprehensive Plan*, particularly the subarea planning section that included the South La Grange Road subarea.



LA GRANGE
forward >>
COMPREHENSIVE PLAN

Village of La Grange
Comprehensive Plan
November 25, 2024

2024 Comprehensive Plan

In 2024, the village partnered with the RTA, Teska Associates, and Sam Schwartz to create a comprehensive plan. The plan provided a framework for La Grange to update its development and community vision, and helped the village navigate trends and driving forces to pursue long-term prosperity.

Plan recommendations:

-  Update village zoning code and design guidelines
-  Develop an Economic Incentives Policy/Program
-  Provide connections for pedestrians and bicyclists on safe and comfortable routes

The Comprehensive Plan also established subareas within La Grange:

The downtown subarea, which consists of three distinct districts:

- Central Business District (CBD)
- West End
- North End

The South La Grange Road subarea

- A six-block stretch of properties fronting on La Grange Road between 47th and Plainfield Road

Industrial subareas

- Shawmut Industrial District
- Indiana Harbor Belt (IHB) Railroad Industrial District

South La Grange Road subarea

The South La Grange Road subarea was a focus of the comprehensive plan due to its mix of commercial and residential development, as well as the varied designs and densities associated with those land use categories.

The South La Grange corridor is critically important to La Grange, serving as both a gateway and a major thoroughway into the village. The corridor is also a significant area of commercial activity and leads into the downtown district.

This corridor plan is intended to build upon the subarea planning established in the comprehensive plan by providing more detailed and actionable strategies for the corridor.

Goals for the South La Grange Road Subarea:

-  New development occurs and incrementally a unique design standard is established for the area
-  New development complements surroundings and improves pedestrian access
-  The district contributes to the tax base
-  Residents safely access destinations within and across the La Grange Road corridor by bike or walking
-  New residential development contributes to a diverse housing stock

Corridor history

La Grange's history provides helpful insights into development patterns and significant events that have influenced the character of the community.

The South La Grange Corridor Plan seeks to preserve the existing character of La Grange while acknowledging future change.



The history of La Grange



1864-1869

Railroad service reached the area with the opening of the Chicago and North Western Railroad (now part of BNSF). By 1869, commuter rail service connected La Grange to Chicago



1900's and 1910's

The population grew from 1,000 to 4,000. By 1910, automobiles were common, improving access to the Village and its downtown.



1950's and 1970's

The rise of shopping malls led to financial challenges for the Village, which chose not to develop a mall in its downtown.



1986

Developed plan for the Northeast La Grange



2005

Village engaged in its first comprehensive plan update, resulting in the adoption of La Grange Comprehensive Plan and BNSF Corridor Subarea Plan.

1830

Robert Leitch purchased 440 acres of land from the US government



1879

The Village was incorporated



1920-1940

La Grange expanded east to East Avenue and south to 51st Street. Its population grew 55% by 1930, and the downtown became a regional shopping hub through the 1950s.



1970

First comprehensive plan



2000's

Major investments and developments reshaped the Village, marking a decade of significant transformation.



Corridor comparison



Median age

41 years old
- **village**

39 years old
- **corridor**



Commute to work

55.5% drove alone
personal vehicle
- **village**

58.7% drove alone
personal vehicle
- **corridor**



Median Household Income

\$154,556 - **village**

\$207,179 - **corridor**



Population change from 2013 to 2023

2.4% increase - **village**

4.1% increase - **corridor**



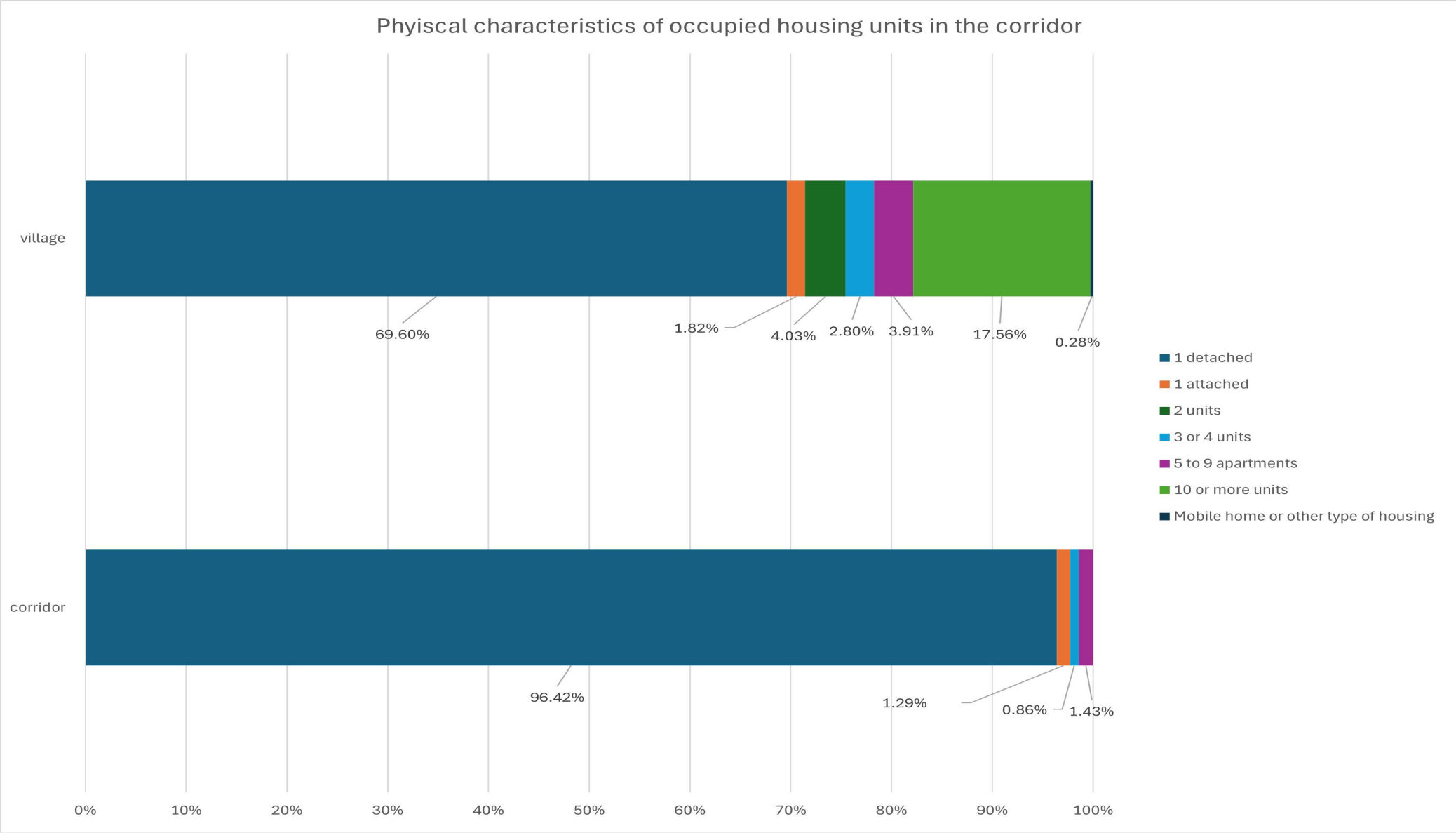
Educational attainment

65.5% has a
bachelor's or
higher - **village**

70.2% has a
bachelor's or
higher - **corridor**

Corridor housing-types

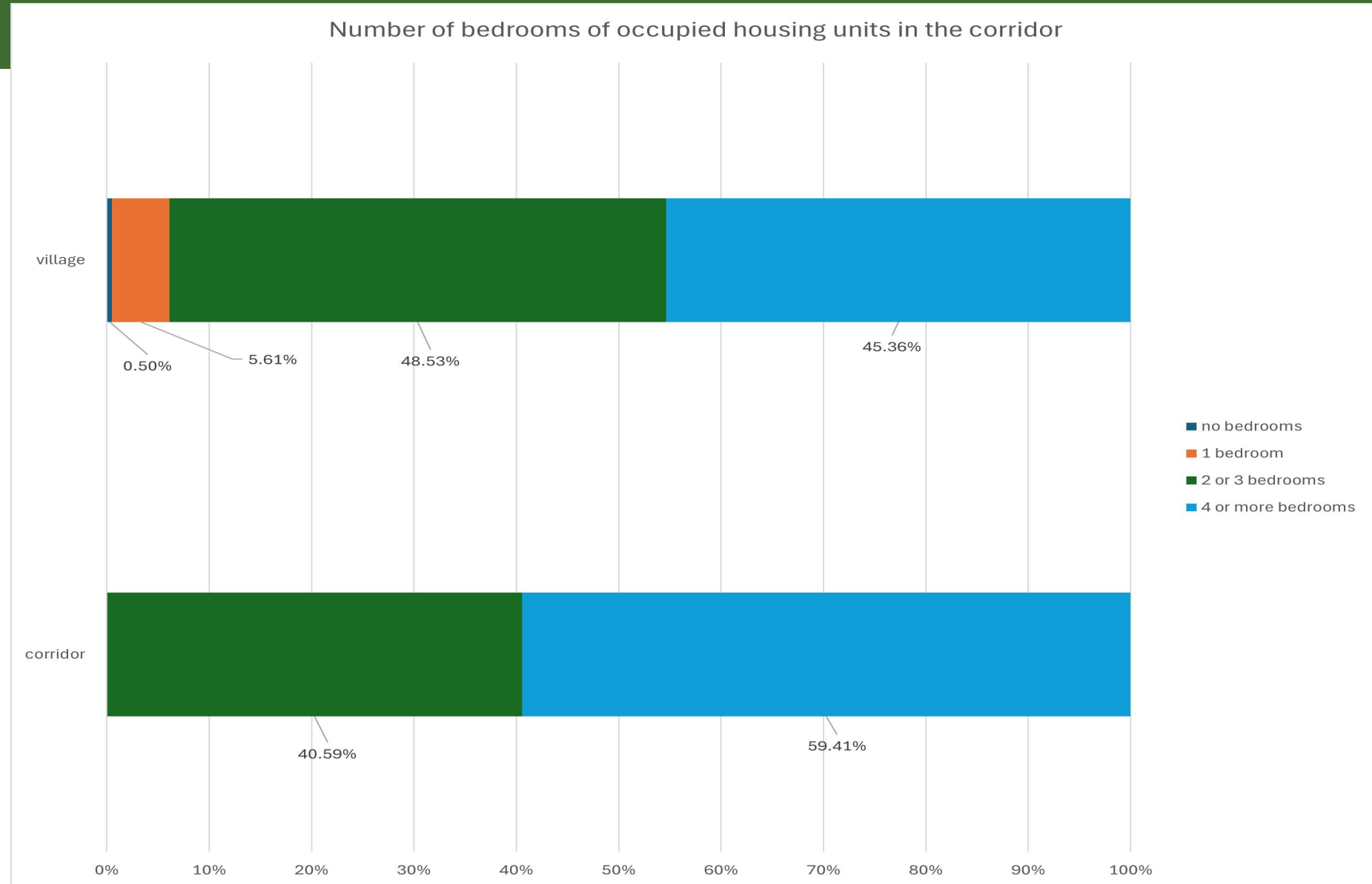
Majority of housing within the corridor is single family housing.



Source: US Census, ACS 5-year estimates 2023

Corridor housing-characteristics

Most of the housing within the corridor has at least 2 bedrooms.





What types of development are found along South La Grange Road?



What is land use?

What is zoning?

Although generally lumped together, zoning and land use have different meanings and independent legal significance.

Land use: Refers to the actual use of the land, generally split into various broad categories such as agricultural, residential, industrial, and recreational uses. Future land use plans are used to guide zoning changes over time but are not directly enforceable in the same way as zoning regulations.

Zoning: Defines the legally permitted uses of specific properties. Generally, zoning regulations include restrictions on building size, height, density, and setbacks. Zoning is a legally binding mechanism that ensures development aligns with local ordinances.

La Grange zoning classifications (zones along the corridor are in bold)



Residential

- R-1 – Single-Family Residential District
- R-2 – Single-Family Residential District
- R-3 – Single-Family Residential District
- **R-4 – Single-Family Residential District**
- R-5 – Single-Family Residential District
- **R-6 – Two Family Residential District**
- **R-7 – Multiple Family Residential District**
- R-8 – Multiple Family Residential District



Commercial and Downtown

- C-1 – Neighborhood Convenience District
- C-2 – Community Shopping District
- **C-3 – General Commercial District**
- C-4 – Commercial Flex District



Office

- O-1 - General Office District



Industrial

- I-1 – Light Industrial District



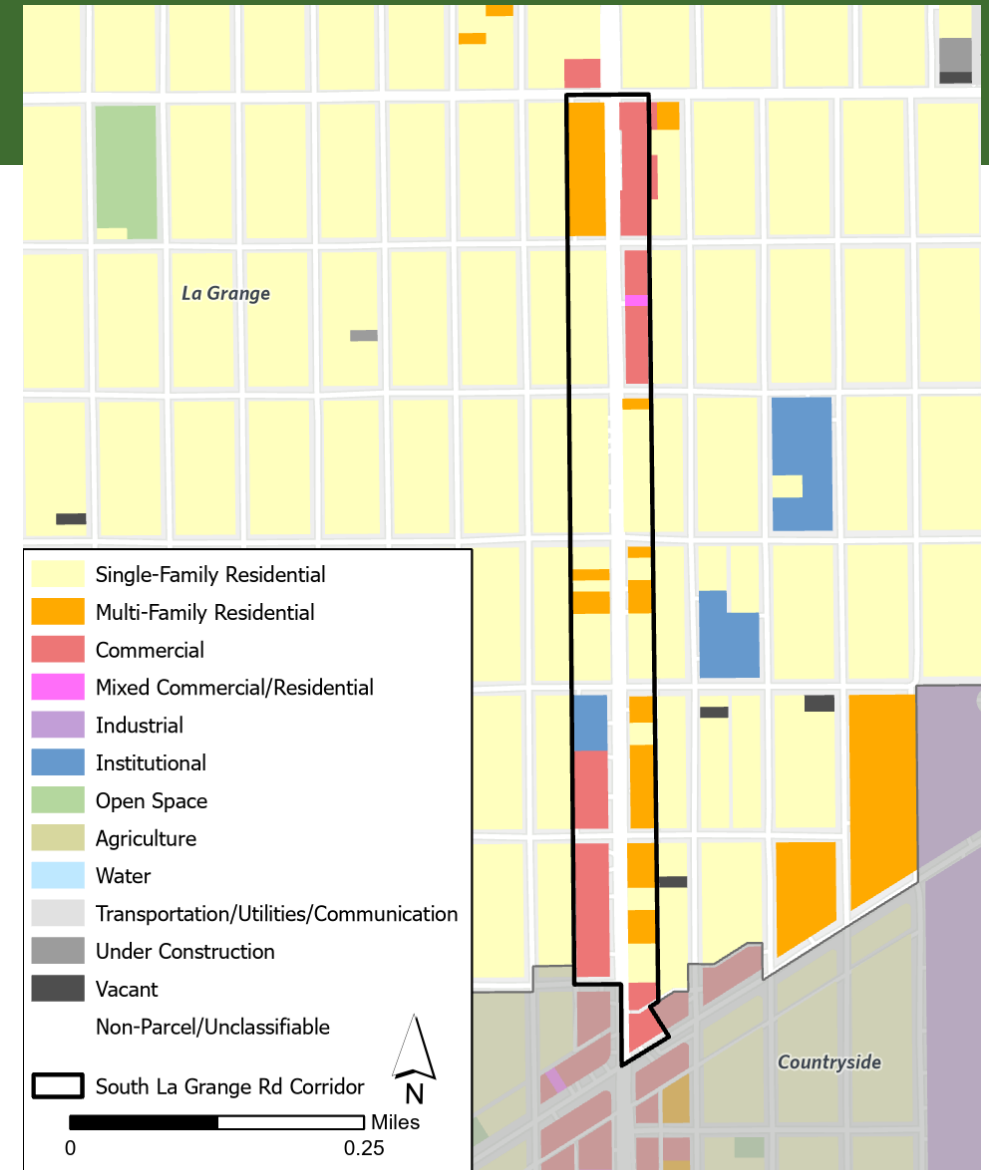
Special Purpose

- OS – Open Space District
- IB - Institutional Buildings District
- DR - Design Review Overlay District

Current land use

The South La Grange Road corridor primarily consists of commercial and residential land uses, with commercial uses clustered at the northeastern and southwestern ends of the corridor. Single-family residential development is most prominent along the west side, while the east side features more multifamily housing.

Areas surrounding the corridor are primarily single-family residential, with scattered institutional uses.



Source: CMAP 2024 Land Use Inventory

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Current zoning

The corridor's current zoning generally reflects the existing land uses shown on the previous page. Residential zoning makes up most of the corridor, with commercial uses concentrated in the northeastern and southwestern areas. Single-family residential is located on the west side of the corridor, while two-family and multifamily housing is located on the east side.

The districts that make up the corridor are as follows:

- **R-4:** Single Family Residential – 6,000 square feet
- **R-6:** Two Family Residential
- **R-8:** Multiple Family Residential
- **C-3:** General Service Commercial

Future changes to the zoning ordinance will support the implementation of plan recommendations for future land use changes.



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Future land use

The 2024 La Grange Comprehensive Plan projects potential changes within the corridor area. Most notable is the change from Single-Family Residential to Single-family Mixed Density Residential. The definition of Single-Family Mixed Density Residential is as follows:

This residential category is comprised primarily of single-family detached residences and a mix of duplex, triplex, and quadplex buildings that are designed to resemble single-family detached residences.

La Grange Forward Comprehensive Plan



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Market Data

Economic development encompasses a wide range of topics related to jobs and businesses. In a planning context, it is important to examine the overall business environment and identify which sectors and types of businesses are succeeding or struggling — both in the village and along South La Grange Road.

La Grange is a traditional suburban community, in the sense that most residents work elsewhere. However, several large institutions and industries located in town draw workers from surrounding communities.

The village is part of the greater West Cook submarket, where freight and goods movement is a key industry.

The following section includes a preliminary analysis of market conditions in La Grange. A formal market analysis will be conducted as part of the South La Grange Road Corridor Plan.





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What is the business environment like?



