

RE: LANSING

A COMPREHENSIVE PLAN FOR LANSING, ILLINOIS

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preface

RE:LAN¹SING



RE:LANSING

RE:Lansing is the Village's **Comprehensive Plan**, designed to serve the Lansing community over the next decade and beyond by assisting the Village in strengthening and improving its identity, community character, retail areas, and quality of life. The Plan was developed through a planning process that involved the entire community, including elected officials, appointed officials, various boards and commissions, residents, and members of the business community.



PURPOSE OF THE COMPREHENSIVE PLAN

RE:Lansing is the Comprehensive Plan for the Village of Lansing, Illinois. It sets forth long-range recommendations for the future growth and development within the community and for the maintenance of, and enhancements to the existing image and character of Village.

The Comprehensive Plan summarizes the results of a 12-month planning process in Lansing. The Plan incorporates much of the material prepared over the course of study such as interim reports and memoranda. This includes Lansing REvealed, which catalogs existing conditions and summarizes initial input from residents, businesses, and local leaders through an array of public outreach methods.

The Comprehensive Plan is the Village's official policy guide for physical land improvement and development. It considers not only the immediate needs and concerns of the Village, but also improvements and development over the next 10-15 years and beyond.

The Comprehensive Plan will assist the Village in preserving and protecting important existing features and resources, coordinating new growth and development, and establishing a strong, positive community image and identity.

The Plan is "comprehensive" in both scope and coverage. It encompasses the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environmental resources; the provision of parks, schools and other public facilities; and the improvement and enhancement of the Village's character, image, and identity. The Plan addresses the Village's residential areas, commercial and business developments, institutional facilities, public spaces, and rights-of-way. The Plan addresses land currently within the corporate boundaries as well as the adjacent unincorporated areas that are within the Village's planning jurisdiction.

The Comprehensive Plan establishes "ground rules" for private improvements and developments. It provides the framework by which the Planning and Zoning Board of Appeals can review and evaluate private development proposals. The Comprehensive Plan also provides a guide for public improvements, and can help ensure that local dollars are spent wisely and effectively.

The Comprehensive Plan is a policy document intended to help guide and influence growth and development decisions in the Village. The Plan is an expression of the community's expectations and aspirations for what it wants to become and what features and amenities should be available to its citizens in the future. It recognizes that the community's physical, social, political, cultural and economic characteristics are mutually dependent.

The Comprehensive Plan provides the basis for updates to the zoning ordinance and subdivision regulations. It also provides direction and the rationale for capital improvement plans, all of which should be used to implement planning policies and recommendations.

Finally, the Comprehensive Plan serves as an important marketing tool to promote the unique assets and advantages of the community. The Plan can be used to achieve the desired vision of the Village, while at the same time attracting new families and beneficial new development to the Village.

Legal Foundations & Land Use Policy

The Comprehensive Plan is not a rigid or static set of rules. Rather, it is fluid and dynamic. The objectives and recommendations are intended to allow some flexibility in light of new information or opportunities. The Plan is not an attempt to predict the future; it is an attempt to record the basic, core community development values and principles that citizens of Lansing share and to use them as guideposts in future decisions concerning growth, development, redevelopment, and improvement in the community. It should be consulted during every deliberation involving land development, land use regulations, and infrastructure investment. Its time frame is both the short-term and long-range. The Comprehensive Plan has no expiration date but it should be revisited on a regular basis to evaluate it against changes in technology, community values, and development practices and to keep the vision current.

The Comprehensive Plan is often characterized as a community's blueprint and it provides the general direction for decisions concerning growth and improvements in the Village. This Comprehensive Plan will do more than tell Village decision makers where development should occur. The Plan describes what kind of community residents want in the future, what it should look like, and what life should be like in Lansing. The Plan also helps local officials coordinate their decisions so they can anticipate how one decision can impact another.



PLANNING PROCESS

The RE:Lansing planning process entailed a multi-step, community-driven process that provided the foundation and rationale for the Comprehensive Plan's policies and recommendations. A Project Team of consultants—directed by Houseal Lavigne Associates, a firm with specialization in community planning, urban design, and economic development—led the community through a process that consisted of five steps:

- **Engaging the Community** through an extensive public outreach campaign that included both traditional and web-based outreach methods.
- **Inventorizing and Analyzing Existing Conditions** through extensive data collection, surveying community service providers, and field reconnaissance by the Project Team.
- **Identification of Issues and Opportunities** to be prioritized in the Comprehensive Plan.
- **Establishing a Vision** to paint an exciting picture of Lansing in the future and to help establish a planning framework for the Comprehensive Plan.
- **Creating Village-Wide Plans** consisting of maps, policies, goals and objectives for future land use, transportation and mobility, community facilities and infrastructure, open space and the natural environment, and image and identity.
- **Creating Subarea Plans** for key areas of the Village, including Torrence Avenue (North and South), Downtown Lansing/Ridge Road, and the area surrounding Lansing Municipal Airport.

CMAP – LOCAL TECHNICAL ASSISTANCE

RE:Lansing was funded by a grant provided by the Chicago Metropolitan Agency for Planning (CMAP) as part of the Local Technical Assistance (LTA) program. In October 2010, CMAP was awarded a Sustainable Communities Regional Planning grant by the U.S. Department of Housing and Urban Development (HUD) to assist with the implementation of GO TO 2040, the comprehensive regional plan to help the seven counties and 284 communities plan together for sustainable prosperity through mid-century and beyond. With funding from this grant, CMAP launched the LTA program, which involves providing assistance to communities across the Chicago metropolitan region to undertake planning projects that advance the principles of GO TO 2040.

ORGANIZATION OF THE PLAN

The Comprehensive Plan is organized into three sections, each of which is described below.

Section 1 – Lansing REvealed

This first section, Lansing REvealed, catalogs and documents existing conditions of the community in 2013, at the time the Plan was prepared. This section summarizes initial input from residents, businesses, and local leaders through an array of public outreach methods. Lansing REvealed sets the stage and provides support for other sections of the Plan.

Section 2 – Lansing REimagined

The second section of the Comprehensive Plan, Lansing REimagined, presents a vision for the future. It describes the Lansing community as it might exist 15 years from now. It reimagines the Village's neighborhoods, commercial areas, and other components of the Village that have been transformed and guided by the recommendations of the Comprehensive Plan.

Section 3 – Lansing REnewed

The last section of the Comprehensive Plan, Lansing REnewed, provides recommendations related to land use and zoning, commercial development, residential neighborhoods, transportation, parks and open space, community facilities and infrastructure, the natural environment, image and identity, and plan implementation.

LANSING REVEALED **part 1**



LANSING REVEALED

Part 1, **Lansing REvealed**, catalogs and documents existing conditions of the community in 2013, at the time the Comprehensive Plan was prepared. This section summarizes initial input from residents, businesses, and local leaders through an array of public outreach methods, and sets the stage and provides support for other sections of the Plan.