Business types in La Grange

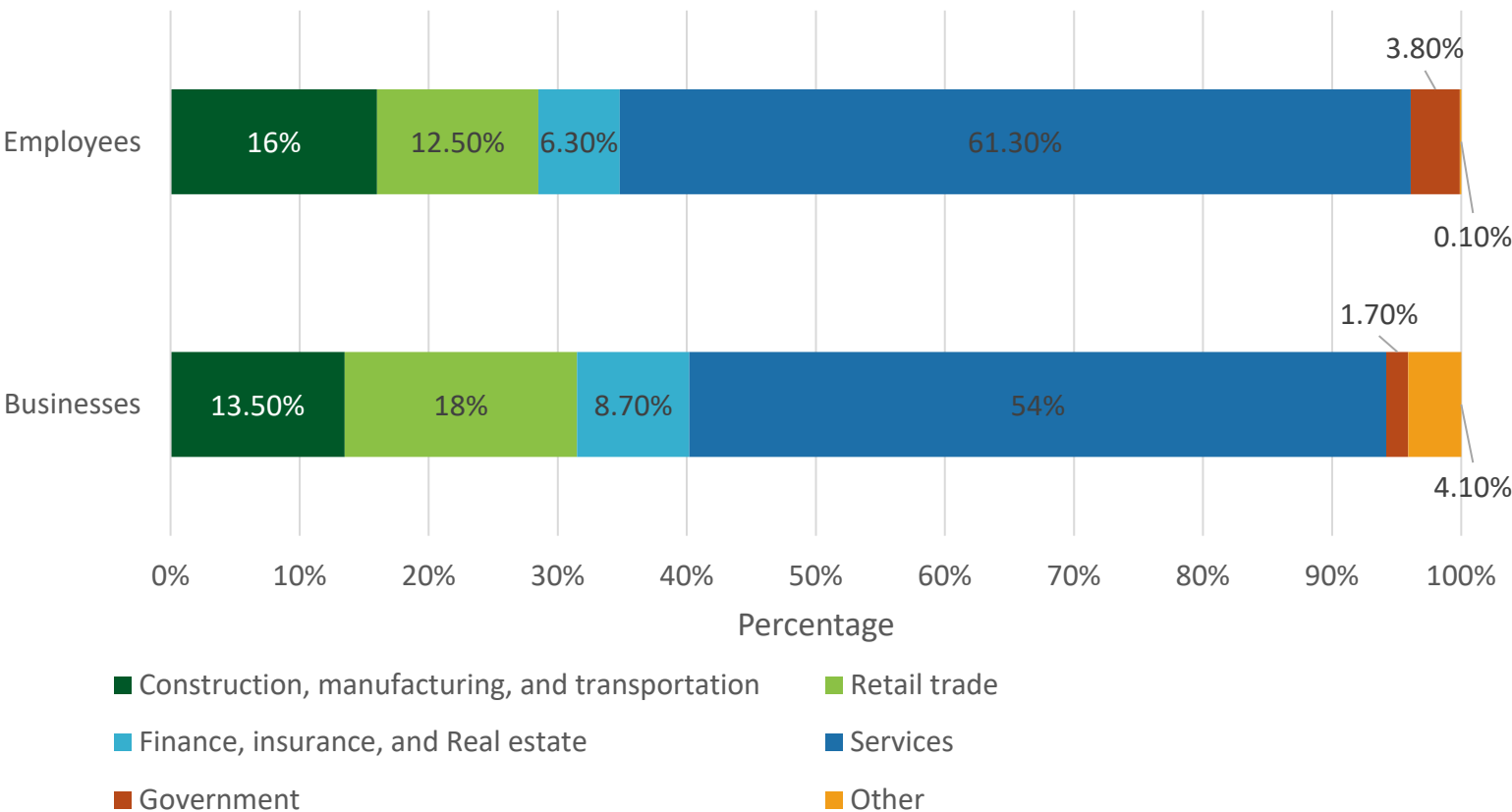
Total businesses

 711
businesses

 15,362
employees

With a population of 16,321 and 8,847 total employees, the village of La Grange has 58 jobs per 100 residents. La Grange's largest business sector is the service industry, which accounts for 54 percent of the businesses and 61.3 percent of the total jobs.

Business and employment breakdown, 2024



Source: Business Summary, Esri Business Analyst, 2024

Service sector breakdown

Service



384
businesses

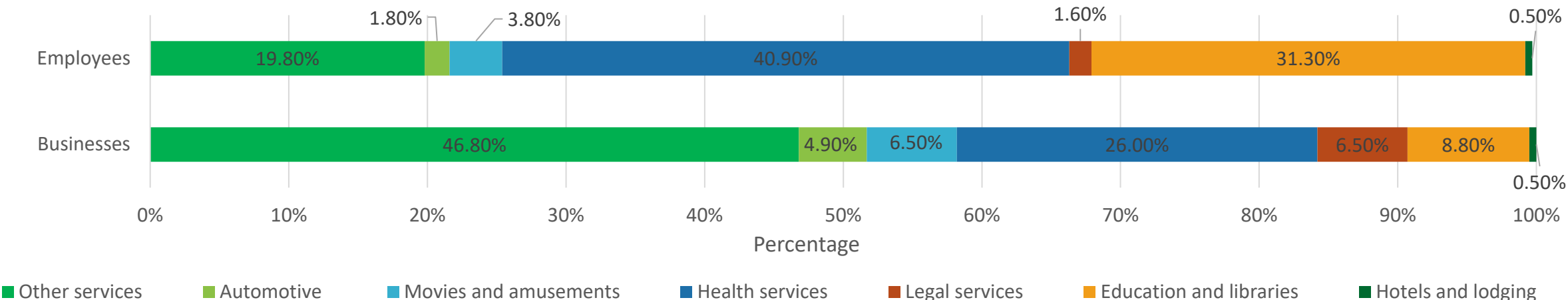


5,422
employees

Within the service sector, the largest proportion of businesses and jobs are categorized as **other services**, which includes authors, artists, scientific and related consulting services, etc. Many businesses are also in the **health** and **education** service sectors

Jobs in **health services** and **education institutions and libraries** constitute the second and third largest proportion of service sector jobs.

Business and employees in the service sector, 2024



Retail sector breakdown

Retail



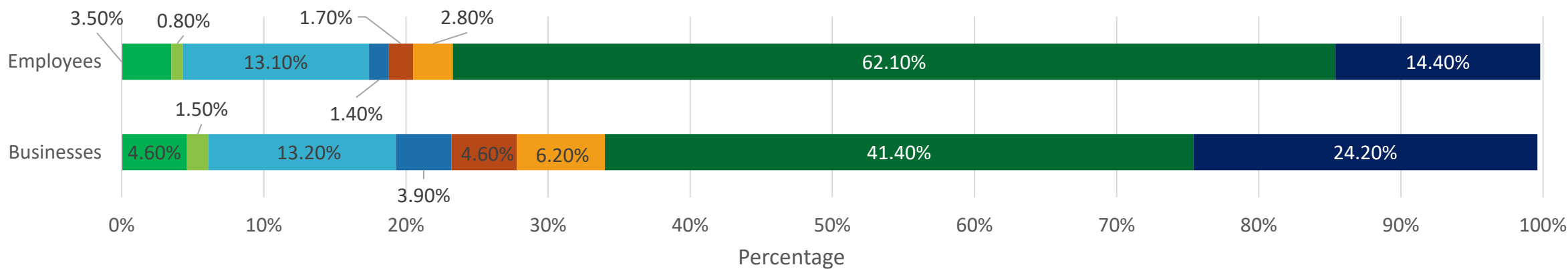
128
businesses



1,104
employees

Within the retail sector, **eating and drinking** establishments constitute the largest subsector, both by number of businesses, and the number of people employed. **Miscellaneous** retail has the second highest percentage of both employees and businesses. These can include specialty retailers, boutiques, and art dealers.

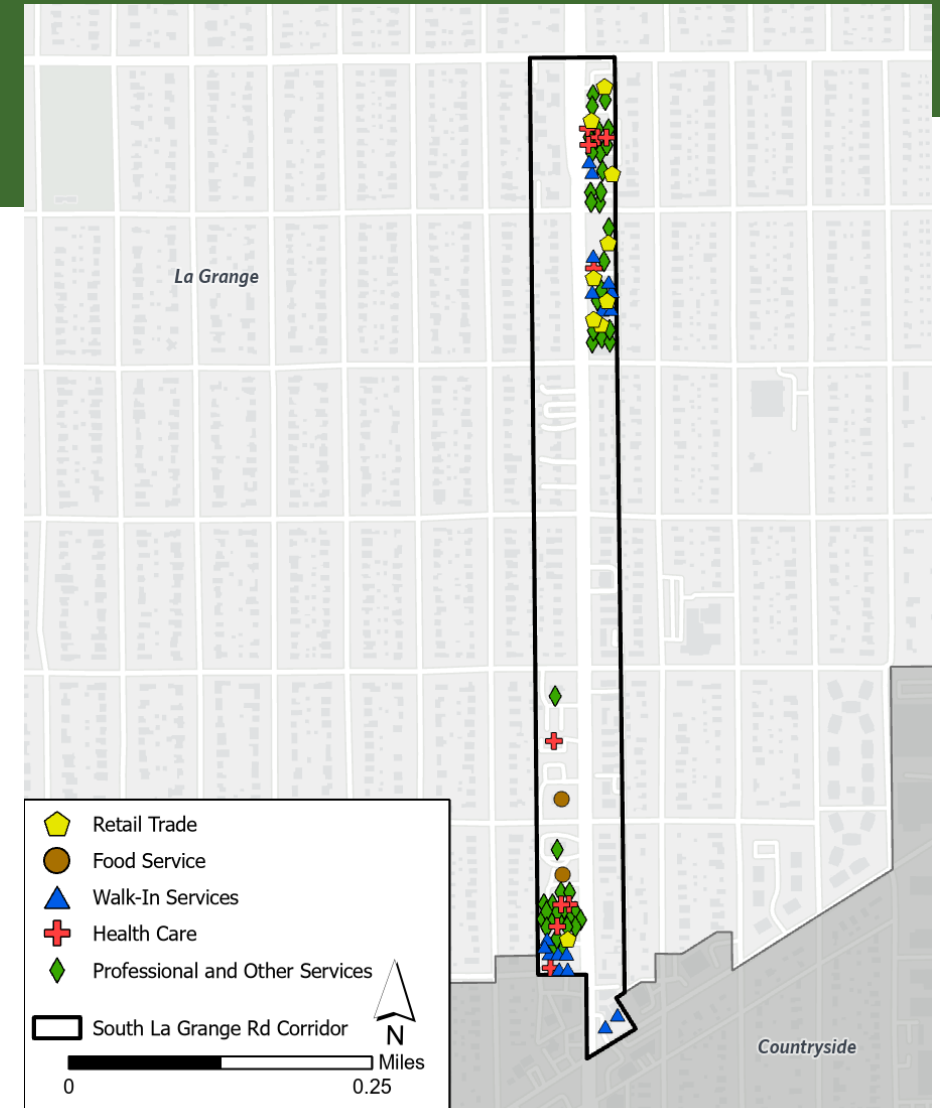
Business and employees in the retail sector, 2024



Businesses along South La Grange Road

-  **Retail trade:** a range of businesses primarily at the north end of the corridor
-  **Food service:** The Original Pancake House ,Brothers' Mexican Grill, and the Balkan Bakery are examples of food services found along the corridor.
-  **Walk-in services:** services that are generally one-visit, such as salons, pet care, and car repair, located at both ends
-  **Health care:** located at both ends of the corridor, primarily in the two large office buildings at each end
-  **Professional and other services:** located in the two larger offices as well as smaller individual storefronts and strip shopping along the corridor
 - Finance, insurance, accounting, real estate, and law practices
 - Management and support businesses
 - Construction and logistics offices
 - Education-related businesses
 - Other professional services

Business locations and types



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Sources: Dunn & Bradstreet (2020),
CMAP verification (2025) where possible

Business types along South La Grange Road

Total businesses



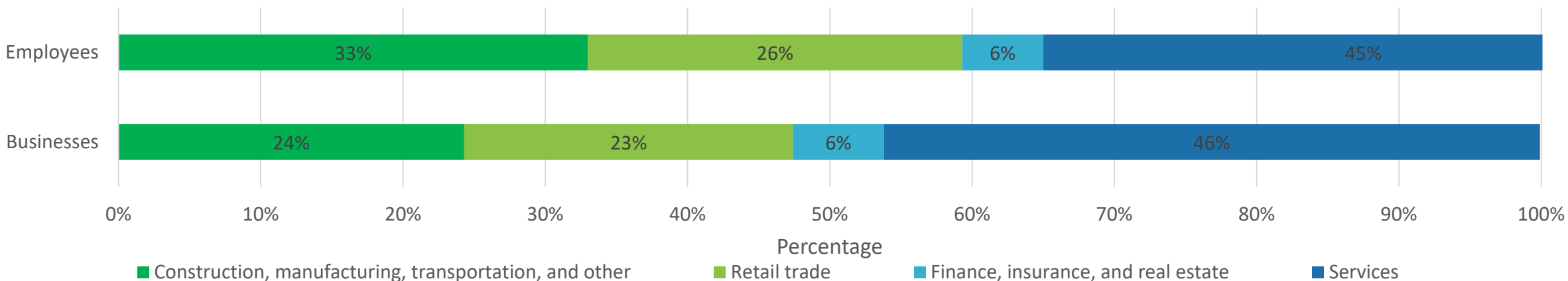
78
businesses

The South La Grange Road corridor has 738 residents and 418 employees. The largest business sector is the service industry, which accounts for 46 percent of the businesses and 45 percent of the total jobs.



418
employees

Business and employment breakdown, 2024



Service and retail sector along the corridor

Service



36
businesses



188
employees

Within the service sector, the largest proportion of businesses and jobs are categorized as **other services**, which includes authors, artists, scientific and related consulting services, etc. Many businesses are also in the **legal** and **automotive** service sectors.

Retail



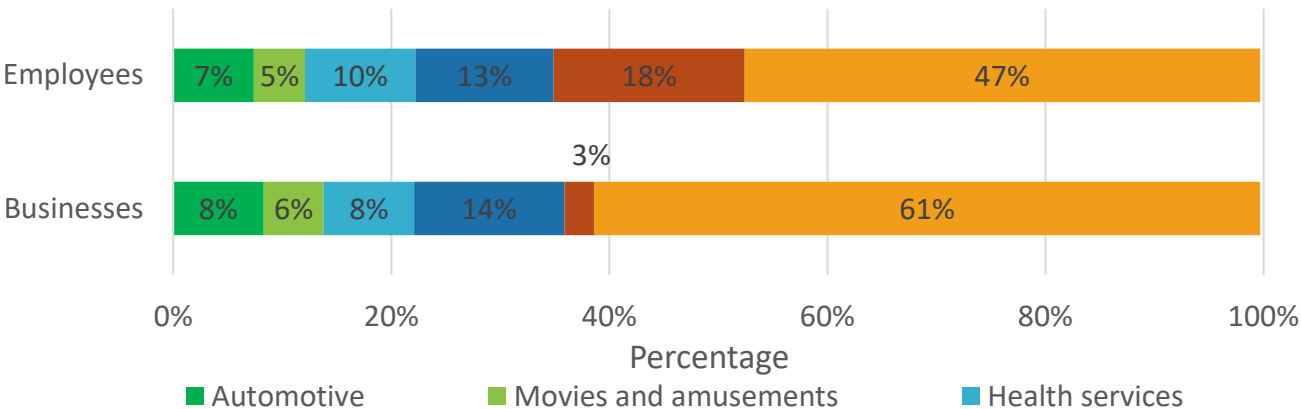
18
businesses



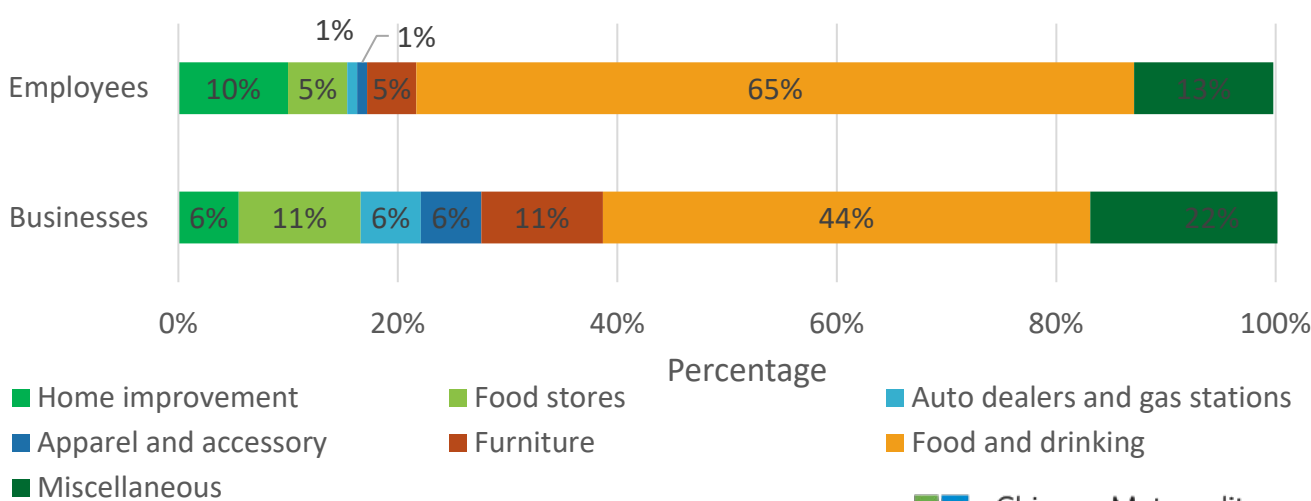
110
employees

Within the retail sector, **eating and drinking** establishments constitute the largest subsector, both by number of businesses, and the number of people employed. **Miscellaneous** retail has the second highest percentage of both employees and businesses. These can include specialty retailers, boutiques, and art dealers.

Business and employees in the service sector, 2024



Business and employees in the retail sector, 2024



What policies and programs impact businesses and development?

Tax Increment Financing districts

Tax Increment Financing (TIF) districts are a strategy to stimulate redevelopment and economic growth in specific areas. When property values rise in a TIF district, the additional tax revenue is reinvested into local development projects rather than distributing it to general tax bodies.

La Grange has not had an active TIF district since the expiration of the Downtown TIF District in 2009.

Special Service Area

A Special Service Area (SSA) is a property-taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area within a municipality or jurisdiction.

This type of district allows local governments to establish such areas without incurring debt or levying a tax on the entire municipality.

Chamber of commerce and business associations

La Grange has multiple economic partners such as:

- The West Suburban Chamber of Commerce and Industry.
- The La Grange Business Association also helps small businesses through offering advocacy, education, and networking opportunities for business owners.
- The village is also part of Explore Oak Park and Beyond, the state-certified convention and visitors bureau for western Cook County.





What is the real estate market like?



La Grange real estate

Understanding the commercial and industrial real estate market is crucial, as it helps inform current demand and supply and highlights strengths and opportunities for economic development. Real estate not only contributes to tax revenues and local employment, but also fosters opportunities for both local and regional businesses.

Three categories of real estate are pivotal to economic development:
Retail: Properties designed and used for the sale of consumer goods and services, such as shopping centers, standalone stores, and local businesses.

Office: Properties designed and used for professional and administrative activities, including space for large corporations as well as smaller offices, such as local real estate agencies.

Industrial: Properties tailored for manufacturing, warehousing, and distribution purposes, including large factories, warehouses, and small-scale production facilities.



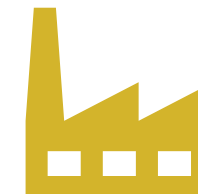
Retail

120 buildings
970,105 square feet



Office

48 buildings
521,214 square feet



Industrial

26 buildings
527,467 square feet

South La Grange Corridor Overview

The South La Grange Corridor's commercial market is made up of retail and office space. There are no industrial buildings along the corridor, as most La Grange's industrially zoned properties are located along Bluff Avenue northeast of the corridor.



Retail

13 buildings
53,296 square feet

The 13 retail buildings along the corridor make up 10.8 percent of the Village's overall retail building stock.



Office

6 buildings
38,063 square feet

The 6 office buildings along the corridor make up 12.6 percent of the Village's overall office building stock.

Retail market

South La Grange Road features a diverse array of retail properties, predominantly concentrated on the corridor's eastern side and southern end.



13 buildings
53,296 square feet

Source: CoStar



Retail market

Defining the five-, ten-, and fifteen-minute drive-time radii around the corridor helps identify the areas served by businesses along South La Grange Road. This analysis helps us understand who can easily access the corridor, where potential customers are located, and the level of demand.

With much of La Grange falling within the five-minute radius, businesses targeting local customers can anticipate a significant customer base within the village. Additionally, businesses along South La Grange Road are well positioned to attract customers from the ten- and fifteen-minute drive-time areas — particularly for stores and services that may not be available in those customers' home communities. Conversely, La Grange residents who are unable to find goods and services within the village are likely to patronize businesses located within those same rings.