This section is organized into the following subsections:

- Village History and Community Setting
- Existing Plans and Studies
- Demographic Overview
- Market Overview
- Community Input
- Existing Physical Conditions

VILLAGE HISTORY AND COMMUNITY SETTING

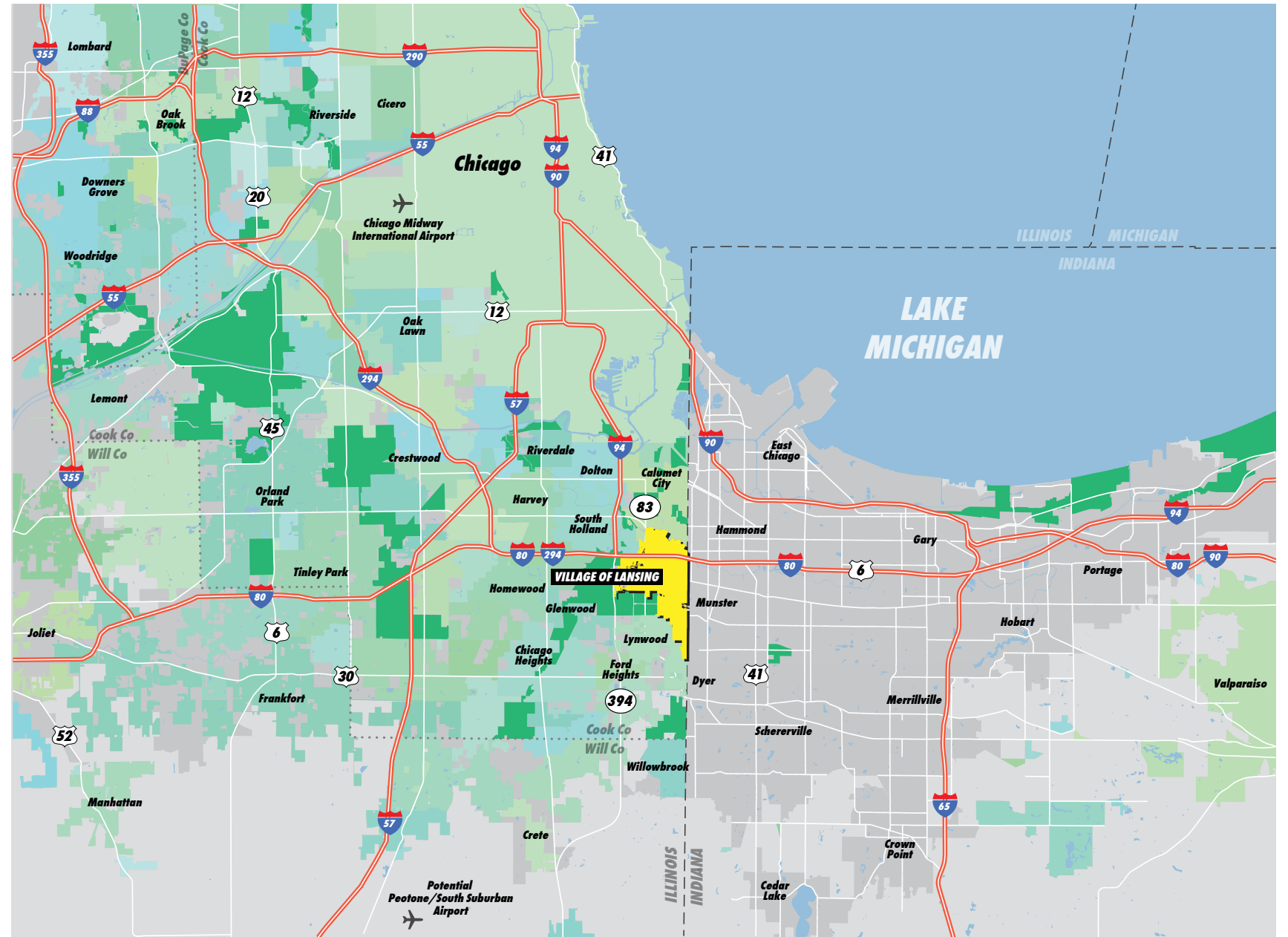
Lansing is southeastern of Cook County, sharing a border with the Town of Munster, Indiana. The Village is 22 miles from downtown Chicago. Lansing is connected to other portions of the region through I-80/294, which runs through the northern portion of the community. The Lansing Municipal Airport is located at the south end of the community, where Lansing abuts the Village of Lynwood.

Initially settled by Dutch and Germans, 19th century Lansing had a 25' high sand ridge running from east to west. This feature, where Ridge Road currently sits, served as a prominent Native American trail. The Pennsylvania Railroad was built through Lansing in 1856, followed by the Grand Trunk Railroad, making Lansing a part of the Chicago region's growing prominence as a national rail hub. Local sand and clay deposits made Lansing a major center for the production of bricks that were used for the quickly expanding Chicago skyline. This became the primary industry that led to Lansing's early growth and expansion.

Local industry and infrastructure evolved in Lansing in the early part of the 20th century. Residents benefited from telephone and electric lines, paved roads, expanding industries, and the Ford Airport, which was built in 1924. Following World War II, Lansing experienced surge in population, expanding six times over between 1930 and 1960. The expansion of the highway network in the 60's and 70's was the final piece that solidified Lansing's role in the region.

Planning Area

The Village of Lansing encompasses an area of approximately 7.5 square miles. It is bound by Calumet City to the north, South Holland to the northwest, Lynwood to the south and Munster, Indiana to the east. Most of southwestern Lansing is bordered by Cook County Forest Preserve District property. There are a number of unincorporated pockets within the Village boundary that fall under Lansing's planning jurisdiction.





EXISTING PLANS AND STUDIES

RE:Lansing is the Village of Lansing's Comprehensive Plan, and serves as an update of the Village's previous Comprehensive Plan, which was adopted in 1995. As part of the RE:Lansing process, the Village's previous plan was reviewed with the intent of identifying relevant objectives and recommendations to carry forward and to provide an understanding of past planning initiatives in the Village. In addition to the 1995 Comprehensive Plan, other recent local and regional plans with the potential to influence RE:Lansing were also reviewed.

2009 Lan-Oak Park District Bicycle Plan

The Lan-Oak Park District adopted a Bicycle Plan that outlines a number of recommendations related to non-motorized mobility throughout Lansing and to surrounding communities. The Plan highlights the following:

- Proposed off-street paths that would tie the Pennsy Greenway to nearby Forest Preserves and other regional trail networks
- Improvements to roadway cross-sections to accommodate on-street paths
- Bike facilities and signage that complement infrastructure and create a safe and complete system.

1995 Comprehensive Plan

In January 1995, the Village of Lansing updated its Comprehensive Plan as the guiding policy document for decision making. The Plan includes seven detailed sections and identifies three Special Planning Areas: Downtown Lansing/Ridge Road, West Lansing, and The Landings.

The goals for the 1995 plan are grouped into three general categories: land use, transportation, and economic development. They provide the following overarching recommendations as a basis for the future development of the Village:

- Manage annexation and maintain adequate control of new development
- Provide and maintain a safe and efficient system of thoroughfares while encouraging alternative transportation
- Enhance park and recreational opportunities
- Provide jobs and income opportunities
- Preserve and celebrate historic character
- Promote high quality public education

While some of these overarching recommendations persist in this Plan, they have been updated to reflect new annexations and land uses, changing resident attitudes, aging infrastructure, modern planning techniques, and new challenges facing the Lansing community in the 21st Century.

Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Plan

The GO TO 2040 Plan, completed by the Chicago Metropolitan Agency for Planning (CMAP), is a comprehensive regional plan that seeks to maintain and strengthen the region's economic, environmental, and general livability through leveraging human capital, creating a more efficient government, and enhancing regional mobility.

As a big picture policy document, the plan sets forth land use, transportation, housing, environmental sustainability, economic development, and local government finance recommendations for government officials to consider when conducting planning efforts. For the Village, the GO TO 2040 Plan serves as an overarching reference document for transportation and mobility, land use, and housing. All of the principles and ideals discussed within CMAP's plan were considered throughout the RE:Lansing process.

Homes for a Changing Region

As part of a yearly series, in 2011 the Metropolitan Mayors Caucus (MMC), the South Suburban Mayors and Managers Association (SSMMA), the Chicago Metropolitan Agency for Planning (CMAP), and the Metropolitan Planning Council (MPC) developed housing policy action plans for Hazel Crest, Lansing, Olympia Fields, and Park Forest. The overall theme of the report was the necessity of effectively addressing the foreclosure crisis and focusing on the future need for providing a range of housing options for current and future residents.

Lansing's current housing capacity was deemed unable to meet CMAP's population forecast of a 4.2% increase in population by 2040. The analysis concluded that "a 'balanced housing' profile with about 1,360 new units and vacant units that have been renovated—including compact, yet well-designed, single-family homes along with a lesser amount of standard single-family homes, town homes and multi-family dwellings" was appropriate. Other recommendations for Lansing included:

- Actively plan to rehabilitate its neighborhoods with aging housing stock. To have an impact, rehabilitation needs to affect a significant number of homes in each neighborhood.
- Focus on infill development along and near Ridge Road.
- Create the kind of housing which will attract younger populations while retaining older residents.
- Encourage housing in new large scale retail redevelopments, like the Lansing Square Mall.
- Adjust zoning to allow desirable types of development.

Lansing Municipal Airport Improvement Program

The Lansing Municipal Airport adopted an Improvement Plan that outlines a series of recommendations intended to upgrade existing facilities and modernize the airport to accommodate a greater amount and capacity of aircraft. The Plan identifies a series of improvements to implemented in three phases as summarized below:

Short-term (2006-2010)

- Land acquisition to allow for runway extension and aircraft approach
- Rehabilitation of some existing taxiways and hangars

Mid-term (2011-2015)

- Extensions of the north/south runway 18/36
- Easements for runway protection zones
- Grading and infrastructure work for new hangars and aprons

Long-term (2016-2025)

- Rehabilitation of runways
- Additional land acquisition for safety zones and hangar facilities
- Grading and infrastructure work for new hangars and aprons
- New parallel taxiways



DEMOGRAPHIC OVERVIEW

A firm understanding of the existing and projected demographics of the Village of Lansing is important to establish the foundation for land use and development decision-making. This overview includes an analysis of recent trends in population, households, income, age and gender characteristics, racial and ethnic composition, and labor force and employment. The demographic analysis identifies the issues the community is facing and will likely face and creates a foundation to assist with future land use designation and planning objectives.

Changes in population, households, and demographic composition influence future land use and development, as well as other issues within the Village. For purposes of this analysis, 2010 Census data for the Village have been contrasted with data from the 2000 Census and future projections, depending on the availability of specific data.

Overall, the Village of Lansing's population is expected to decrease slightly over the next several years, although according to CMAP projections the population is expected to slightly increase by 2040. Shifts in age cohorts is expected to largely mirror regional trends in which growth in older age cohorts is somewhat offset by decreases in middle-aged population and households. Increases in median, average and per capita income reflect the overall stability of Lansing's population. Lansing residents will continue to maintain employment in which incomes continue to rise commensurate with their respective industries and the overall cost of living.

- Lansing is projected to see an increase in the population over the age of 55.
- The largest increase is expected to take place in the 65 to 74 year old age cohort.
- The largest decrease is expected in the 45 to 54 year old age cohort.
- The number of households earning less than \$75,000 within Lansing is projected to decrease.
- The number of households earning between \$75,000 and \$100,000 is projected to experience the greatest percentage increase.
- The number of upper income households is projected to increase in all income groups above \$100,000.
- Median income among Lansing households is projected to increase at a rate of approximately 2.43% between 2012 and 2017; slightly slower than the State rate of 3.05% and the national rate of 2.55%.
- A more complete review of the Village's demographics is contained in the Lansing REvealed Existing Conditions Report prepared in June 2013.

Market Implications

The Village of Lansing's population is projected to remain relatively stable with some population loss and fluctuations in the demographic makeup of the community. The Village is expected to become slightly older with an overall increase in average and median household incomes. In addition, data indicate that the spending power of Lansing households is expected to increase along with household income.

This represents potential future opportunities for investment and development/redevelopment, particularly for those businesses and uses catering to an older population.

DEMOGRAPHIC SUMMARY

	2010 CENSUS	2012	2017
Population	28,331	28,102	27,597
Households	10,957	10,792	10,706
Families	7,472	7,346	7,259
Average Household Size	2.58	2.59	2.57
Owner Occupied Housing Units	7,896	7,705	7,724
Renter Occupied Housing Units	3,061	3,087	2,983
Median Age	38.2	38.5	38.9

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

TRENDS: 2012 - 2017 ANNUAL RATE

	LANSING	STATE	NATIONAL
Population	-0.36%	0.24%	0.68%
Households	-0.16%	0.39%	0.74%
Families	-0.24%	0.27%	0.72%
Owner Households	0.05%	0.57%	0.91%
Median Household Income	2.43%	3.05%	2.55%

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

Labor Force and Employment

Historic employment records from 2009 through 2011 (the most recent year for which data is available) show that the number of primary jobs offered by Lansing businesses has dropped, whereas the total number of employed Lansing residents has increased. Recent figures indicate that current employment by firms located within the Village is spread out over several industries, with the largest concentrations falling under retail trade and manufacturing. Lansing residents were employed in several industries as well, with health care and retail trade the leading industries.

From 2009 to 2010 the Village lost approximately 2,700 jobs. The majority of this loss occurred in retail positions earning under \$15,000 annually. While the exact cause of the change in employment has not been quantified for this analysis, these types of shifts are typically attributed to large store closings and/or a change in where and how positions are accounted.