5 minutes

Western Springs
Countryside

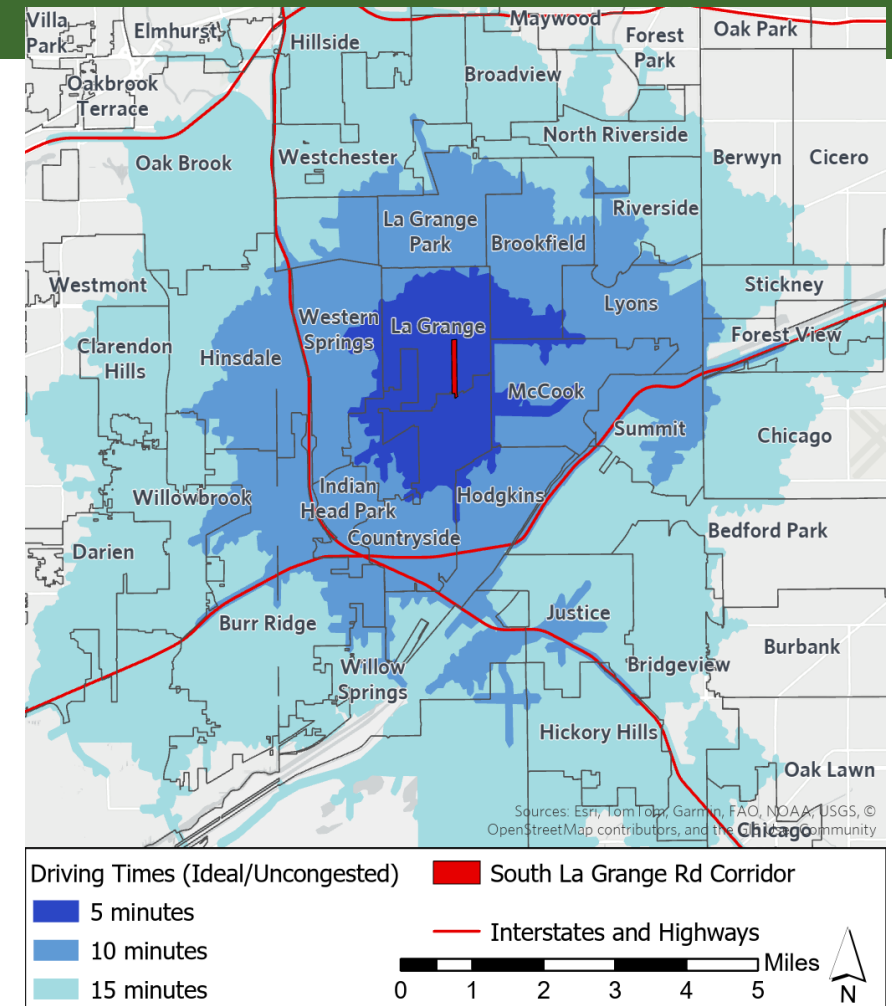
10 minutes

La Grange Park
Brookfield
Indian Head Park
Willow Springs

15 minutes

Lyons
Summit
Justice
Bridgeview
Burr Ridge
Hickory Hills
Willowbrook
Hinsdale

Drive-time areas from South La Grange Road



Source: Business Summary, Esri Business Analyst, 2024

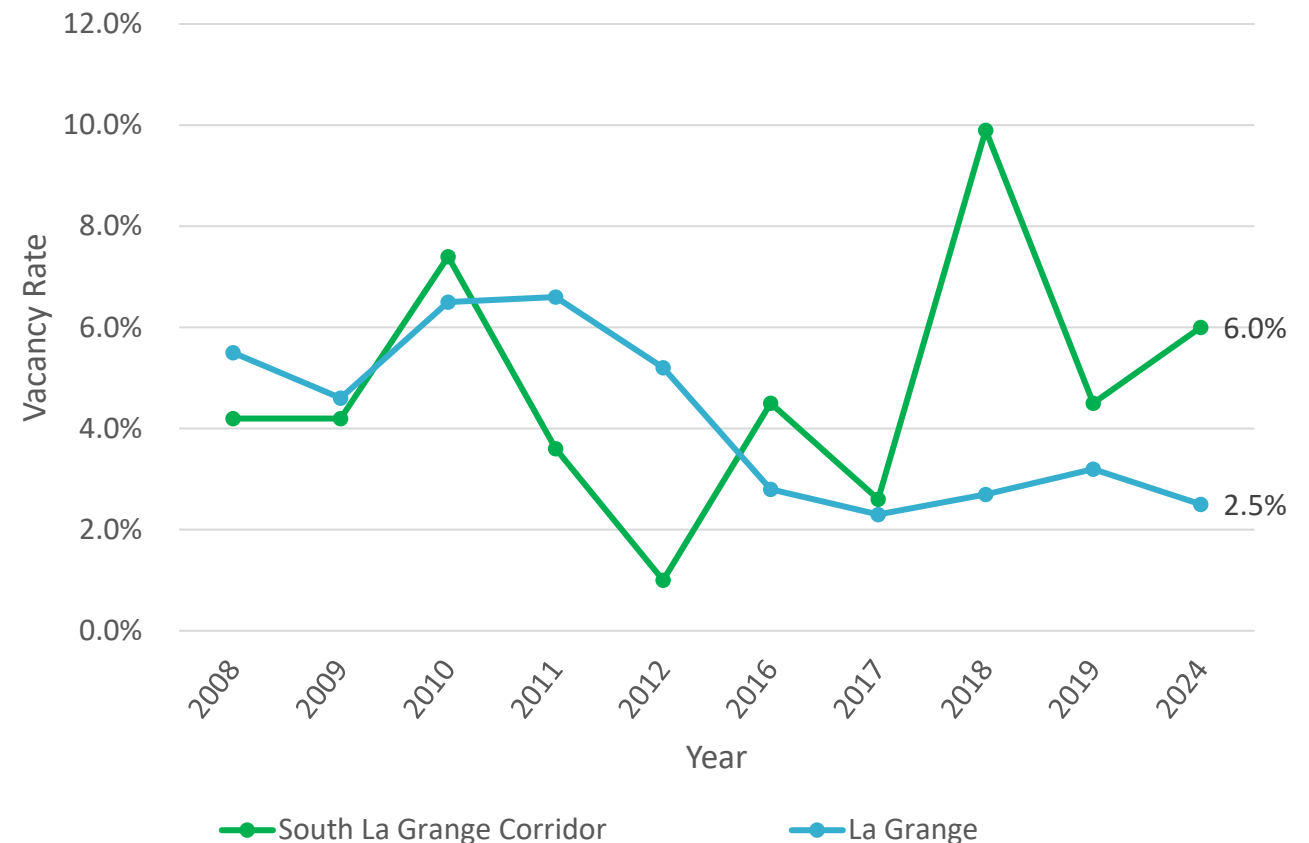
Retail real estate trends

6% Vacancy rate
Up from 4.5% in 2019

Retail property vacancy rates along the South La Grange Road corridor peaked in 2018 and began to rise again following a decline in 2019.

By comparison, the retail vacancy rate for the village of La Grange peaked in 2011 at 6.6 percent. As of 2024, the villagewide vacancy rate stands at 2.5 percent, indicating a stronger retail market than that of the corridor.

Retail property vacancy rates, 2008 to 2023



Source: CoStar

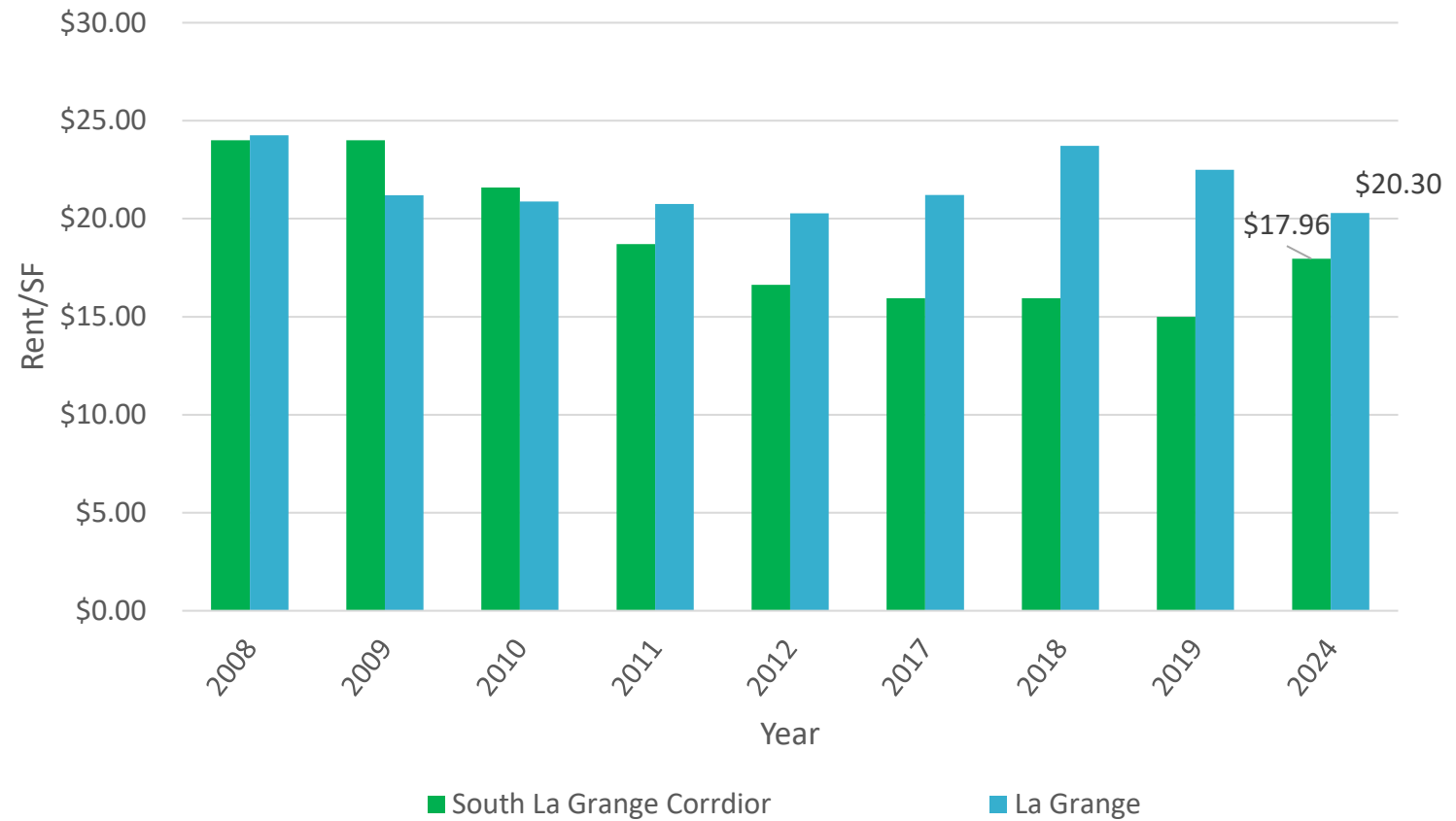
Retail real estate trends

\$17.96/SF Average rent

Retail property rent per square foot along the South La Grange Road corridor peaked in 2008 and has slowly begun to rise again after steadily declining since 2010.

Like the corridor, rent per square foot in La Grange also peaked in 2008 at \$24.25. Although rates have fluctuated since then, they have never dropped below \$20 per square foot.

Retail rent per square foot, 2008 to 2023



Source: CoStar

Office market



6 buildings
38,063 SF

Several office buildings are located along the South La Grange corridor, and they house establishments like medical, legal, and services-oriented businesses.

Most of the offices along the corridor are of the suburban office typology, with one- or two-story structures. Tenants within these buildings are a mix of locally owned business and franchises.



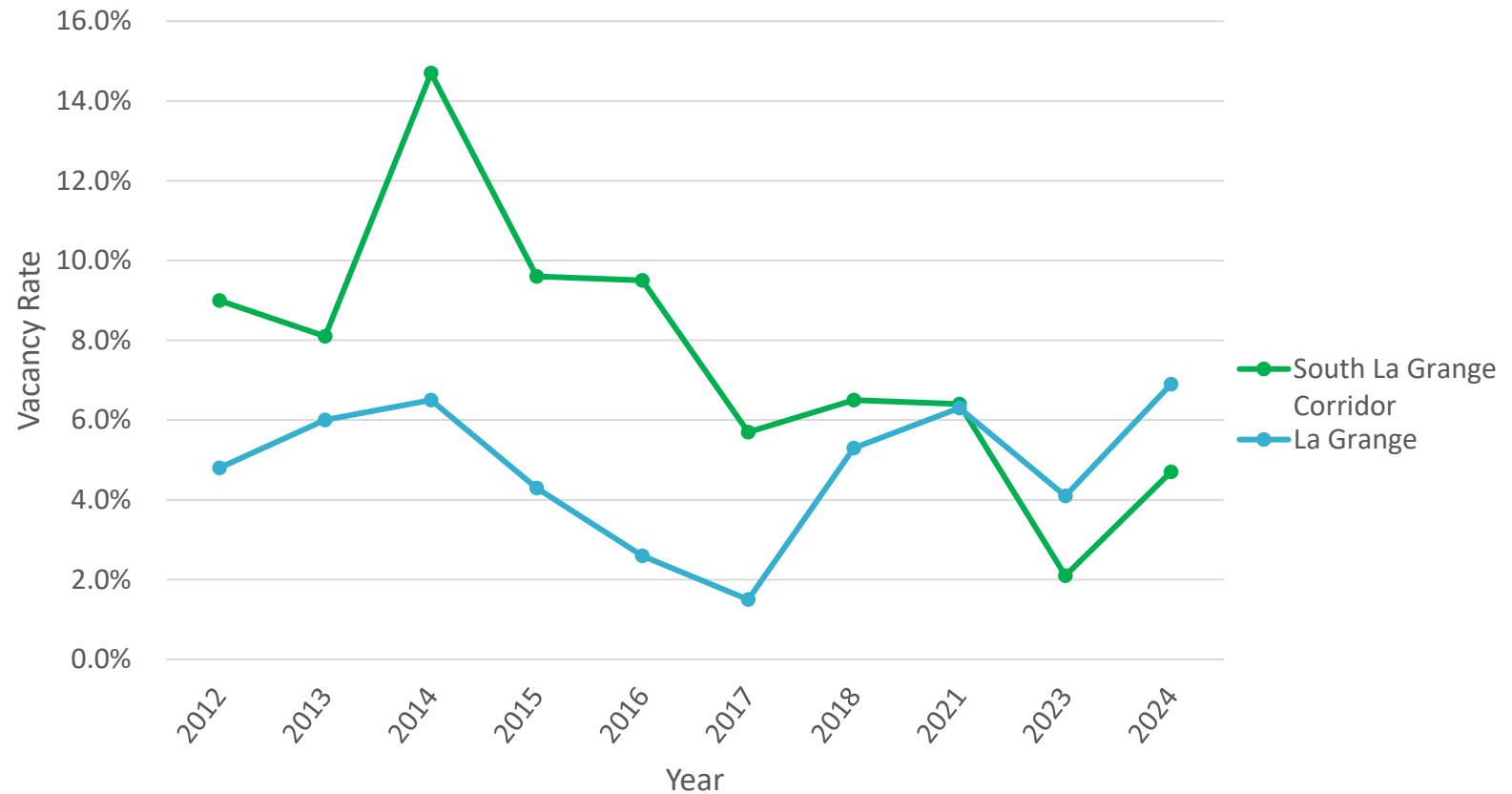
Office real estate trends

4.7% Vacancy rate

Office properties experienced high vacancy rates in the aftermath of the Great Recession, followed by an improving market and a slight uptick in vacancies in 2024.

In recent years, rental prices for office properties have increased, with the market steadily improving since 2012.

Office property vacancy rates, 2012 to 2024



Source: CoStar

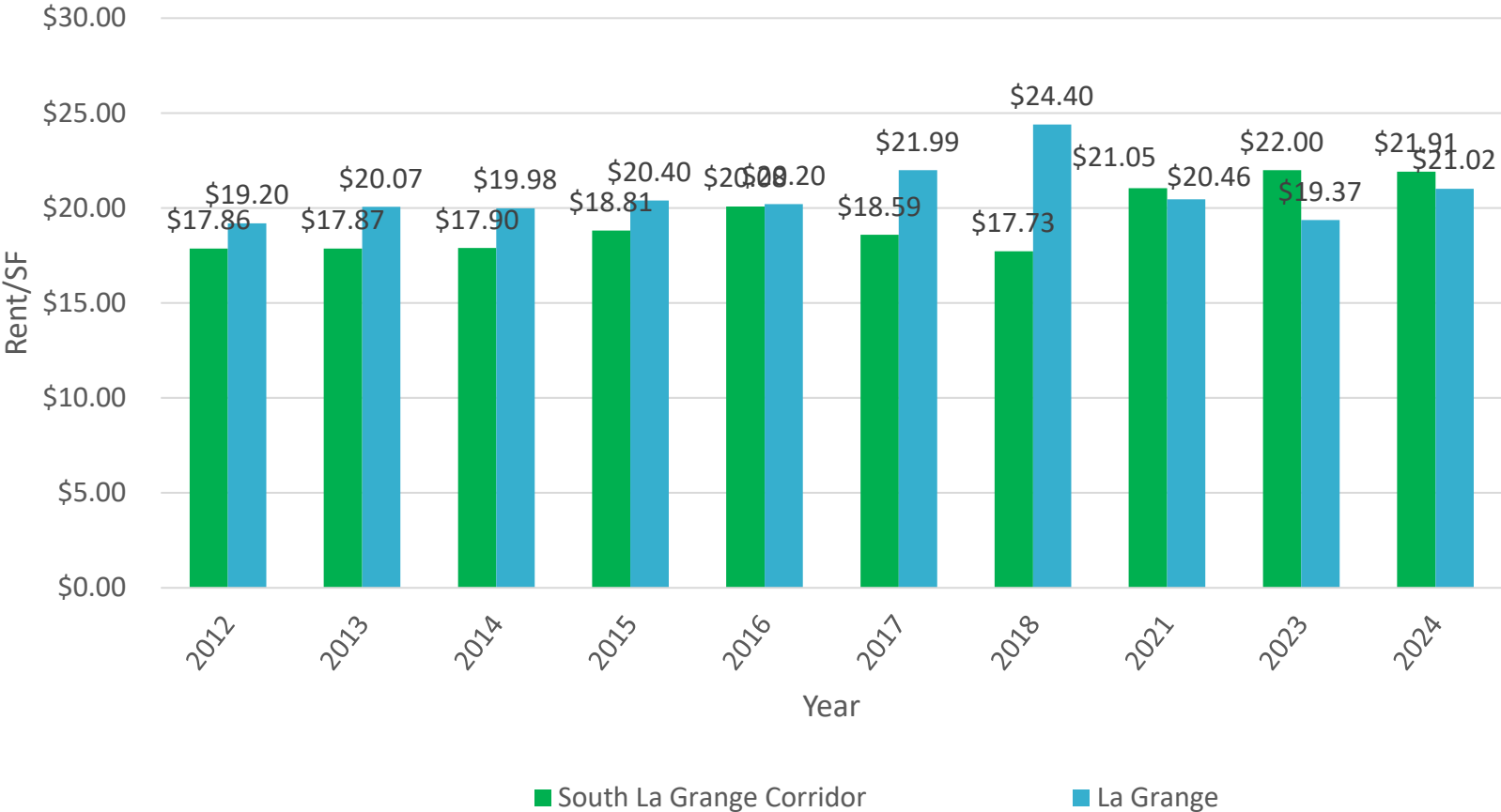
Office real estate trends

\$21/SF Average rent

In recent years, rental prices for office properties along the corridor have increased. The market has been steadily improving since 2012, reaching a peak of \$22 per square foot in 2023.

Historically, La Grange has had higher average office rents than the corridor. However, that trend shifted in 2021 and has continued since.

Office rent per square foot, 2012 to 2024



Source: CoStar



Where do La Grange residents work? What do they do?



Employment overview

Approximately 70 percent of La Grange residents are part of the labor force and actively seeking employment. Among them, the unemployment rate stands at approximately 2 percent — significantly lower than the rates in Cook County (5.7 percent) and the CMAP region (5.3 percent).