HOUSEHOLDS BY INCOME	2012		2017	
	Number	Percent	Number	Percent
<\$15,000	1,152	10.7%	1,119	10.5%
\$15,000 - \$24,999	1,306	12.1%	987	9.2%
\$25,000 - \$34,999	1,250	11.6%	943	8.8%
\$35,000 - \$49,999	1,649	15.3%	1,428	13.3%
\$50,000 - \$74,999	2,549	23.6%	2,427	22.7%
\$75,000 - \$99,999	1,442	13.4%	2,025	18.9%
\$100,000 - \$149,999	964	8.9%	1,161	10.8%
\$150,000 - \$199,999	295	2.7%	402	3.8%
\$200,000+	186	1.7%	214	2.0%
Median Household Income	\$50,234		\$56,628	
Average Household Income	\$60,648		\$69,073	
Per Capita Income	\$23,324		\$26,817	

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

JOBS IN LANSING	2009		2010		2011	
	Count	Share	Count	Share	Count	Share
Total Primary Jobs	11,488	100.0%	8,703	100.0%	8,378	100.0%
Jobs by Worker Age	Count	Share	Count	Share	Count	Share
Age 29 or younger	4,172	36.3%	2,409	27.7%	2,314	27.6%
Age 30 to 54	5,559	48.4%	4,636	53.3%	4,451	53.1%
Age 55 or older	1,757	15.3%	1,658	19.1%	1,613	19.3%
Jobs by Earnings	Count	Share	Count	Share	Count	Share
\$1,250 per month or less	4,183	36.4%	2,782	32.0%	2,608	31.1%
\$1,251 to \$3,333 per month	4,404	38.3%	3,100	35.6%	3,127	37.3%
More than \$3,333 per month	2,901	25.3%	2,821	32.4%	2,643	31.5%
Jobs by NAICS Industry Sector	Count	Share	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	91	0.8%	101	1.2%	74	0.9%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	0	0.0%
Utilities	4	0.0%	13	0.1%	0	0.0%
Construction	481	4.2%	532	6.1%	388	4.6%
Manufacturing	1,459	12.7%	1,422	16.3%	1,314	15.7%
Wholesale Trade	485	4.2%	419	4.8%	458	5.5%
Retail Trade	4,001	34.8%	1,725	19.8%	1,880	22.4%
Transportation and Warehousing	234	2.0%	184	2.1%	221	2.6%
Information	55	0.5%	83	1.0%	50	0.6%
Finance and Insurance	278	2.4%	278	3.2%	236	2.8%
Real Estate and Rental and Leasing	79	0.7%	118	1.4%	104	1.2%
Professional, Scientific, and Technical Services	179	1.6%	193	2.2%	156	1.9%
Management of Companies and Enterprises	15	0.1%	11	0.1%	14	0.2%
Administration & Support, Waste Management and Remediation	894	7.8%	665	7.6%	426	5.1%
Educational Services	724	6.3%	705	8.1%	775	9.3%
Health Care and Social Assistance	316	2.8%	346	4.0%	338	4.0%
Arts, Entertainment, and Recreation	63	0.5%	54	0.6%	47	0.6%
Accommodation and Food Services	1,259	11.0%	1,068	12.3%	1,106	13.2%
Other Services (excluding Public Administration)	511	4.4%	400	4.6%	414	4.9%
Public Administration	360	3.1%	386	4.4%	377	4.5%

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates



MARKET OVERVIEW

The potential to attract new development/redevelopment is influenced by a number of factors including demographics, supply and demand, access to employment, transportation networks, site availability, and many other things. This is true regardless of the community or location. Lansing, along with other nearby Illinois communities, are impacted by two additional variables: Cook County taxes and proximity to Indiana. While the County tax rates impact many communities, Lansing's juxtaposition to the State line, and to a lesser extent Will County, does present an additional challenge. This affects all segments of the market, from retail to residential. While the market analysis does not directly assess the impact of tax rates and State of Indiana development incentives, implementation strategies discussed later in the planning process will address these issues.

The following section provides an overview of market conditions and potentials within different sectors of the market.

Residential Market

The following summarizes select housing characteristics for the Village of Lansing. Data on building permit activity indicate that new construction of single family homes has dropped from a high of 35 in 2005 to zero beginning in 2010, largely following state and national trends. More recently, Lansing records show modest recovery with new housing starts; in 2013 there were two. Overall, the most prominent type of housing in Lansing is an owner occupied, single family home with three bedrooms. While most units are owner occupied, more than one in five housing units are rentals and are dispersed among all housing types. Approximately 7% of the Lansing housing stock is vacant.

Although new construction took place in the 1990's and early 2000's, this activity represents less than 20% of the Village's residential units. More than half of the Village's housing stock was constructed between 1970 and 1990.

The national and local residential real estate market experienced a significant negative impact beginning in 2008 with declines in values, sales, and new construction continuing into 2013. The Lansing region was particularly hard hit by foreclosures.

According to data provided by the Woodstock Institute the Village experienced 319 foreclosure filings in 2009, an increase of nearly 60% from 2007. While increases slowed, the number of foreclosures continued to rise through the end of 2012 with 397. The number finally began to subside somewhat in 2013; however Lansing and the region continue to feel the impact of the downturn in the housing market.

Recently, however, these trends have begun to stabilize and even reverse. Numerous residential market data sources were reviewed in conducting this analysis. Although data is inconsistent in terms of average and median sale and listing prices, all indicated that Lansing has and is projected to continue to experience an improvement in home prices and sales velocity.

Housing Market Implications

As indicated in the demographic section, the population within the Village of Lansing is projected to continue to experience a moderate decline. Data also indicate that households are growing older. While owner occupied units are likely to remain the predominant housing type, shifts in consumer behavior may also point to increasing demand for rental housing, particularly in multi-family structures. Growth in older age cohorts will also result in increases in demand for quality senior housing to allow for residents to remain in the community as they age.

New residential development should focus on infill development and rehabilitation of the Village's housing stock. Doing so will help stabilize existing neighborhoods and concentrate activity within areas with established infrastructure. Given recent and projected improvements in the real estate market, this will have positive implications in the overall local economy.

HOUSING UNITS BY YEAR STRUCTURE BUILT	PERCENT
Built 2005 or later	0.9%
Built 2000 to 2004	1.1%
Built 1990 to 1999	5.6%
Built 1980 to 1989	9.4%
Built 1970 to 1979	21.4%
Built 1960 to 1969	20.1%
Built 1950 to 1959	27.0%
Built 1940 to 1949	7.9%
Built 1939 or earlier	6.7%

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

2012 OWNER OCCUPIED HOUSING UNITS BY VALUE	PERCENT
<\$50,000	1.3%
\$50,000 - \$99,999	14.3%
\$100,000 - \$149,999	37.9%
\$150,000 - \$199,999	27.3%
\$200,000 - \$249,999	9.9%
\$250,000 - \$299,999	4.8%
\$300,000 - \$399,999	3.9%
\$400,000 - \$499,999	0.5%
\$500,000 - \$749,999	0.2%
Average Home Value	\$158,653

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

HOUSING UNIT SUMMARY

2000 Housing Units	11,630
Owner Occupied Housing Units	73.2%
Renter Occupied Housing Units	23.9%
Vacant Housing Units	2.9%
2010 Housing Units	11,741
Owner Occupied Housing Units	67.3%
Renter Occupied Housing Units	26.1%
Vacant Housing Units	6.7%
2012 Housing Units	11,656
Owner Occupied Housing Units	66.1%
Renter Occupied Housing Units	26.5%
Vacant Housing Units	7.4%