Most jobs in La Grange are held by individuals who live outside the village. More than 1,000 people who work in La Grange reside in Chicago, while approximately 475 workers also live in La Grange.

Conversely, most La Grange residents are employed outside the village. Chicago is the most common job location, with more than 3,000 La Grange residents commuting there for work. Downers Grove, Oak Brook, and Countryside are also common employment destinations for village residents.

8,421

People in
labor force

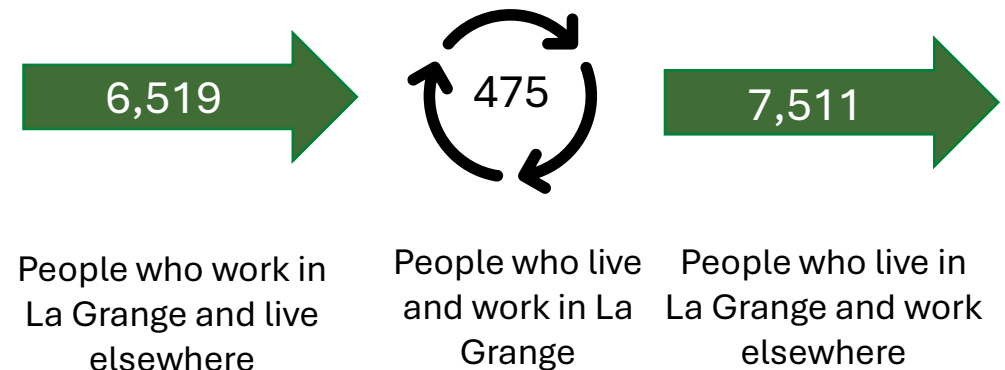
3,559

People not in
labor force

168 (2%)

People
unemployed

Source: 2019-2023 American Community Survey five-year estimates



Source: U.S. Census Bureau OnTheMap

Sectors of employment

Most La Grange residents are employed in the professional and management sector; others work in education, health care, finance, arts and entertainment, and retail. Supporting businesses in these sectors could help create local jobs for La Grange residents.

Employment of La Grange residents, 2023

Top industry sectors	Count	Percent
Professional, scientific, and management services	1,861	22.6%
Educational and health services	1,744	21.1%
Finance, insurance, and real estate	1,405	17%
Arts and entertainment	614	7.4%
Retail trade	614	7.4%



What are the characteristics of transportation and travel along South La Grange Road?



Traffic, travel and roadway characteristics

South La Grange Road is a principal arterial under state jurisdiction through the Illinois Department of Transportation (IDOT). As a result, the Village of La Grange has less decision-making authority over the design and operation of the road than it would if the route were locally or county controlled. The state is responsible for the majority operations and maintenance of the facilities on and along the corridor.

The cross section of South La Grange Road varies in width throughout the corridor due to on-street parking and turning lanes, but there are two through-travel lanes in each direction along its entire length.



South La Grange Road carries

24,400

Vehicles per day

What is a functional classification?

Functional classification is the process by which streets and highways are grouped into classes, or systems, based on the type of service they are intended to provide. These classifications include interstates, major arterials, minor arterials, major collectors, and minor collectors.

Source: FHWA

Roadway jurisdictions

Each roadway is under the jurisdiction of a particular agency. South La Grange Road is under IDOT jurisdiction throughout the corridor area.

The two roads that make up the northern and southern borders of the corridor — 47th Street and East Plainfield Road — are minor arterials and fall under Cook County Department of Transportation and Highways jurisdiction.

Right-of-way and traffic controls

A detailed analysis of the right-of-way will be included in the forthcoming transportation technical analysis. Some preliminary findings are below:



The traveled way for South La Grange includes two lanes in each direction.



There are many access points, including local roads and driveways for local businesses.



On-street parking is prohibited on South La Grange except from 48th street to 49th. There is legal parking on many intersecting local streets.



Most minor streets have stop signs at South La Grange Road. Signals exist at East Plainfield Road and 47th Street.



South La Grange does not intersect with any one-way streets within the corridor area.



Alleys are present behind small-lot commercial businesses along much of the corridor.



The speed limit on South La Grange is 35 miles per hour. On intersecting local streets, the speed limit is 25 miles per hour. On intersecting minor arterials, the speed limit is 30.



Left turn lanes are only present at intersections with minor arterials.



In some locations, a parkway separates the sidewalk from the traveled way. In other locations, the sidewalk is a “carriage walk” immediately behind the curb.

Pace bus transit service

Key trends for Pace Route 330:

- 2017 had the most trips, with 1,280
- 2020 had the least number of trips, with 455
- After 2020 ridership has steadily increased



Pace Route 330 Mannheim-LaGrange Roads

- Runs weekdays and Saturdays
- Operates every 30 minutes 5am-10pm
- Connects with:
 - Amtrack/Metra BNSF La Grange Road Station
 - Rosemont North Central Metra Station
 - CTA Blue Line Rosemont Station
 - O'Hare Multi-Modal Facility

Pace has bus stops at every intersection between 47th Street and Plainfield Road. Some intersections have a bus stop in both directions, while others only have one bus stop.

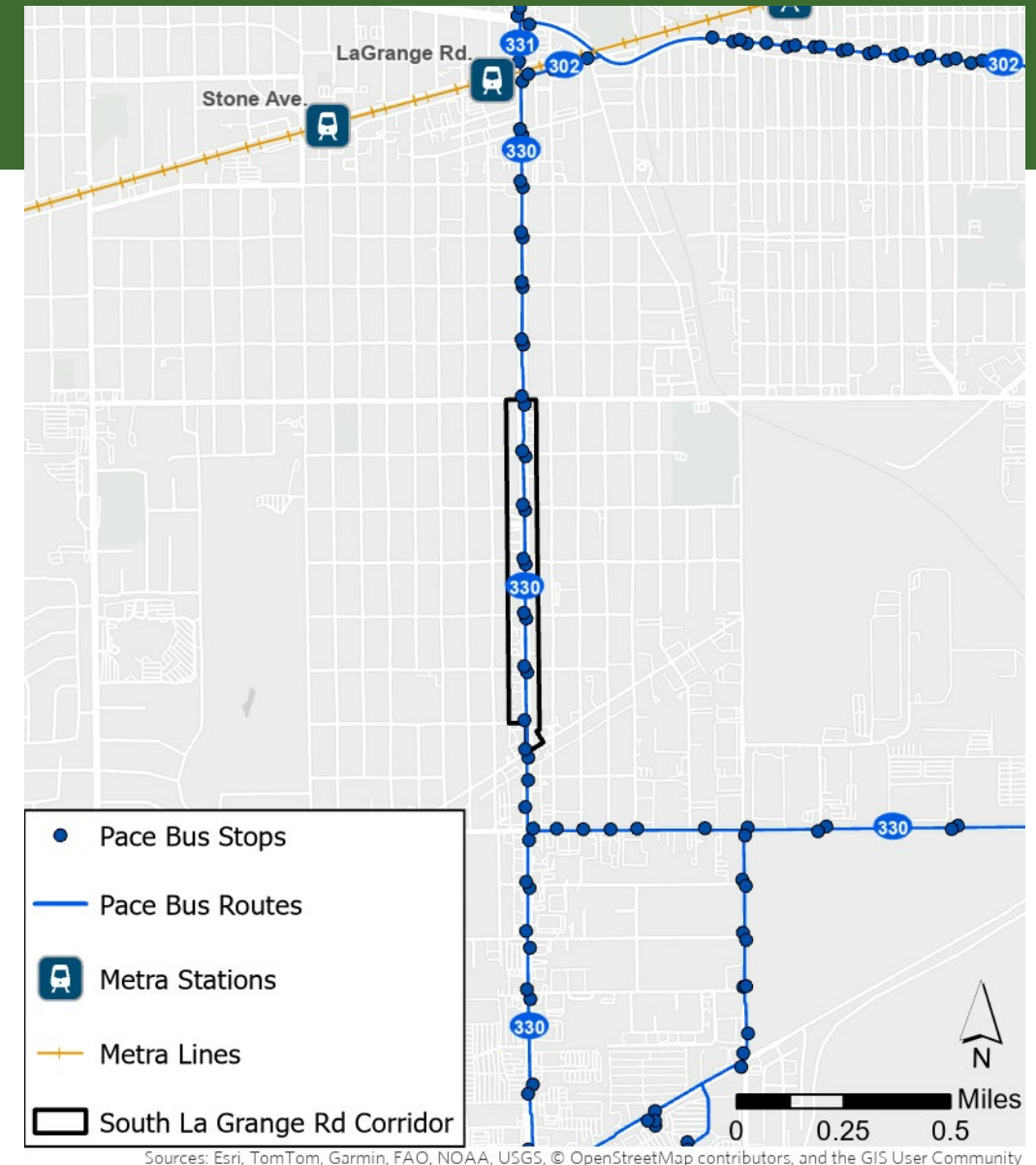
- Northbound bus stops at *48th St, 49th St, 50th St, 51st St, 52nd St, and Plainfield Rd*
- Southbound bus stops at *47th St, 48th St, 49th St, 52nd St, 53rd St, and Plainfield Rd*

Public transportation

This map shows bus routes and Metra commuter rail services within the vicinity of the South La Grange Road corridor. Pace Route 330 travels in both directions along La Grange Road within the study area. An east-west Pace Route 302 crosses La Grange Road north of the corridor. The corridor also forms part of the most direct route from the south to both Metra stations: Stone Avenue and La Grange Road.

The corridor also forms part of the most direct route from the south to both Metra stations: Stone Avenue and La Grange Road.

Transit routes in La Grange



Pedestrian access



The village has average **sidewalk** infrastructure:

- Full sidewalk connectivity on most blocks
- Curb cuts and tactile pavements at many intersections, especially along La Grange Road, 47th Street, and Plainfield Road
- Most sidewalks meet the accessibility guideline of 4-foot minimum widths

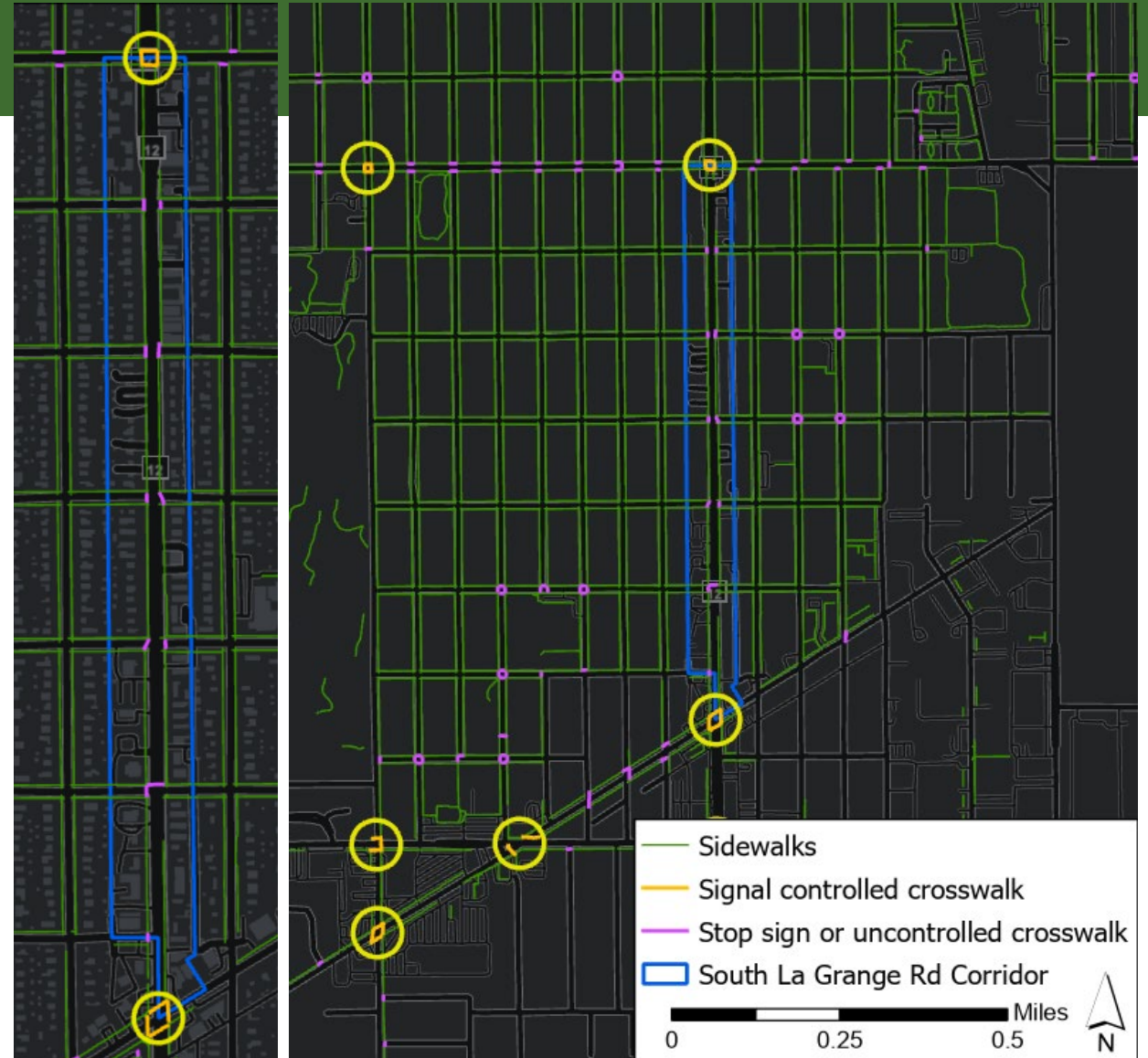


The corridor has poor **crosswalk** infrastructure:

- Few painted crosswalks in residential areas
- Only one crosswalk across South La Grange Road inside the corridor
- Most crosswalks are not at signalized intersections



These intersections become **high stress** crossing points, meaning pedestrians are likely to prefer walking farther to a traffic signal or not cross at all.



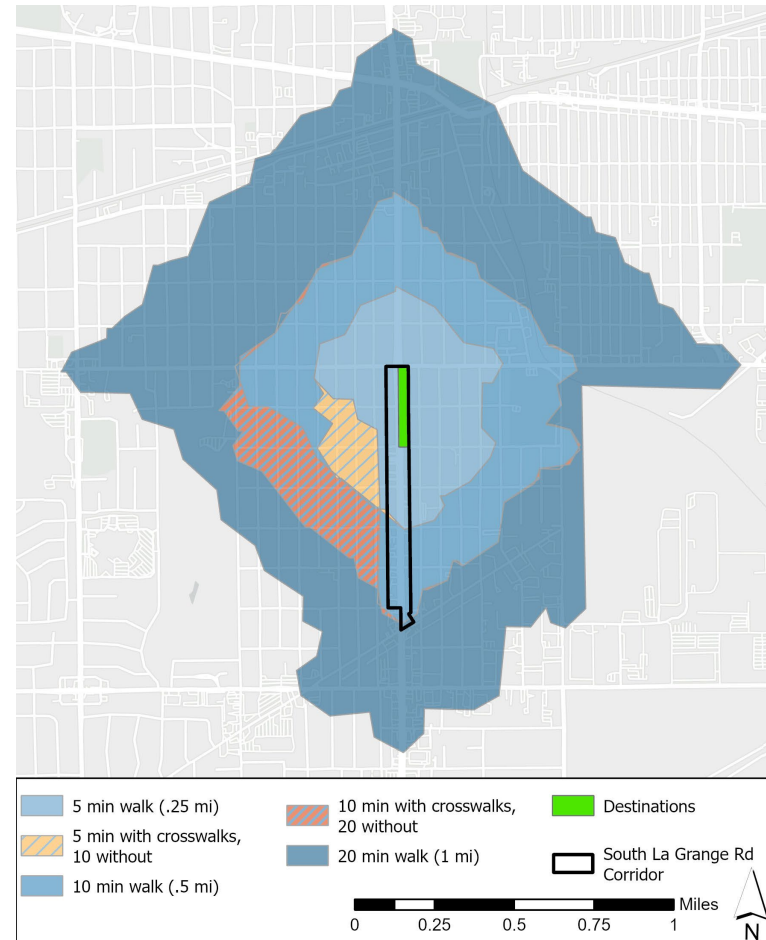
Pedestrian access

Pedestrian access radius comparisons

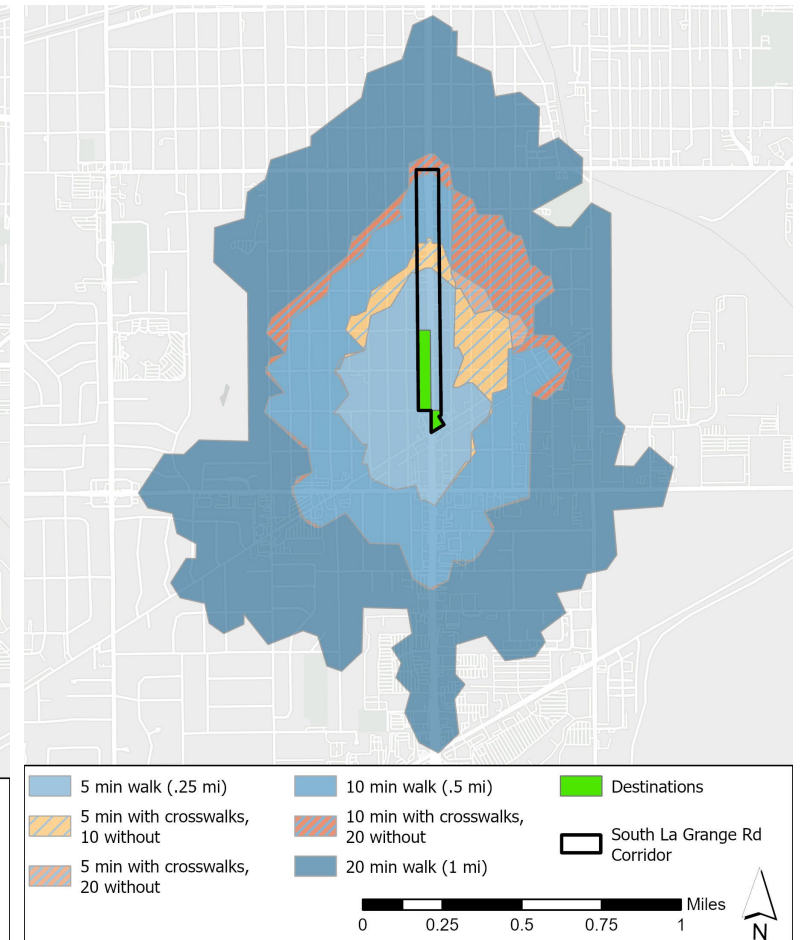
The lack of safe, comfortable crossings on South La Grange Road has a noticeable impact on pedestrian access.

For the two business clusters in the corridor, nearby residents will find it much easier to visit businesses on the same side of the road, shown as areas in blue.

Areas in orange and red currently face a longer walk than if pedestrians could safely cross throughout the corridor.



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Source: Navteq

Household travel

La Grange residents have a higher degree of automobile-dependency for travel than the regional average. Residents drive about 1000 more miles each year than the regional average. Transit use is higher than the regional average, but slightly below the Cook County average.

The mean commute time is almost identical to both the regional and county averages.

Mode of travel to work, 2018 to 2022

	La Grange		Cook County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Work at Home*	1,700	21.9	360,725	14.2	598,134	14.1
Drive Alone	4,552	58.7	1,461,846	57.4	2,684,337	63.4
Carpool	328	4.2	196,160	7.7	324,856	7.7
Transit	906	11.7	363,180	14.3	417,505	9.9
Walk or Bike	165	2.1	122,276	4.8	146,673	3.5
Other	99	1.3	43,073	1.7	63,354	1.5
TOTAL COMMUTERS	6,050	78.1	2,186,535	85.8	3,636,725	85.9
Mean Commute Time (Minutes)	32.4		32.3		31.4	

Source: 2018-2022 American Community Survey five-year estimates.
 *Not included in total commuters or mean commute time.

Universe: Workers 16 years and older

Annual vehicle miles traveled per household

	La Grange	Cook County	CMAP Region
Average Vehicle Miles Traveled per Year	16,914	13,234	15,653

Source: Chicago Metropolitan Agency for Planning analysis of 2021 Illinois Environmental Protection Agency, HERE Technologies, and U.S. Census Bureau data.

Traffic safety

South La Grange Road — one of La Grange’s highest volume roads — sees its share of traffic crashes each year.

There were no fatalities and few injuries along the corridor between 2018 and 2022. However, the difference between a serious or fatal crash and a vehicle damage-only crash can often come down to conditions and chance.

24% Crashes caused by “failure to yield right of way” – often turning

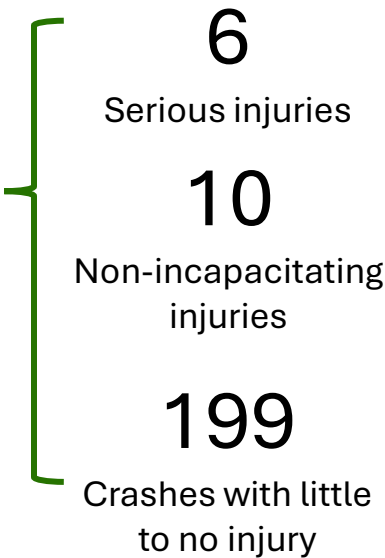
23% Crashes caused by speeding

Between **2018 and 2022**, there were:

Road	Length	Crashes
South La Grange Road Corridor (roads inside and directly leading into)	0.8 miles	215

For comparison:

Plainfield Road between Brainard Ave and East Ave	1.2 miles	138
South La Grange Road between 47th St and Hillgrove Ave	0.8 miles	353
47th Street between Gilbert Ave/Willow Springs Rd and Bluff Ave*	1.5 miles	295



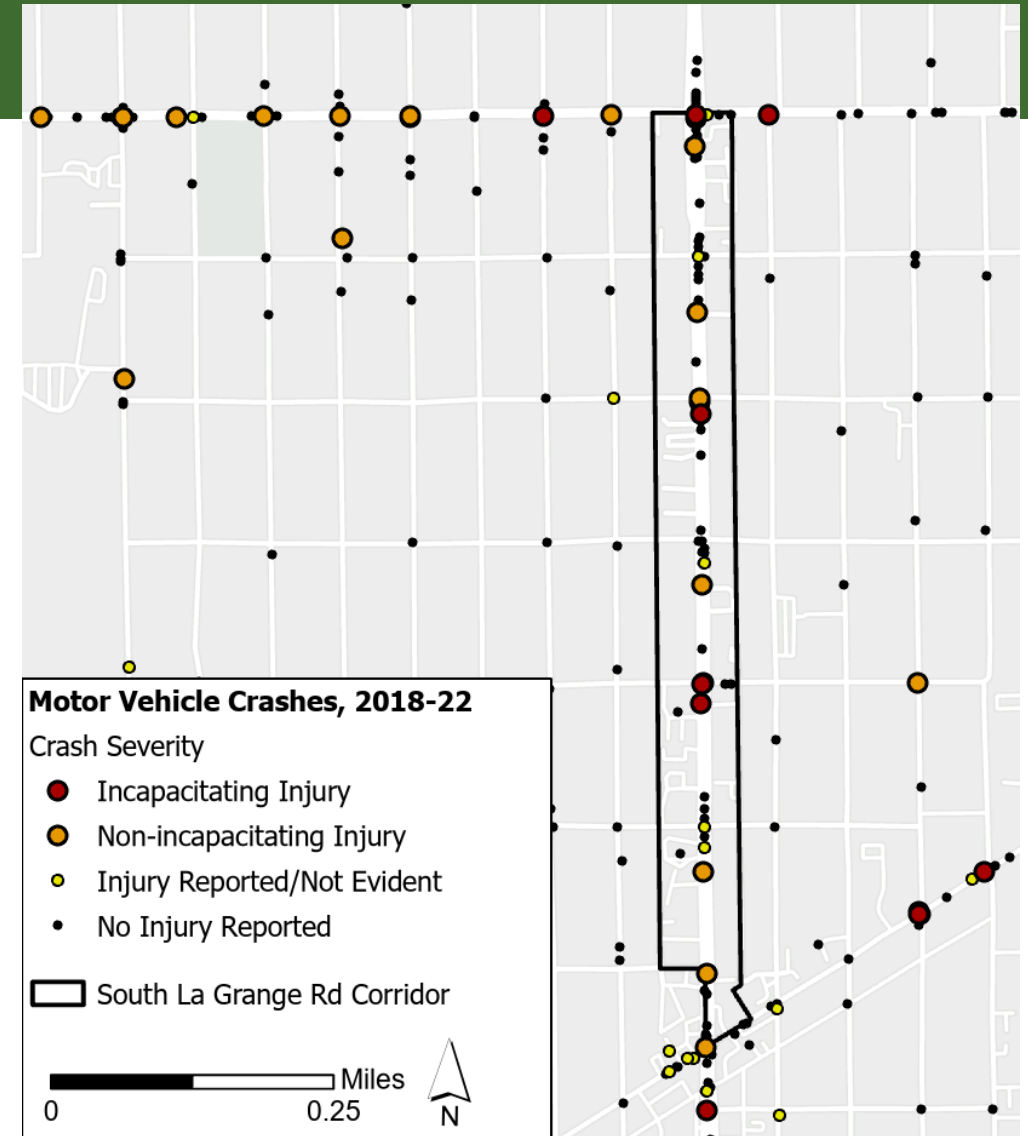
* 47th St and East Ave intersection excluded to not skew data
Source: CMAP analysis of IDOT crash data
Crashes within 50 feet of a road segment are included

Traffic safety

Crashes occur along the whole length of the corridor, both mid-block and at intersections.

The intersections of South La Grange Road with 47th Street and Plainfield Road are particularly dangerous. At the ends of the corridor, these locations see a higher volume of vehicles approaching from all four directions and encountering traffic signals or turning vehicles.

Corridor Motor Vehicle Crashes



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Source: CMAP analysis of IDOT crash data

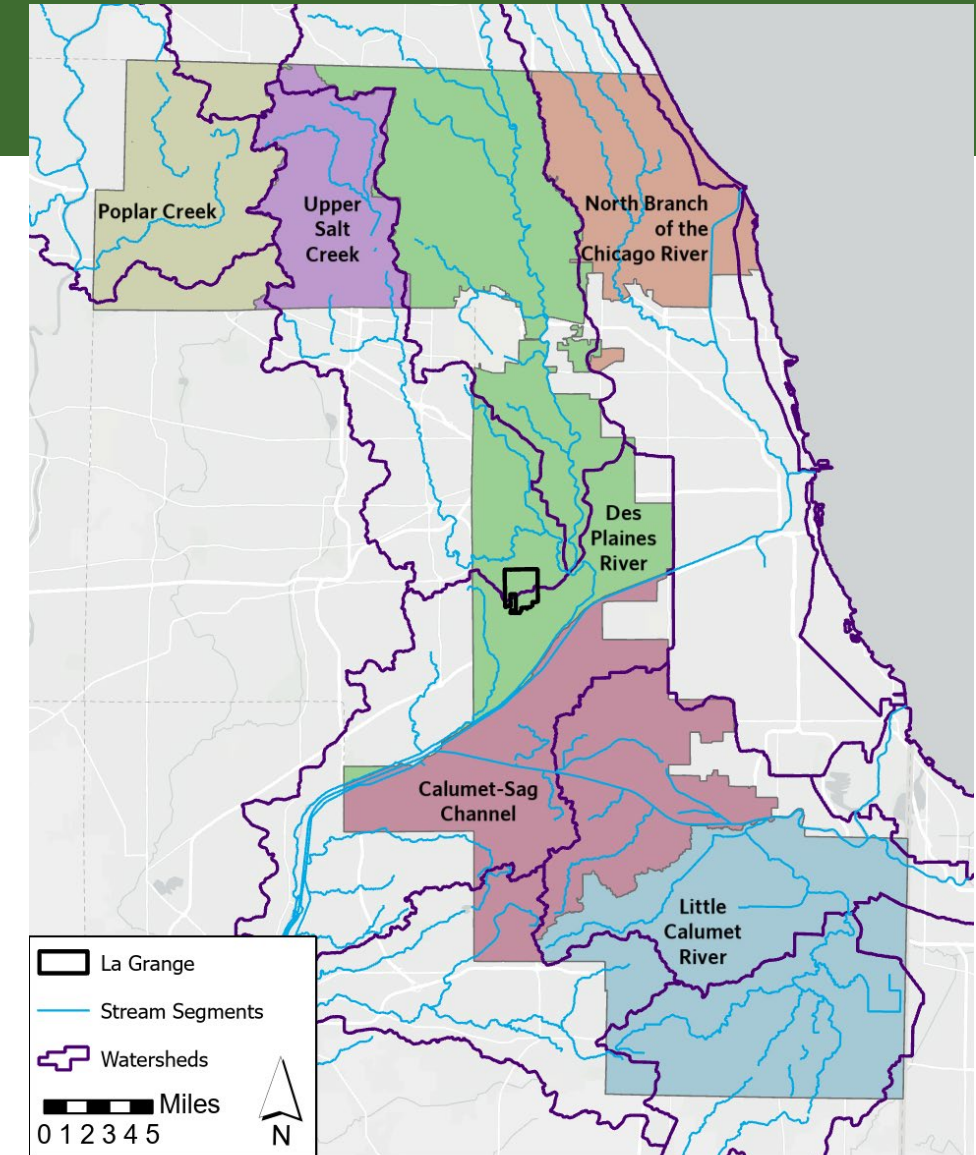
Watershed

La Grange, Illinois is primarily served by **Salt Creek**, a tributary of the **Des Plaines River**.

Under the Metropolitan Water Reclamation District of Greater Chicago (MWRD) watershed management framework, Salt Creek is part of the **Lower Des Plaines River Watershed**.

La Grange has entered a partnership with the MWRD for the South Basin/50th Street Relief Sewer. This storm sewer project represents a significant infrastructure investment to expand stormwater system capacity for six low-laying depressional areas located south of 47th street in La Grage.

Watershed Planning Areas Metropolitan Water Reclamation District of Greater Chicago



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Sources: MWRD, National Hydrography Dataset (USGS), IL EPA

Flood risks

Urban flooding is a concern in portions of the South La Grange Road corridor, especially around the intersection with 48th Street.

Urban flooding occurs during heavy rain events, when drainage systems are overwhelmed and permeable ground is saturated. Runoff water will collect in flatter, lower-lying areas. As severe climate events increase in frequency, more of the corridor may become vulnerable.

Low-elevation areas map



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Source: Topographic Wetness Index, Illinois
State Water Survey (University of Illinois)

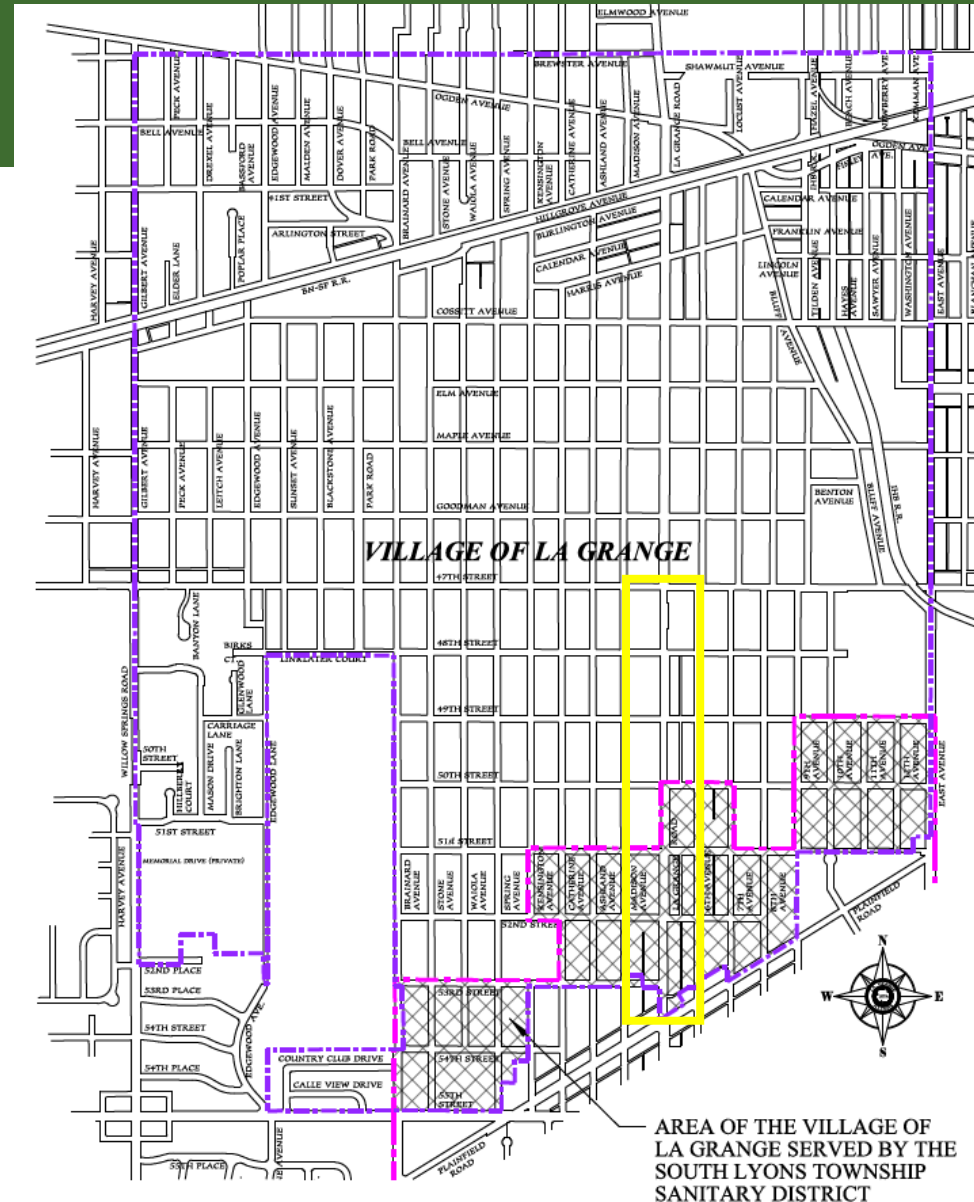
Sewer System

La Grange's sewer system is predominantly a combined sewer system, meaning it carries both sanitary sewage and stormwater in the same pipes.

These sewers ultimately drain to the **Metropolitan Water Reclamation District of Greater Chicago (MWRDGC)** interceptor system, which transports flow to the Stickney Water Reclamation Plant.

However, a portion of the South La Grange Corridor falls within the South Lyons township Sanitary District (SLTSD). The SLTSD is an independent special purpose district that is responsible for sanitary sewer service, not stormwater management.

La Grange Sewer Service Map (corridor highlighted in yellow)



AREA OF THE VILLAGE OF LA GRANGE SERVED BY THE SOUTH LYONS TOWNSHIP SANITARY DISTRICT

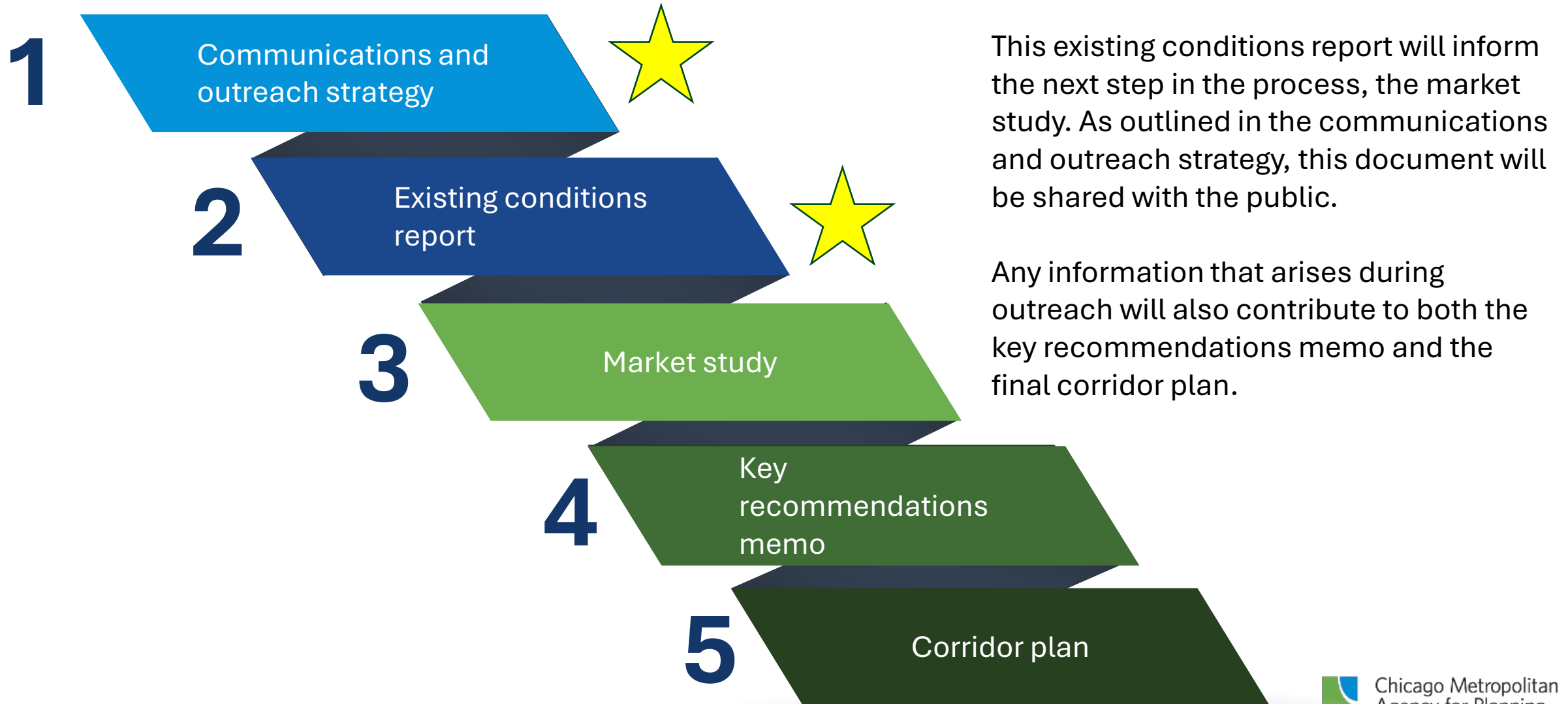


Chicago Metropolitan
Agency for Planning

Next steps



Next steps





LA GRANGE
ILLINOIS

Market Study

South La Grange Road Corridor Plan

Last Revised: January 15, 2026



Contents

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Introduction

The project

This project is being carried out through the Chicago Metropolitan Agency for Planning's (CMAP) technical assistance program, in partnership with the Village of La Grange.

The project study area is focused on the South La Grange Road corridor between 47th Street on the north and Plainfield Road on the south, primarily land extending a half block east and west along the length of South La Grange Road.