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

Retail Market

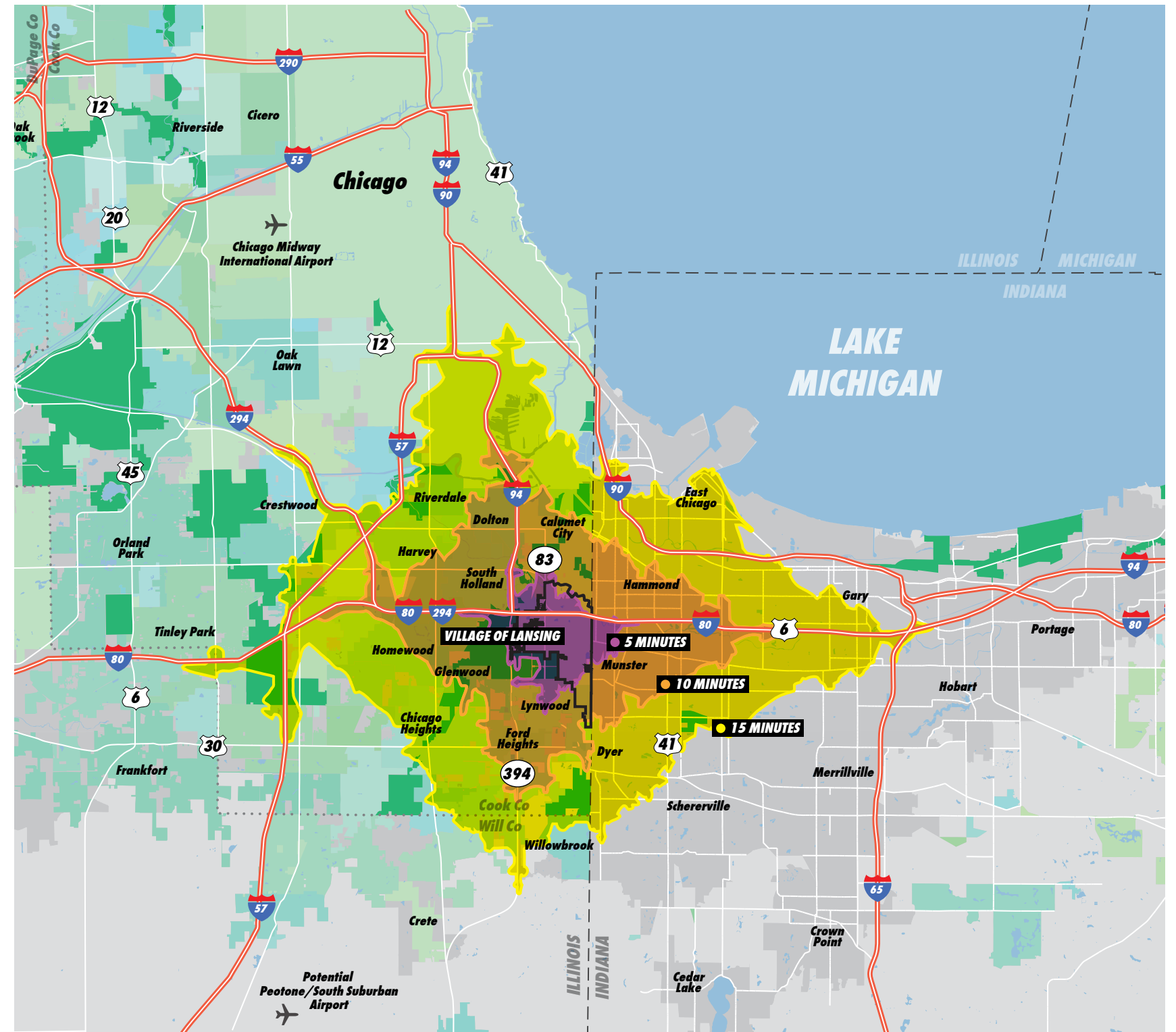
The potential for commercial development at any given location is influenced by several factors including local and regional demand for goods and services, the health of local commercial districts, the location of surrounding commercial nodes, and the consumer expenditure patterns of the market area population.

The following analysis uses a comparison of projected spending by market area households to the existing supply of retail space in order to assess the potential for retail uses in Lansing and the surrounding area. This “gap” analysis provides an indication of “surplus” or “leakage” within a given retail category. The presence of a surplus within a given retail category suggests that there is at least enough retail space to accommodate demand for the range of goods and services provided by stores in that category.

Conversely, leakage indicates that demand exceeds supply and consumers are spending dollars outside of the market area. This leakage could potentially be recaptured and may represent a commercial opportunity within the market area. It is important to distinguish between support in the market and development potential of a specific site or location. The availability of alternative sites, specifications of particular retailers, the number of projects actively pursuing tenants, and similar issues can affect whether market potential translates to development potential.

Because retail market areas are not restricted by municipal boundaries, drive times have been used to better emulate consumer behavior. Five, ten, and fifteen minute drive times from the intersection of Ridge Road and Torrence Avenue are used for this analysis. While this provides an indication of the population and households with access to Lansing, it also is an indication of competing retailing areas within easy access to Lansing residents. Expanding out to ten and fifteen minute drive times include all or parts of several municipalities, including those over the State border. While these areas represent additional population and households, it also includes a large amount of retail square footage and uses.

Generally, shorter drive times are utilized for daily and convenience goods such as groceries. Consumers are more inclined to travel further for things that they buy less often such as appliances and clothing.





The three primary areas analyzed for this study include Downtown, Torrence Avenue, and the Airport.

Downtown

Downtown and the surrounding area incorporate a mix of goods and services including eating/drinking establishments, smaller niche retailers, professional office space, and civic uses. This will continue to be the types of businesses that Downtown will attract. While indications of market potential are limited, the success of Downtown oriented uses are influenced as much by the overall environment as supply and demand data. A desirable location will attract businesses even within a saturated market. To that end, the Village will need to implement strategies to enhance/maintain Downtown aesthetics including improvements in both the public and private realm. This, in turn, will serve to attract a mix of commercial uses that might not otherwise locate in Downtown Lansing. In addition, there may also be potential for mixed-use development, depending on location and development cost.

Torrence Avenue

The Torrence Avenue corridor includes a wide range of uses including “big box” retailers, restaurants, gas stations, hotels, and others. While the market for many of these categories is fairly saturated, efforts to reposition some sites along with investment in infrastructure including parking lot improvements, streetscape, visibility, access, and circulation may serve to attract uses from other locations within the competitive market area.

Airport

The area around the airport represents more of a regional, perhaps even coordinated, opportunity with neighboring communities including the Village of Lynwood and Munster, Indiana. This potential will be largely dependent on future expansion and activity of the airport itself. Support for retail uses will be driven by both the airport as well as collateral development such as office and industrial uses. In its current capacity and associated activity, development pressure will be much more limited.