This project seeks to help La Grange develop a corridor plan that:

- Builds on past studies and planning and addresses the subarea goals identified in the 2024 La Grange Forward Comprehensive Plan
- Creates a cohesive vision for the corridor
- Fits into the character of the adjacent neighborhoods
- Improves safe access and mobility for pedestrians and bicyclists to cross South La Grange Road and travel along the corridor
- Ensures new development and property improvements enable a variety of housing choices and add value to the retail, restaurant, and office components of the corridor

Overview of market analysis

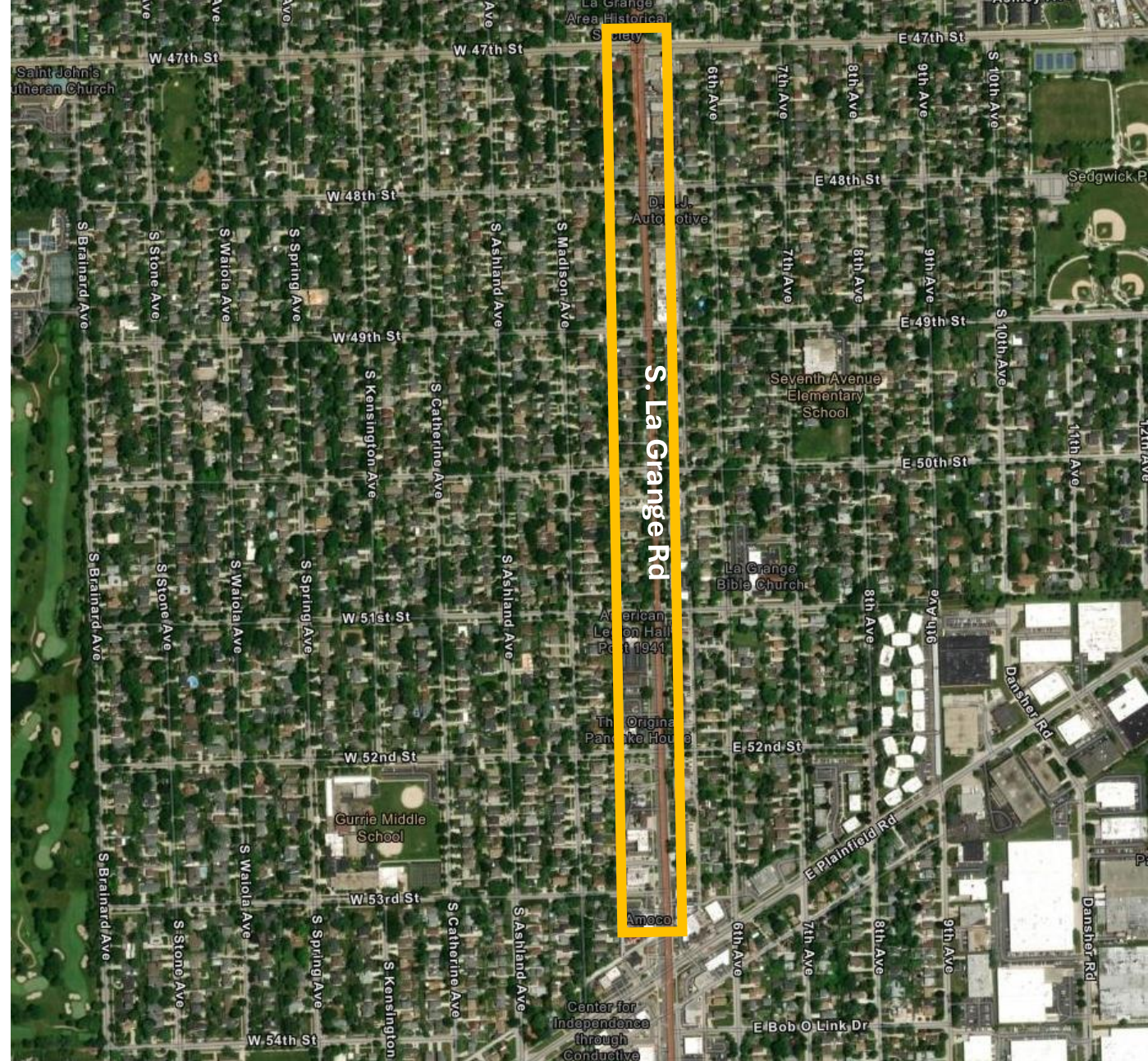
As a follow-up piece to the Existing Conditions Report, this market analysis evaluates the corridor's market data including profiles of income and employment demographics, commercial, housing, and other factors to offer insight into the potential market opportunities to guide future development, improvements, and business attraction to the South La Grange Road corridor.

...

PRIMARY DATA SOURCES

- :: U.S. Census Bureau
- :: CMAP Community Data Snapshots
- :: ArcGIS Business Analyst
- :: Costar

Secondary data sources as noted



Market areas

A market analysis typically evaluates data within different market areas to compare supply and demand of commercial and residential uses.

Core Market Area

Market shed within a 5-minute drive time of the corridor, which covers a majority of La Grange with slight overlap into neighboring Western Springs, Countryside, and McCook. This core market typically attracts local consumers seeking goods, services, and restaurants due to the convenience of proximity.

Primary Market Area

Market shed within a 10-minute drive time, which expands market attraction further out with greater coverage into neighboring La Grange Park, Brookfield, McCook, Countryside, Indian Head Park, and Western Springs.

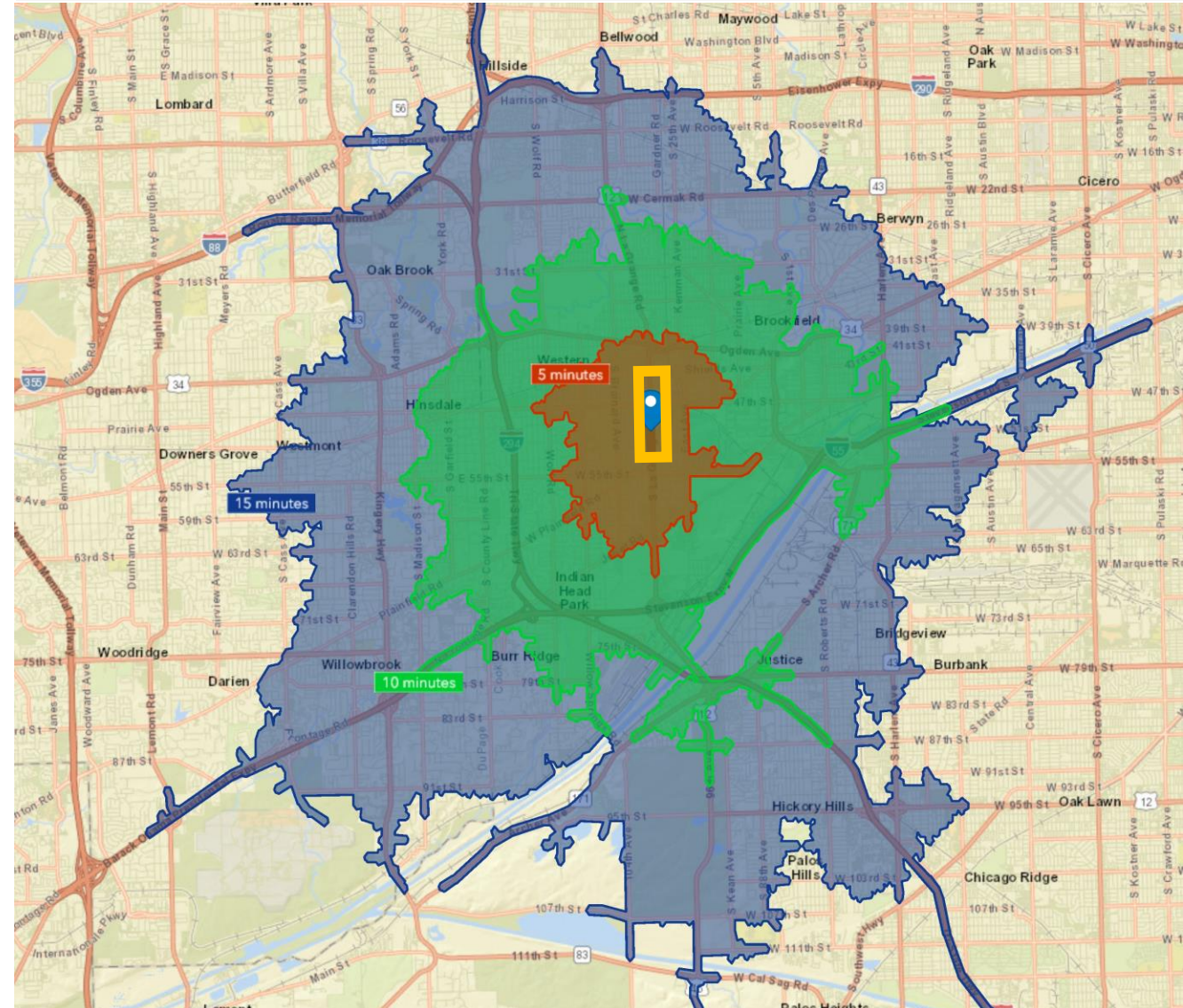
Secondary Market Area

Market shed within a 15-minute drive time, which attracts consumers from the larger region but also competes with other commercial areas in the municipalities listed above and reaching as far as Westchester (north), Stickney (east), Hickory Hills (south), and Westmont (west).

Site Map

E 50th St & S La Grange Rd, La Grange, Illinois, 60525

Drive time: 5, 10, 15 minute radii



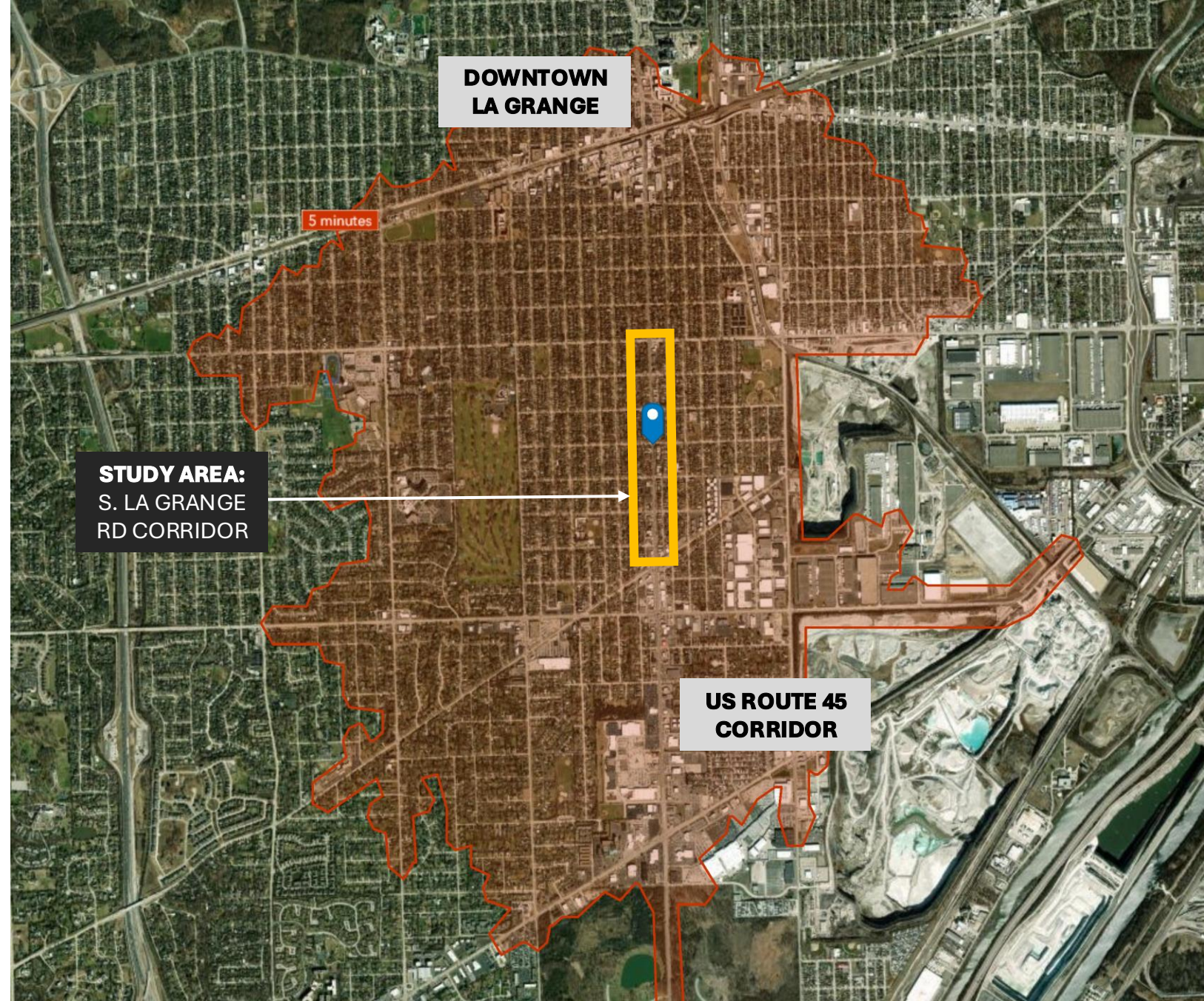
Corridor market areas

Market areas

Core Market Area

The 5-minute drive time includes two other major commercial districts, which are important to consider when planning for the S. La Grange Road corridor.

- **Downtown La Grange:** Located to the north, this is the Village's central business district offering historic charm and a mix of shops, restaurants, offices, housing, and other offerings around the Metra station in a walkable mixed use environment.
- **US Route 45 Corridor:** Located mostly in Countryside further south of the S. La Grange corridor, this commercial district is a quintessential suburban commercial corridor with a range of retail strip centers, big box retailers, fast food and quick serve restaurants, auto dealers, and other name brand businesses.



Core Market Area: 5-Minute Drive Time

Income and employment profile

Income profile

The corridor's income profile reflects the generally affluent character of La Grange. Higher income levels allows for more spending power and softens affordability issues. Key income trends include:

- **Corridor has considerably higher median household and median disposable income levels than the three market areas**
- **Per capita income along the corridor is more in line with the 10-minute market area but less than the 5-minute market area**
- **Corridor has less households with incomes under \$50,000 but more with incomes \$100,000+ than the three market areas**
- **Corridor households spend less of their income on mortgage, allowing in part for the higher disposable income**

	Market Area			
	South La Grange Road Corridor	5-Minute (Core)	10-Minute (Primary)	15-Minute (Secondary)
Median household income	\$157,428	\$130,438	\$121,050	\$103,571
Median disposable income	\$119,417	\$103,654	\$98,888	\$82,203
Per capita income	\$69,346	\$74,083	\$70,365	\$58,891
Income under \$50,000	15.9%	17.4%	19.1%	24.1%
Income \$100,000+	67.0%	60.6%	58.9%	51.9%
% of income for mortgage	18.9%	23.2%	22.0%	22.0%

Source(s): Esri ArcGIS Business Analyst; Demographic and Income Profile, Disposable Income Profile, and Housing Profile (2025 data provided unless listed otherwise; A = 2019-2023 ACS)

Employment: occupational categories

Occupational categories represent the type of job function or role a person performs, regardless of the industry. Employment characteristics by occupational category along the corridor include:

- **Top three occupational categories in the corridor are white collar and comprise more of the corridor's market of job functions than the three market areas:**
 - Business finance
 - Management
 - Education/training/library
- **Six of the top eight occupational categories (as shown in the table) in the corridor are white collar**

	Market Area			
	South La Grange Road Corridor	5-Minute (Core)	10-Minute (Primary)	15-Minute (Secondary)
Occupational categories of the civilian labor force				
Business finance	23.4%	10.2%	9.8%	7.8%
Management	19.5%	19.6%	16.6%	13.9%
Education/training/library	17.8%	10.5%	8.1%	6.5%
Sales	10.7%	9.3%	9.3%	8.7%
Food preparation/serving	3.3%	4.9%	3.4%	3.9%
Office/administrative support	3.3%	7.7%	8.5%	9.7%
Architectural/engineering	3.0%	1.7%	2.0%	1.8%
Transportation/material moving	3.0%	5.7%	7.1%	8.9%

Source(s): Esri ArcGIS Business Analyst; Civilian Labor Force Profile

Employment profile

With a mix of retail, restaurant, and office jobs along the corridor, the employment profile for South La Grange Road has the following qualities that may be factors impacting future business attraction and development:

- **A vast majority (86.1%) of the jobs along the corridor are white collar, which is almost 10% higher than the three market areas**
- **Conversely, the three market areas have almost twice as many blue collar jobs (11.8%) than the corridor (6.5%)**
- **There are more than twice as many service jobs in the three market areas (13.5%) as the corridor (6.8%)**
- **More residents leave the corridor to work elsewhere (309) than workers who commute to work in the corridor from elsewhere (218), which is common for there to be a higher outflow than inflow of workers**

Occupational categories of the civilian labor force	Market Area			
	South La Grange Road Corridor	5-Minute (Core)	10-Minute (Primary)	15-Minute (Secondary)
White collar	86.1%	74.6%	73.1%	66.8%
Blue collar	6.5%	11.9%	15.1%	19.3%
Service	6.8%	13.5%	11.8%	14.0%

Source(s): Esri ArcGIS Business Analyst; Civilian Labor Force Profile



Source: U.S. Census OnTheMap Employment Inflow/Outflow Analysis (2022); Esri ArcGIS Business Analyst; Civilian Labor Force Profile (based on Esri forecasts for 2025)

Employment: industry sectors

Industry sectors represent the type of economic activity or business function being performed. Employment characteristics by industry sector along the corridor include:

- **Top three sectors in the corridor are white collar and comprise more of the corridor's job market than the three market areas:**
 - Professional/scientific/tech
 - Educational services
 - Finance/insurance
- **Jobs in the blue collar and service industry sectors are also represented in the corridor and mostly consistent in representation compared to the three market areas**
- **Jobs in the food service/accommodations sector are noticeably lacking along the corridor compared to the other market areas**

	Market Area			
	South La Grange Road Corridor	5-Minute (Core)	10-Minute (Primary)	15-Minute (Secondary)
Professional/scientific/tech	18.9%	14.5%	14.1%	10.9%
Educational services	17.2%	13.4%	10.8%	9.2%
Finance/insurance	16.6%	10.7%	9.3%	6.8%
Retail trade	8.0%	8.2%	7.5%	8.5%
Healthcare/social assistance	8.0%	12.5%	14.0%	14.8%
Manufacturing	5.9%	6.2%	8.5%	9.3%
Construction	5.6%	4.9%	4.6%	5.5%
Transportation/warehousing	5.3%	5.3%	6.3%	7.5%
Information	3.0%	1.2%	1.5%	1.4%
Arts, entertainment, recreation	2.7%	3.3%	2.8%	2.3%
Food service/accommodations	2.1%	4.8%	4.4%	5.3%
Wholesale trade	1.5%	2.1%	2.5%	2.7%

Source(s): Esri ArcGIS Business Analyst; Civilian Labor Force Profile

Employment profile

Workers who commute in from elsewhere to work in the South La Grange Road Corridor exhibit the following characteristics:

- **More than half (53.2%) have a commute of less than 10 miles, including those who live in other parts of La Grange**
- **Chicago is the most common point of origin (15.1%) for corridor workers; La Grange residents are second most common (7.3%)**
- **A few corridor workers commute from neighboring municipalities like La Grange Park, Brookfield, and Indian Head Park**
- **Corridor labor force has a solid mix of workers who are relatively young in their careers (64.6% labor participation rate for those under age 25) and those who are more experienced (41.0% rate for age 65+)**

64.6%
Labor force participation rate for corridor workers age 16-24, which is similar to the three market areas

41.0%
Labor force participation rate for corridor workers age 65+, which is higher than the 30.2% rate for the three market areas

WHERE WORKERS LIVE

	Count	Share
<u>All Places (Cities, CDPs, etc.)</u>	218	100.0%
<u>Chicago city, IL</u>	33	15.1%
<u>La Grange village, IL</u>	16	7.3%
<u>Downers Grove village, IL</u>	9	4.1%
<u>La Grange Park village, IL</u>	5	2.3%
<u>Woodridge village, IL</u>	5	2.3%
<u>Brookfield village, IL</u>	4	1.8%
<u>Forest Park village, IL</u>	4	1.8%
<u>Indian Head Park village, IL</u>	4	1.8%
<u>Naperville city, IL</u>	4	1.8%
<u>Oak Lawn village, IL</u>	4	1.8%
All Other Locations	130	59.6%

	Count	Share
Total Private Primary Jobs	218	100.0%
<u>Less than 10 miles</u>	116	53.2%
<u>10 to 24 miles</u>	76	34.9%
<u>25 to 50 miles</u>	16	7.3%
<u>Greater than 50 miles</u>	10	4.6%

Source: U.S. Census OnTheMap Employment Inflow/Outflow Analysis (2022); Esri ArcGIS Business Analyst; Civilian Labor Force Profile (based on Esri forecasts for 2025)

Employment profile

Residents who live in the South La Grange Road Corridor but commute elsewhere for work exhibit the following characteristics:

- **About 40.5% commute less than 10 miles to their jobs, with very few (7.1%) having a commute of 25+ miles**
- **Chicago is the most common destination for work (34.6%) for corridor residents; the second most common destination is staying in La Grange for work (4.5%)**
- **All others commute beyond the immediate area to places like Lisle, Oak Brook, Downers Grove, Rosemont, Naperville, etc.**
- **Almost 2 out of 5 corridor residents (18.4%) have a commute time of less than 15 minutes, while almost a quarter (23.7%) take 45 minutes or more for their commute**

18.4%

Percent of corridor residents with a commute time of less than 15 minutes

23.7%

Percent of corridor residents with a commute time of 45 minutes or more

	Count	Share
<u>All Places (Cities, CDPs, etc.)</u>	309	100.0%
<u>Chicago city, IL</u>	107	34.6%
<u>La Grange village, IL</u>	14	4.5%
<u>Countryside city, IL</u>	11	3.6%
<u>Lisle village, IL</u>	9	2.9%
<u>Oak Brook village, IL</u>	9	2.9%
<u>Downers Grove village, IL</u>	7	2.3%
<u>Rosemont village, IL</u>	7	2.3%
<u>Burr Ridge village, IL</u>	6	1.9%
<u>Naperville city, IL</u>	6	1.9%
<u>Hinsdale village, IL</u>	5	1.6%
All Other Locations	128	41.4%

	Count	Share
Total Private Primary Jobs	309	100.0%
<u>Less than 10 miles</u>	125	40.5%
<u>10 to 24 miles</u>	162	52.4%
<u>25 to 50 miles</u>	14	4.5%
<u>Greater than 50 miles</u>	8	2.6%

Source: U.S. Census OnTheMap Employment Inflow/Outflow Analysis (2022); Esri ArcGIS Business Analyst; Civilian Labor Force Profile (based on Esri forecasts for 2025)

Daytime population

Daytime population is a notable factor for a commercial district like the South La Grange Road Corridor, as these people contribute to the customer or user base.

- **The daytime population comprising the immediate corridor study area has about 535 people, including workers and residents.**
- **The daytime population is actually much larger when taking into consideration the surrounding neighborhoods (east and west) and downtown area (north)**
- **Workers in particular are a key segment of the daytime population, as they often frequent local shops and services before or after work or during breaks**



Source: Esri ArcGIS Business Analyst; Market Profile

Commercial profile

Key takeaways

WHAT MARKET DATA SAYS

COMMERCIAL/BUSINESS MIX

- Historically, commercial development peaked between 1950 and 1970, with about 91,195 sq ft (71%) of all commercial buildings developed, consisting mostly of commercial/retail service space
- Average office rent has increased since 2018 with limited availability of space to accommodate new or expanding offices along the corridor due to a decline in vacancy rate (1.4% in 2024, down from 8.9% in 2014)
- The corridor is defined by its retail and professional service businesses but is limited in other services when comparing the three market areas
- A vast majority (86.1%) of the jobs along the corridor are white collar, which is almost 10% higher than the three market areas



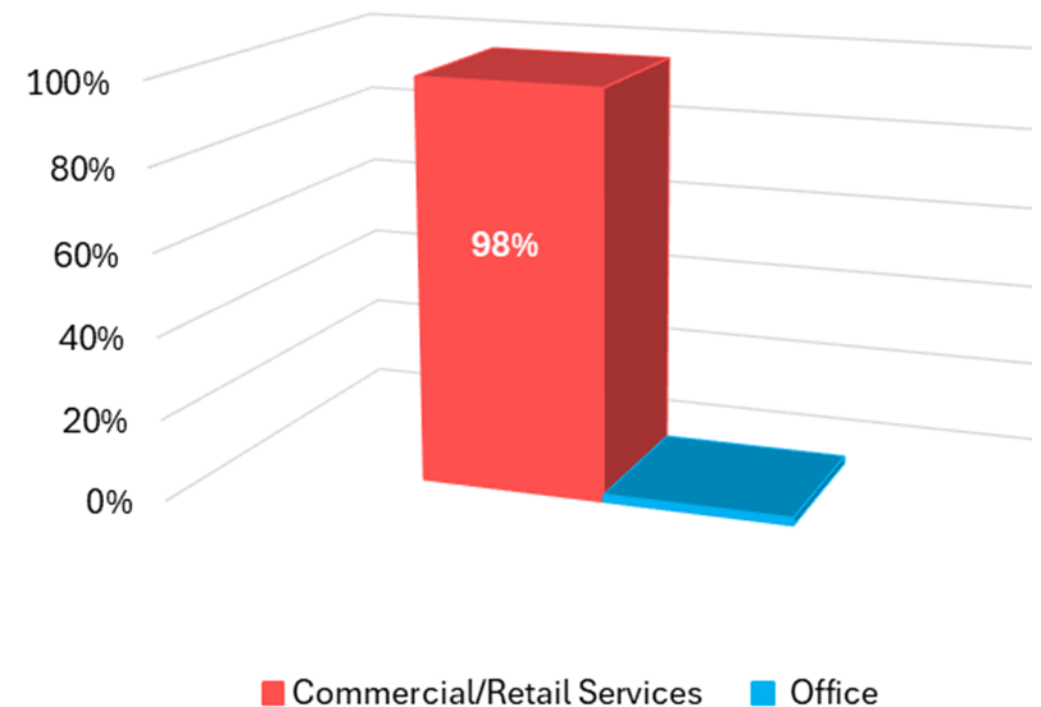
Commercial Development Patterns

The corridor's development pattern is defined by its commercial/retail service building inventory with limited office space (see chart).

- **Commercial development peaked between 1950 and 1970, with about 91,195 sq ft (71%) of all commercial buildings developed, consisting mostly of commercial/retail service space**
- **Commercial/retail service uses account for roughly 35% (combined total of 125,370 sq ft)^A of the total building square footage along the corridor**
- **The commercial/retail service development contributes to about 40% of the corridor's tax base at an assessed value of \$1.94 million**

^A The 125,370 sq ft of commercial/retail service uses is a combined total of commercial service uses (67,463 sq ft) and retail service uses (57,907 sq ft).

Commercial Building Inventory (by square footage) in Corridor



Source: Building Inventory, CMAP 2025 Analysis

Office Market Supply

The existing supply of office space is considerably low compared to other commercial uses along the corridor. To this point, average office rent has increased since 2018, per the findings from the Existing Conditions Report. While the office vacancy rate is low, that limits the availability of space for new or expanding businesses. Some notable implications of the corridor's office environment should be considered:

- **Reinvesting in and modernizing commercial properties could attract diverse groups of professionals, entrepreneurs, and small businesses seeking office space**
- **Collaborative offices like coworking spaces and business incubators may help to generate more activity than a traditional office building**
- **Pursuing unique characteristics like catering to business incubation, creating spaces for innovation spaces, and building up a focus on arts and creativity could help the corridor differentiate its office opportunities from downtown**



Current business mix

The corridor is defined by its retail and professional service businesses but is limited in other services when comparing the three market areas. The business mix along the corridor is limited with over half of the businesses consisting of professional services.

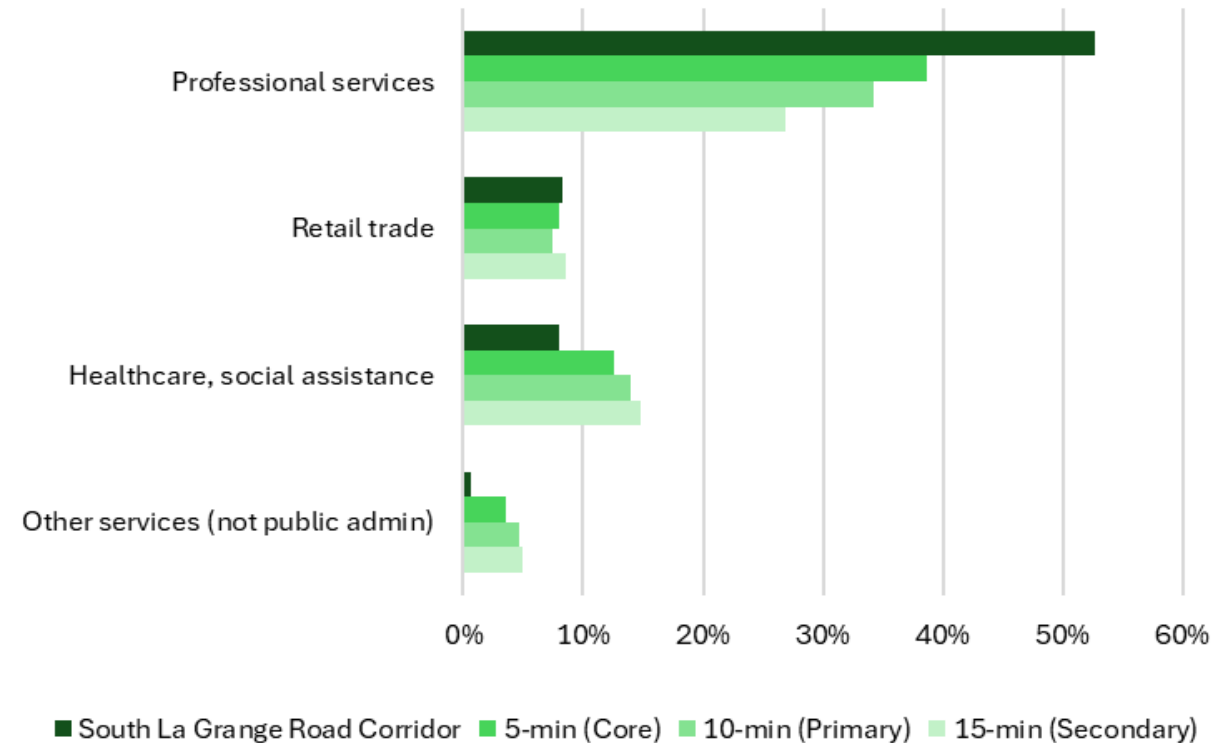
- **The percent of retail trade businesses along the corridor is consistent with the three market areas**
- **The market areas are defined by boutique shops and restaurants to the north in downtown and big box retail and food services to the south in Countryside**
- **The corridor consists of more unique local neighborhood shops and businesses, which is a characteristic that serves as a building block for the corridor**

78

Businesses along the corridor, which generate about 418 jobs

711

Businesses in the Village of La Grange, which generate about 15,362 jobs



Source: Esri Business Analyst

Retail market profile

Key takeaways

WHAT MARKET DATA SAYS

RETAIL MARKET PROFILE

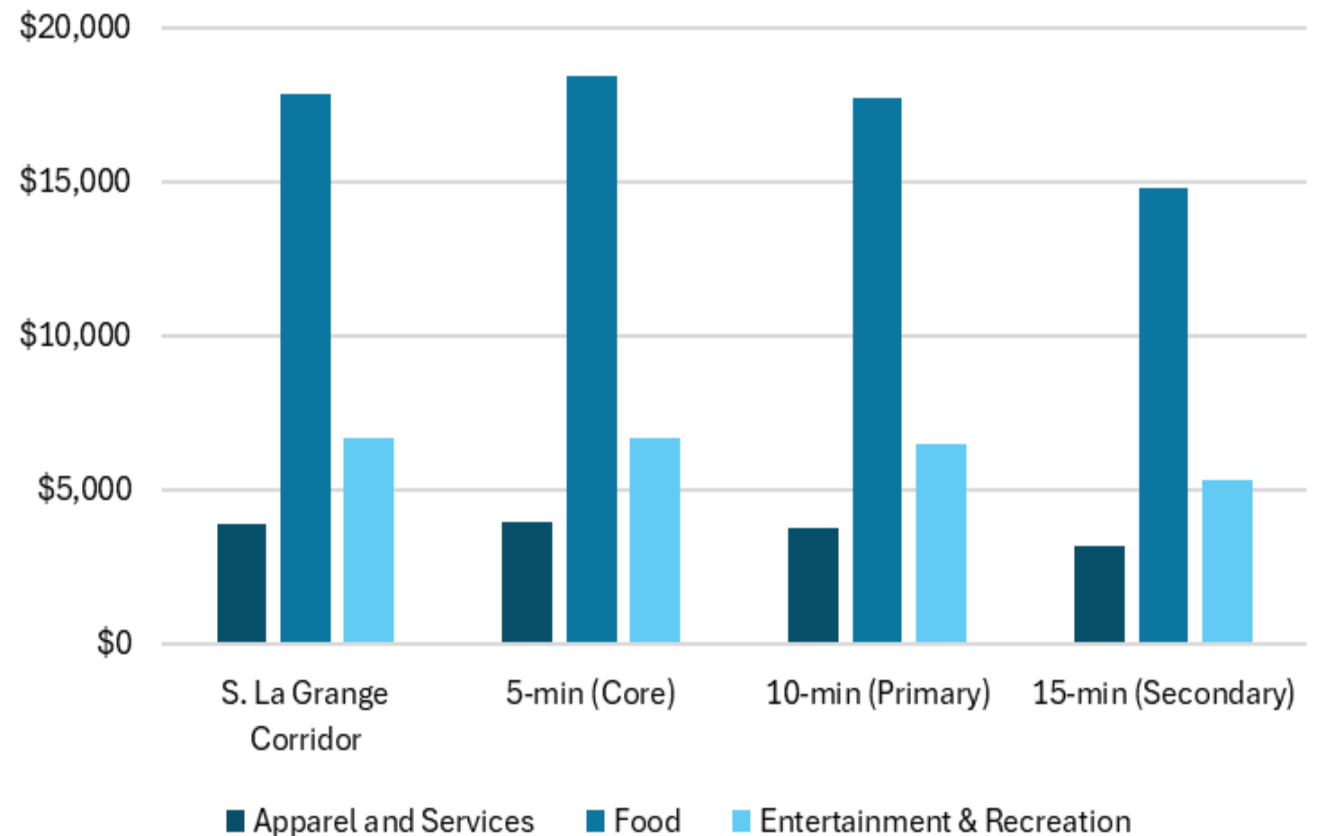
The overall economic health of the village is stronger than that of the corridor, which is consistent with the difference in vacancy rates (i.e., findings from Existing Conditions Report)

- **While there is a recent increase in the retail vacancy rates (4.5% to 6%), increasing rent on a per square foot bases (\$15.00 to \$17.96) between 2019 and 2024 may suggest there is demand for the remaining retail space despite an increase in vacancy**
- **The retail vacancy rate above 5% combined with increasing rent could be due to issues with specific empty spaces, property conditions, or underperforming retail units**
- **The 5-year projected spending growth along the corridor is considerably low compared to the other submarket areas**



Consumer Average Spending - Retail Goods and Services

- The corridor and its surrounding market areas show similar average spending when it comes to retail goods and services.
- The average spend amount is highest when it comes to food expenses (between \$15,000 - \$18,000) which is consistent with the corridor and three market areas proximity of big box grocery stores and fast-food franchises
- Consumers average spending amount is lowest when it comes to apparel and services (\$5,000 or below) indicating limited access and supply of businesses that offer these retail goods along the corridor and the three market areas



Source: Esri Business Analyst

Retail market potential

- The retail markets surrounding the corridor are showing higher and much stronger consumer spending amounts in 2025
- The primary and secondary market areas can be considered regional retail markets due to its high consumer spending and five year forecasted demand
- The corridor is defined by its local neighborhood shops and businesses which may impact the corridor's retail market potential

	2025 Consumer Spending	2030 Forecasted Demand	Projected Spending Growth
South La Grange Corridor			
Apparel and Services	\$904,946	\$992,530	\$87,584
Food	\$4,149,820	\$4,551,224	\$401,404
Entertainment & Recreation	\$1,550,686	\$1,700,746	\$150,060
5-min (Core)			
Apparel and Services	\$37,871,580	\$41,808,202	\$3,936,622
Food	\$175,982,385	\$194,263,212	\$18,280,827
Entertainment & Recreation	\$63,907,902	\$70,524,624	\$6,616,722
10-min (Primary)			
Apparel and Services	\$154,836,764	\$168,225,704	\$13,388,940
Food	\$724,524,896	\$787,170,571	\$62,644,675
Entertainment & Recreation	\$264,079,422	\$286,910,067	\$22,830,645
15-min (Secondary)			
Apparel and Services	\$382,369,808	\$418,203,857	\$35,834,049
Food	\$1,792,706,511	\$1,960,717,782	\$168,011,271
Entertainment & Recreation	\$646,786,273	\$707,408,806	\$60,622,533

Source: Esri Business Analyst; 2025 and 2030 data are forecasted by Esri

Housing profile

Key takeaways

WHAT MARKET DATA SAYS

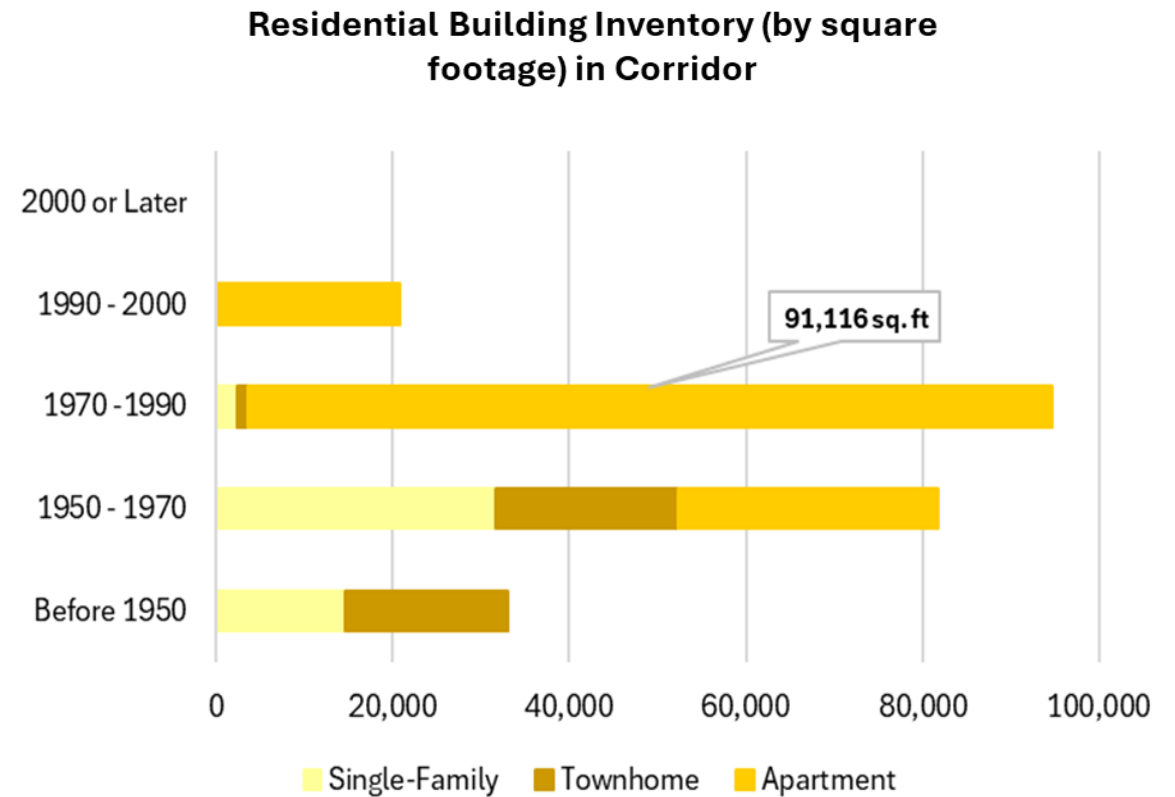
HOUSING STOCK INVENTORY

- The corridor's housing stock is relatively older, which is consistent in the other market areas
- About 8.6% of housing units are considered vacant, which is higher than the vacancy rates throughout the three market areas
- Renters are significantly more likely to be cost burdened, which is a common trend but is notable in La Grange considering the high-income levels
- There is potential to add housing options for different age groups and life stages, like first-time homebuyers, young adults, and older adults
- An enhanced housing stock could also boost support of corridor businesses and attract more reinvestment along the corridor