Industrial and Office Market

Lansing is within the defined South Suburban industrial market area. According to Colliers International First Quarter 2013 data, the South Suburban market experienced nearly 1.2 million square feet of positive absorption, reducing the vacancy rate from 10.64% (fourth quarter 2012) to 9.38%. While this is a positive trend for the overall market, there are still approximately ten million square feet of space available, of which more than one-third is in spaces between 100,000 and 300,000 square feet. The overall vacancy rate is also slightly higher than that of the Chicagoland market in general of 9.0%.

The south suburban market essentially encompasses the area outside of the City of Chicago south of I-55, north of I-80 and east from Route 45 to the Indiana border. Like other markets, the industrial and office market is driven more by regional as opposed to municipal or local influences. While specific sites and local incentives impact development potential, this analysis is intended to provide an indication of overall market conditions rather than site specific development potentials. Therefore data is analyzed for the South Suburban market area as a whole.

While Lansing is positioned to take advantage of continuing improvement in the market, it is not envisioned that new speculative construction is imminent. Filling vacancies and build-to-suit opportunities should be the focal point in the near to mid-term.

It is not anticipated that office uses will be a major component of overall development in Lansing. However, professional office space, including medical related uses, may be incorporated into larger commercial spaces. Medical office space in particular is a growing regional need particularly in communities with aging populations such as Lansing.

Speculative development is not considered in the near-term due to the large amount of vacant and available square footage in the market. With the exception of build-to-suit, wherein an end user desires their own building or is in need of a specific design or space, new construction is projected to be minimal. Price points, sales and lease incentives are likely to continue to make available space more attractive and feasible than new construction. The market is also impacted by ongoing strict financing requirements of lenders and investors including the amount of equity and pre-sale/pre-leasing required of developers.



COMMUNITY INPUT

Listening to the voices of engaged, knowledgeable residents and business owners is an important part of any planning process. Throughout the RE:Lansing planning process, the public was engaged to ensure that the issues addressed by the Plan would be influenced as much as possible by the people who live and work in the Village. This section includes summaries of outreach efforts conducted during the planning process. A detailed summary of all of the outreach exercises is contained in an interim document prepared in August 2013, titled Lansing REvealed, which is on file at the Village of Lansing. It should be noted that this section summarizes feedback provided by Lansing residents and businesses, and does not reflect any official input from Village officials, and may not be indicative of Village policies.

Early in the planning process, the planning team utilized several meetings, workshops, interviews, and on-line tools to set the stage for further plan making. The following outreach activities were undertaken to solicit input from the community:

- Steering Committee Workshop
- Community Workshop
- Business Workshop
- Key Person Interviews
- Web-based Outreach
 - On-line Resident Survey
 - On-line Business Survey
 - sMap – Web-Based Mapping Tool

Steering Committee Workshop

A project initiation workshop with the Comprehensive Plan Steering Committee took place on December 10, 2012 at Lansing Village Hall. This workshop included a questionnaire designed to gather initial input from the Steering Committee that helped frame some of the important issues to be addressed in the Comprehensive Plan. Steering Committee members were asked to identify and prioritize the most important issues facing the Village, suggest desired actions to be undertaken, and list the strengths and assets of the Village of Lansing.

Community Workshop

A workshop was held with the community on January 30th, 2013 at the Lansing Public Library. Over 120 community members attended a Community Workshop to discuss strengths, weaknesses, issues, and challenges facing the Village. The meeting included an overview of the planning process and a questionnaire designed to gather initial input from the community that helped frame some of the important issues to be addressed in the Comprehensive Plan. Community members were asked to identify and prioritize the most important issues facing the village, suggest desired actions to be undertaken, and list the strengths and assets of Lansing.

Business Workshop

Approximately 25 members of Lansing's business community attended a workshop on January 30th, 2013 at the Holiday Inn Express to discuss strengths, weaknesses, issues, and challenges facing the Village's business community. This workshop focused specifically on topics related to owning, managing, and establishing a business in Lansing. The meeting included a brief overview of the planning process and an exercise designed to gather initial input from the business community that helped frame important issues addressed in the Comprehensive Plan.

Key Person Interviews

Key person interviews were conducted with individuals representing a wide range of interests and issues, including Village officials, business owners, church and non-profit leaders, school officials, and others. Interviews were conducted on May 8 & May 9, 2013. While the interviews were confidential, input from interviewees were used to shape the Comprehensive Plan.



Web-Based Outreach

A project website was created and linked to the Village's website. The project website provided visitors with information on how to stay involved, announcements regarding future meetings, and posted copies of interim planning documents for public review and comment. The following tools were available for members of the Lansing community to provide input:

- On-Line Questionnaires for residents and businesses
- Community Issues Mapping
- General Feedback Form

Summary of Input

The RE:Lansing planning process entailed a number of different activities and mechanisms to allow for the Lansing community to get involved and voice their concerns. When taken as a whole, prominent topics and themes emerged from the dialogue with the community that guide Comprehensive Plan recommendations and policies.

Public Safety

Lansing residents care about their neighborhoods and want them to be safe, supportive environments for their families and neighbors. While Lansing is generally viewed as a safe community that is well served by Police and Fire protection, residents expressed some concern regarding public safety.

Community Identity

Residents and business owners alike wish for a strong brand with which to market the community. A Village identity that strongly articulates who Lansing is and what it has to offer could be implemented through the Village's website, notifications, and other official communications, alongside physical improvements such as signage programs and streetscape treatments. Gateway features announcing entry into Lansing are of particular importance in establishing not only Lansing's borders but, local character and personality.

Competition

Lansing faces considerable competition when people choose where to live and shop. Lower taxes in nearby counties and in the State of Indiana are often viewed as strong enough incentives to lure business away from Lansing. The community is of the opinion that the Village needs creative solutions to overcome this unique challenge.

Commercial Vacancies and Aesthetics

The Village's commercial districts and corridors are vital to its overall economic health. Concern over empty storefronts, building maintenance and appearance, and deteriorating infrastructure detracting from the function and growth of these areas is common. Recent improvements to public spaces that abut commercial districts, such as Park Plaza and Fox Pointe near Downtown, are positive steps that should be continued elsewhere in the Village.

Location

The Village has excellent access to regional transportation via the I-80/294 Expressway, Lansing Municipal Airport, and other modes of travel. These transportation assets could be powerful economic drivers that catalyze local development. However, because not all means of transportation are present, most notably a commuter rail station, and because the Village lacks strong gateways features, the Village's desirable location is frequently viewed as a missed opportunity.

EXISTING LAND USE

Land use and development patterns have broad implications for the character, function, and overall well-being of the Lansing community. This section contains an overview of existing land use in Lansing and current zoning regulations that influence development.

All parcels within the Village were assigned one of twelve(12) land use categories. Each category offers a brief description of its typical development character, recognizing that there may be variation within any one category.

Detached Single-Family

This land use category includes detached residential homes for individual families. Throughout the Village, there are several neighborhood types that define single family character. The Village's older neighborhoods include two-story houses on streets lined with mature trees. Other neighborhoods, developed between 1960 and 1990, include ranch and split-level homes. The most recent residential development includes larger 2-story homes on streets with fewer and less mature trees.