Residential Development Patterns

- The housing stock has some diversity in housing types, including a large proportion of apartment units
- New residential development has been limited over the past 35 years, with approximately 91% of the residential properties built before 1990
- While the surrounding neighborhoods are primarily comprised of single-family detached homes, there is potential to add other options catering to different age groups and life stages
 - Townhouses for first-time homebuyers
 - Apartments or condos for young adults
 - Smaller apartments and senior living facilities for older adults



Source: Building Inventory, CMAP 2025 Analysis

Housing stock

The existing housing stock in the core market area has the following characteristics:

71.8%

Of housing units are owner-occupied, which is consistent throughout all market areas

8.6%

Of housing units are vacant, which is higher than the vacancy rates throughout the three market areas

81.8%

Of homes were built in 1979 or earlier, which indicates an older housing stock at all market levels and throughout the corridor

79.5%

Of the housing stock are single family detached, which is roughly 14% higher than all market areas

4.5%

Of the housing stock are single family attached units, which is nearly double the amount in the other market areas

2.2%

Of the housing stock are missing middle housing (2 to 4 units), which is slightly more than the other market areas



Single-Family
(detached)



Single-Family
(attached)



2 to 4 Units



5 to 9 Units



10 Units
or More

Corridor:	79.5%	4.5%	4.9%	3.4%	7.5%
Core Market:	66.3%	2.2%	8.7%	6.5%	13.2%
Primary Market:	67.5%	5.5%	8.6%	5.2%	11.0%
Secondary Market:	64.9%	5.4%	7.5%	7.6%	13.1%

	Market area			
	S. La Grange Road Corridor	5-Min (Core)	10-Min (Primary)	15-Min (Secondary)
Owner v renter				
Owner-occupied units	71.8%	72.3%	73.2%	70.7%
Renter-occupied units	19.6%	20.5%	19.5%	22.8%
Vacant units	8.6%	7.2%	7.3%	6.5%
Year structure built				
Built 2020 or later	0.0%	0.2%	0.4%	0.3%
Built 2000 to 2019	9.7%	11.4%	10.6%	10.2%
Built 1990 to 1999	2.6%	3.7%	6.7%	6.7%
Built 1980 to 1989	6.0%	5.1%	6.3%	6.3%
Built 1979 or earlier	81.8%	79.5%	75.2%	73.3%
Median year structure built	1954	1958	1960	1965

Source: Esri Business Analyst

Cost of housing

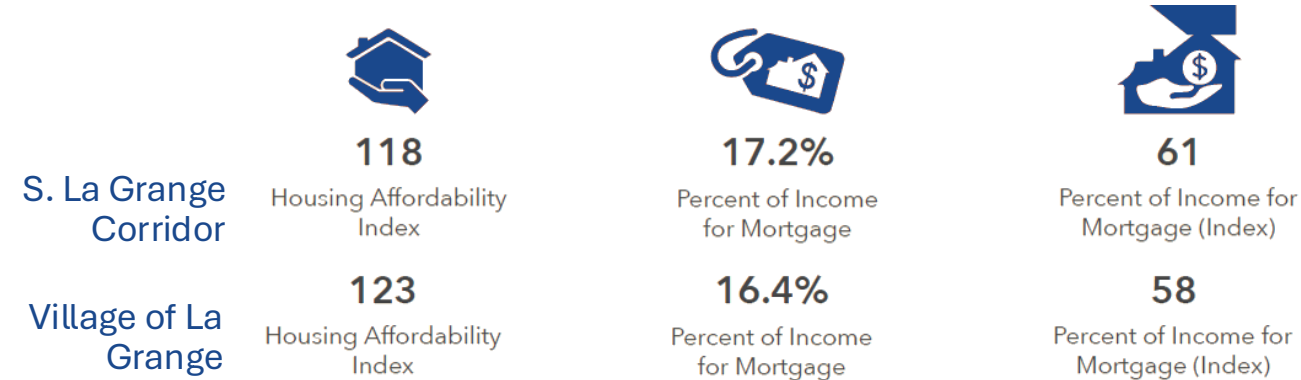
The cost and affordability of housing strongly influence where people choose to live and how much disposable income remains after paying for housing. In the corridor area, housing costs reflect the follow characteristics:

- **Higher home values than the primary and secondary market areas but fairly consistent with the core market area.**
- **A lower amount of homes with value less than \$300,000 compared to the three market areas, including very few homes valued less than \$200,000.**
- **Almost half of the corridor's housing stock has value between \$300,000 to \$499,999, which is more than the other three market areas.**
- **A Housing Affordable Index of 118 indicates that households at the median household income (\$157,428) in the corridor are 18% more likely to afford a median priced home (\$475,000). On average, this indicates the corridor's housing stock is affordable relative to the local income level profile.**

	Market Area			
	S. La Grange Road Corridor	5-min (Core)	10-min (Primary)	15-min (Secondary)
Home values				
Less than \$200,000	0.6%	8.4%	8.7%	10.0%
\$200,000 to \$299,999	4.9%	7.8%	16.2%	24.0%
\$300,000 to \$499,999	49.2%	36.5%	34.9%	37.2%
\$500,000 to \$749,999	33.9%	25.8%	20.4%	15.3%
\$750,000 or more	10.9%	21.4%	19.8%	13.5%
Median home value	\$475,000	\$482,932	\$426,150	\$364,770
Rent				
Median rent	\$1,526	\$1,497	\$1,358	\$1,288

Source: U.S. Census, 2020; Esri forecasting, 2025 and 2030 (via ArcGIS Business Analyst)

Note: Data is shown for 2025 unless noted otherwise



The **Housing Affordability Index (HAI)** measures the ability of a typical household to afford a home in the area. An HAI of 100 means that the median household income can afford the median-priced home. HAI > 100 = more affordable while an HAI < 100 = less affordable

Housing affordability

Cost burden is a common metric for measuring housing affordability. Homeowners in the corridor are less likely to be cost burdened than renters, which is consistent with corridor households mostly being able to afford a median-priced home.

HOMEOWNERS

7.6%

Of owner-occupied households in the corridor are cost burdened, spending 30% or more of their income on mortgage (only 2.5% are severely cost burdened); however, the cost burden of homeowners around the corridor is considerably less than the three market areas

EXAMPLE:

A household with an income level matching the corridor's median household income (\$157,428) is cost burdened if they spend more than \$3,936 per month (30%) on housing costs.



For a homeowner who bought a home around the corridor at the median value of \$475,000, their monthly mortgage is about \$2,278, which is only 17.4% of the corridor's median household income.



On average, homeowners should be able to afford to purchase a home in the corridor area. The 7.6% of owner-occupied households who are cost burdened either have incomes lower than the corridor's median household income or bought homes that cost more than 30% of their income each month.

COST BURDEN

Households are considered **cost burdened** when they spend more than 30% of their income on rent, mortgage, and other housing needs (such as utilities, insurance, and property taxes). Households are considered **severely cost burdened** when they spend more than 50% of their income on housing costs.

	Cost Burdened (30% of income)	Severely Cost Burdened (50% of income)
Corridor:	7.6%	2.5%
Core Market:	17.4%	6.0%
Primary Market:	17.1%	6.4%
Secondary Market:	17.7%	7.4%

Source: Esri Business Analyst

Housing affordability

Cost burden is a common metric for measuring housing affordability. Homeowners in the corridor are least likely to be cost burdened, which is consistent with corridor households mostly being able to afford a median-priced home.

RENTERS

43.1%

Of renter-occupied households in the corridor are cost burdened, spending 30% or more of their income on gross rent (26.4% are severely cost burdened); the cost burden of renters around the corridor is generally similar to the three market areas but more renters who are severely cost burdened

EXAMPLE:

A household with an income level matching the corridor's median household income (\$157,428) is cost burdened if they spend more than \$3,936 per month (30%) on housing costs.



For a renter who rents an apartment or housing unit around the corridor at the median rent of \$1,526, their monthly rent accounts for only 11.6% of the corridor's median household income.



On average, renters should be able to afford to rent a unit in the corridor area. However, with 43.1% of renter-occupied households considered to be cost burdened, these renters either have incomes lower than the corridor's median household income or rent units that cost more than 30% of their income each month.

COST BURDEN

Households are considered **cost burdened** when they spend more than 30% of their income on rent, mortgage, and other housing needs (such as utilities, insurance, and property taxes). Households are considered **severely cost burdened** when they spend more than 50% of their income on housing costs.

	Cost Burdened (30% of income)	Severely Cost Burdened (50% of income)
Corridor:	43.1%	26.4%
Core Market:	40.0%	21.9%
Primary Market:	43.2%	21.0%
Secondary Market:	45.0%	23.2%

Source: Esri Business Analyst

Other factors

Long range land use plan

The 2024 La Grange Forward Comprehensive Plan projects potential changes within the corridor area. Most notable is transitioning the corridor from Single-Family Residential to Single-family Mixed Density Residential, which is a land use character that is an option that should be explored for South La Grange Road.

Single-Family Mixed Density Residential:

This residential category is comprised primarily of single-family detached residences and a mix of duplex, triplex, and quadplex buildings that are designed to resemble single-family detached residences.

La Grange Forward Comprehensive Plan



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Diverse users

While each type of land use attracts a different set of users, they collectively bring people to the corridor at different times of day, which may influence the future use and capacity of the corridor to serve diverse users who engage in various ways

- :: Business and restaurant patrons
- :: Workers from local businesses
- :: Residents from the neighborhoods
- :: People who venture south of downtown
- :: Drivers or transit riders passing through



Nearby attractions

In addition to existing shops, restaurants, and offices, the attraction of new businesses and development may be influenced by nearby attractions that bring people to the South La Grange Road Corridor:

- :: Downtown La Grange
- :: Gurrie Middle School
- :: Seventh Avenue School
- :: Local churches
- :: Pace and Metra
- :: American Legion
- :: Sedgwick Park



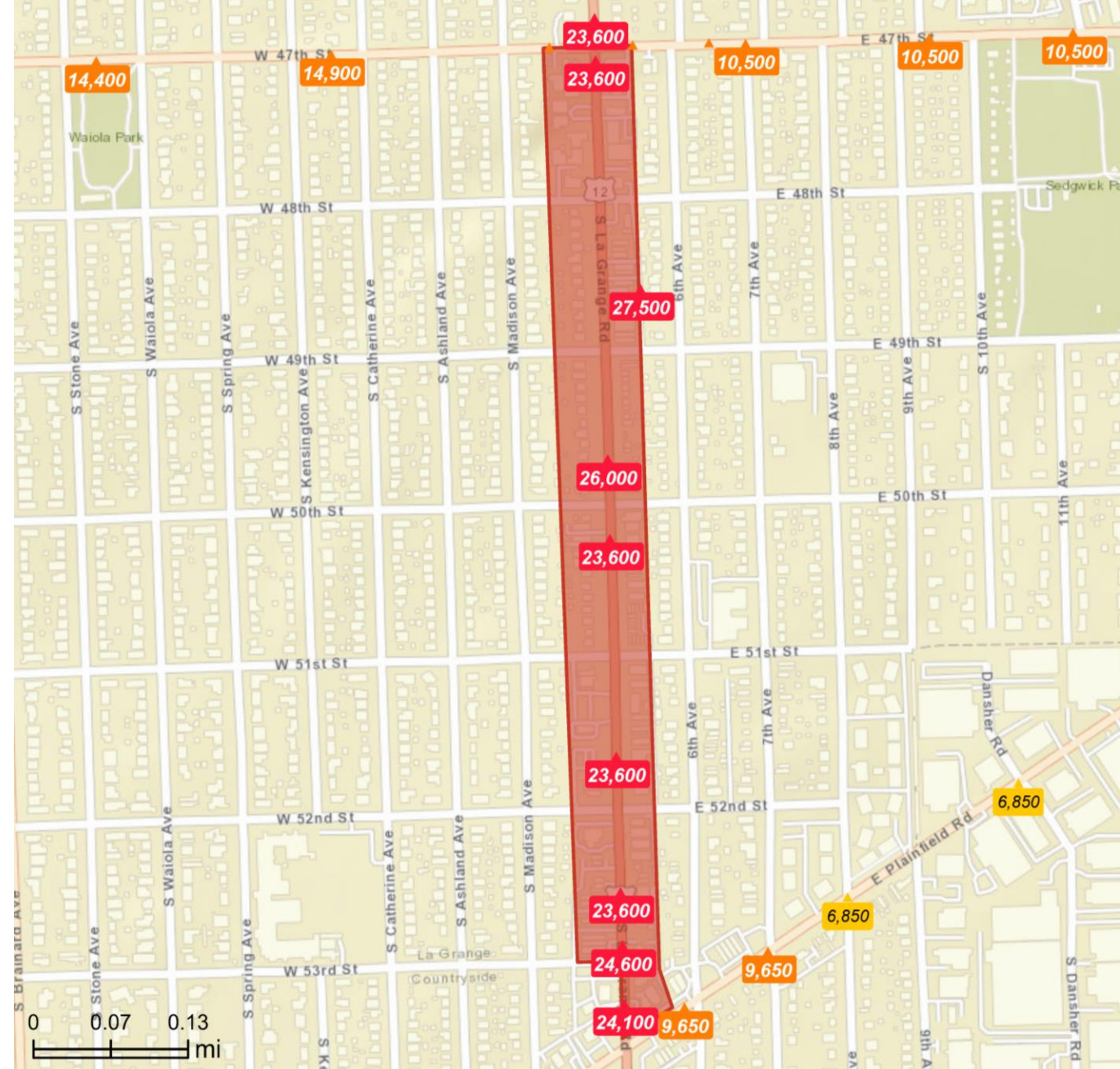
Traffic counts

Traffic counts are one of the key factors that businesses and real estate brokers prioritize when seeking a site to locate a new establishment or development.

As listed below, the daily traffic counts along South La Grange Rd are at a level that are attractive to certain prospective businesses and developers. However, the two main cross streets (47th St and Plainfield Rd) have low traffic counts.

In totality, the area traffic counts indicate that attracting certain prospective businesses and developments may need to prioritize other factors and not be dependent on traffic counts.

- :: 23,600 ADT on S. La Grange Rd (north)
- :: 24,600 ADT on S. La Grange Rd (south)
- :: 10,500 to 14,900 ADT on 47th St
- :: 9,650 ADT on Plainfield Rd



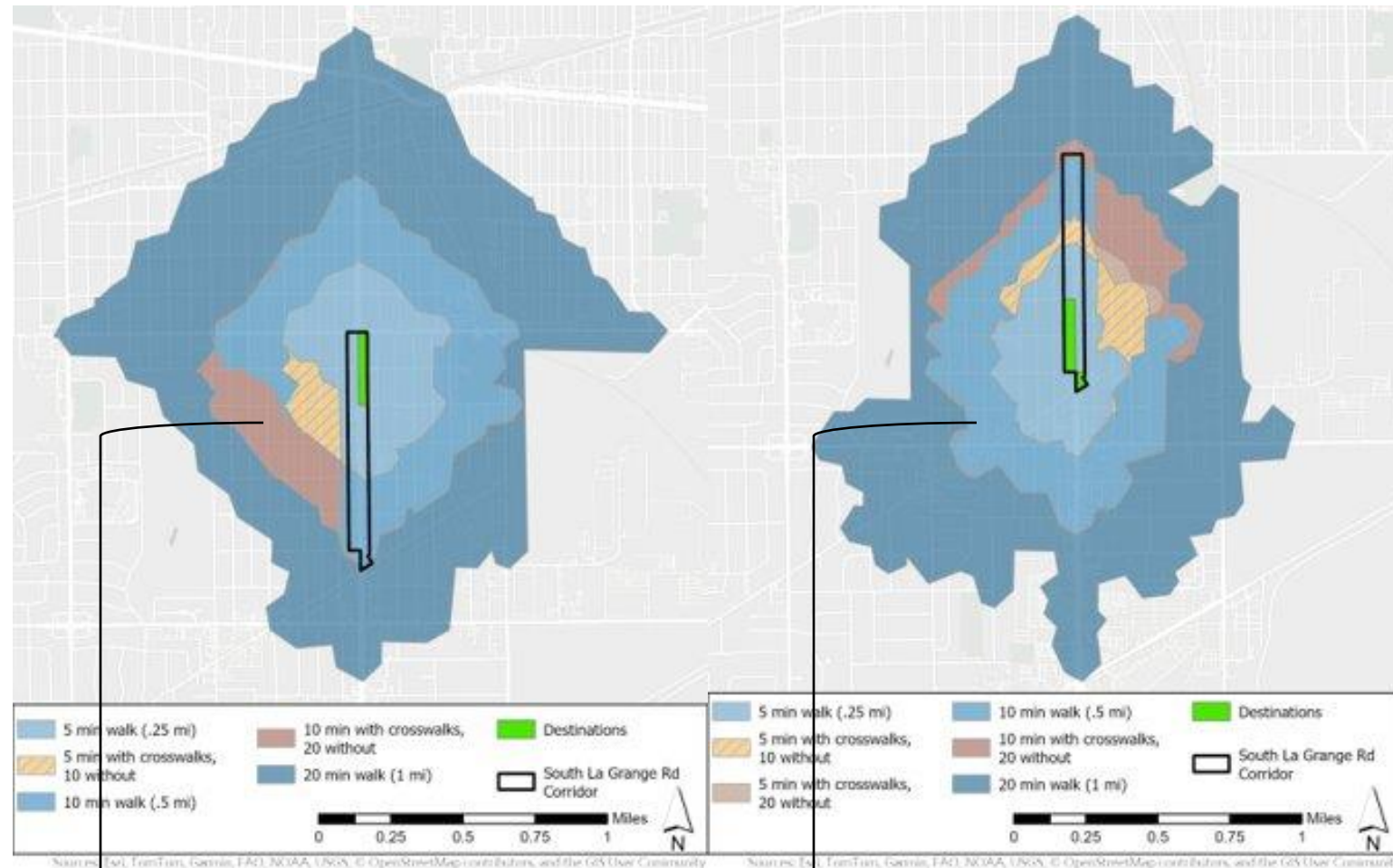
Source: ArcGIS Business Analyst

Pedestrian safety

The lack of safe, comfortable crossings on South La Grange Road has a noticeable impact on pedestrian access. Steps to improve pedestrian safety should create a more welcoming environment for increased foot traffic to support existing and new shops, offices, and restaurants along the corridor.

Pedestrian safety issues include:

- :: Crossing points across the road
- :: Lack of sidewalks at certain points
- :: Thin parkways and limited space from road
- :: Traffic speeds and volume



Areas in **ORANGE** and **RED** currently face a longer walk than if pedestrians could safely cross throughout the corridor.

Areas in **BLUE** signify business clusters in the corridor where nearby residents will find it much easier to visit businesses on the same side of the road.

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

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