Attached Single-Family

This land use category includes residential structures with two or more dwellings that share a common wall, although each one has a dedicated entry. Typically, structures include just two units located side by side with features similar to single-family homes in terms of parking management and building size.

Multi-Family

This land use category includes structures that contain multiple housing units that typically have common hallways and other amenities, including apartments, condominiums, and senior housing and assisted living facilities. In Lansing, multi-family development varies from two to four stories in height, and typically includes one or more buildings as part of a development. Where they abut single-family neighborhoods, multi-family structures tend to be oriented towards the public street and integrate architectural design appropriate for the neighborhood.

General Commercial

This land use category includes retail stores, restaurants, commercial services, entertainment venues, offices, hotels, and other commercial uses. The character of commercial development varies greatly throughout the Village. Downtown Lansing includes small stores built to the sidewalk that helps create a pedestrian-oriented environment. Some pockets of neighborhood commercial development include small shopping centers that cater to local goods and services. Torrence Avenue includes large-lot commercial development, including major anchor stores and regional shopping centers, that takes advantage of automobile access to I-80.

Mixed Use

This land use category includes single properties or buildings with multiple uses from different categories. These typically include commercial uses on the ground floor with residential or office uses on upper floors. Lansing has a traditional downtown of many two-story mixed use buildings with parking lots to the rear or side, creating a pedestrian friendly atmosphere.

Industrial

This land use category includes low- to moderate-intensity manufacturing and/or distribution centers. The character of industrial development in Lansing varies based on the size of the development and specific activities taking place. However, the most intensive industrial activities tend to be isolated from other areas of the Village by utility corridors or buffers. Less intensive industry is more integrated with other portions of the Village, and typically includes fencing and/or screening.

Agricultural

Agricultural land is fairly scarce and small-scale, positioned at the outskirts of the Village amongst residential neighborhoods. Visually, the character of agriculture in Lansing is similar to that of open space areas.

Public/Semi-Public

This land use category includes a broad range of public uses, including government offices and services, schools, medical services, and religious uses. The character of these uses varies based on the type of use, the land needed to accommodate it, and the surrounding context. Smaller public uses tend to be closely integrated into the surrounding context with limited parking areas and a scale that is appropriate in Lansing's neighborhoods. Larger public uses often include multi-story development, large parking areas, and significant areas of green space.

Parks/Open Space

This land use category includes active open areas or facilities dedicated for public use and undeveloped land. Lansing includes a variety of parks, including small-lot neighborhood parks and playgrounds, large parks with recreational and picnic facilities, and programmed facilities such as pools and indoor recreation complexes. This land use category also includes features such as woods, wetlands, bodies of water, etc. that are important components of the local environment. These areas are frequently natural in character, with large areas of trees or natural landscape.

Lansing Municipal Airport

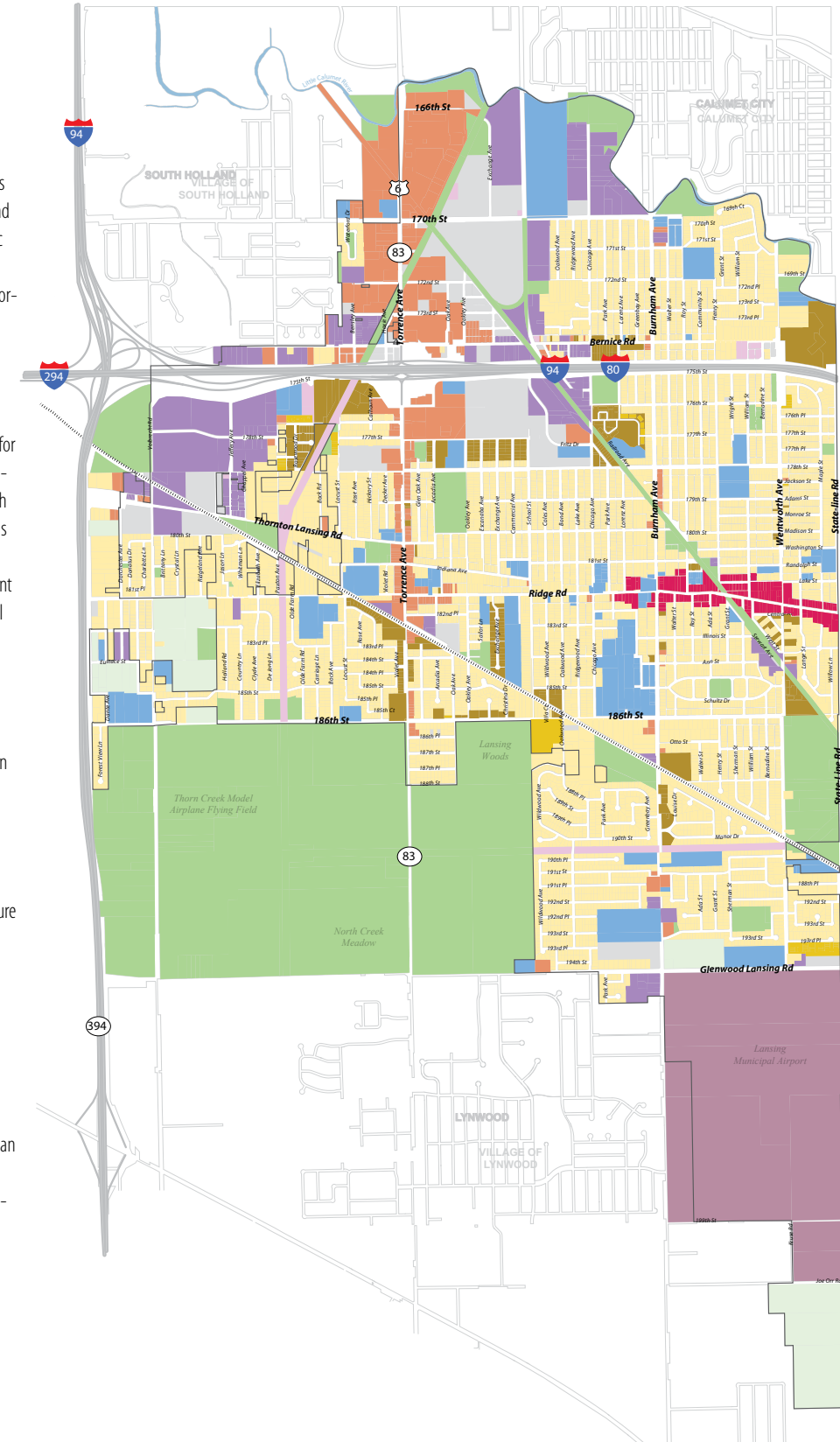
The Lansing Municipal Airport is surrounded by a range of non-airport related uses. While ground side uses on airport property are by definition airport-related, the Airport Technical Overlay District includes a mix of agricultural, residential, light industrial, and semi-public uses.

Utility

This land use category includes areas with permanent utility infrastructure such as pumping stations, treatment plants, and electrical corridors and substations. Some of these are small utilities with little impact on community character. However, others are large structures, such as electrical towers, that are highly visible from a distance and dominate local character.

Vacant

This land use category includes empty lots that host no active use and can reasonably be considered available for redevelopment. The character of vacant lots varies, as some include remnants of previous uses, while others are greenfield sites with no apparent development having occurred.



VILLAGE OF LANSING EXISTING LANDUSE

Existing Land Use for a mature community like Lansing has strong influence on future land use decisions. Existing land uses were inventoried and mapped by the Project Team in Spring 2013, and all parcels within the Village were assigned one of nineteen land use categories.

LAND-USE LEGEND

- Single-Family Residential
- Attached Single-Family
- Multi-Family Residential
- Commercial
- Mixed-Use
- Light Industrial
- Public/Semi-Public
- Utility
- Parks/Open Space
- Lansing Municipal Airport
- Vacant
- Agricultural

CURRENT ZONING

Village zoning regulations, contained within the Lansing zoning ordinance, dictate what kinds of uses are permitted in different portions of the Village, and what site and building design characteristics must be provided. Zoning plays a key role in the implementation of local and regional policies, establishing the types of uses allowed and prescribing the overall character and intensity of permitted development.

This section includes a general summary of the zoning regulations that affect the broader development landscape in Lansing.

Commercial Districts

Lansing's zoning ordinance includes four business districts that establish requirements for use, building placement, and development intensity. The CBD Downtown District aims to maintain the traditional character along Ridge Road. It requires a zero-setback for the majority of the front property line, and permits more intensive development than other business districts.

The other business districts aim to restrict development intensity in order to accommodate on-site parking and access. The B1-T and CBD districts permit mixed-use and townhouse development as compatible uses adjacent to commercial activities.

Residential Districts

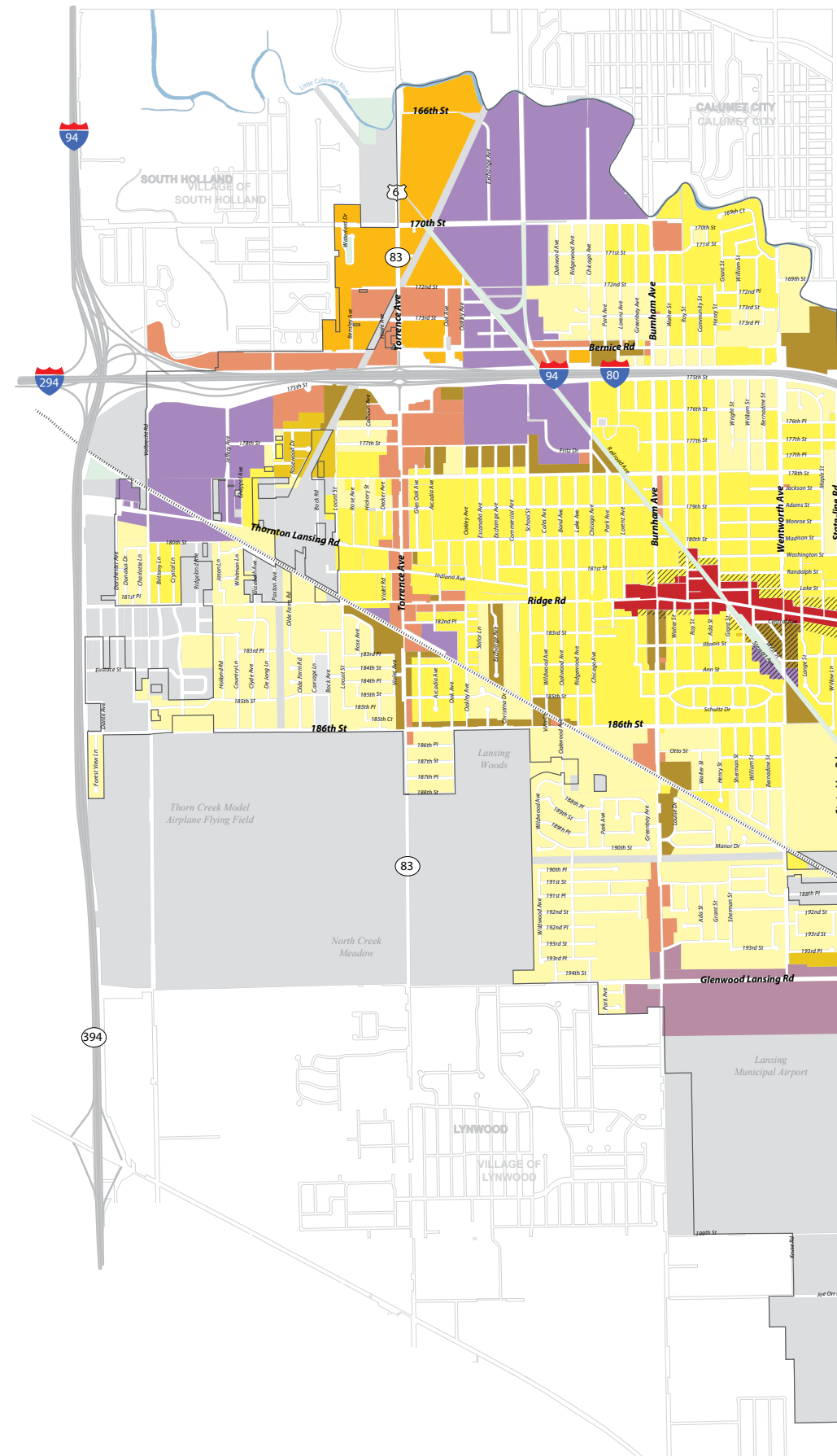
The zoning ordinance includes four residential districts. The least intensive districts (R1 and R2) permit single-family housing that is compatible with typical neighborhood character in Lansing. The R3 and R4 districts permit increasingly dense townhouse and multi-family housing. However, they provide varying regulations based on housing type for lot size and required yards to ensure that infill occurs in a way that preserves the character of the surrounding neighborhood.

Manufacturing District

Lansing's zoning ordinance includes one manufacturing district (M1). This district accommodates all industrial uses that occur in the Village. Regulations aim to provide adequate buffering and setbacks from surrounding development. However, since industrial development in Lansing varies in terms of its size, intensity, and context, the Village should consider amending the ordinance to include an additional manufacturing district that more strictly regulates local industry adjacent to residential and commercial activities.

Other Districts

The Airport Technical Overlay District included regulations related to uses that may be appropriate near the Lansing Municipal Airport that both benefit from airport activities and provide a logical transition to surrounding commercial and residential areas. Since it is an overlay district, the regulations of the base zoning district still apply, though development must conform to any more restrictive regulations included in the overlay.



VILLAGE OF LANSING CURRENT ZONING

Current Zoning dictates what kinds of uses are permitted in different portions of the Village, and what site and building design characteristics must be provided. Zoning plays a key role in the implementation of local and regional policies, establishing the types of uses allowed and prescribing the overall character and intensity of permitted development.

CURRENT ZONING LEGEND

- Commercial Districts**
 - CBD Downtown
 - B2 Community & Retail Service
 - B3 General Business
- Residential Districts**
 - R1 Single-Family Residence
 - R2 Single-Family Residence
 - R3 Single-Family Attached Residence
 - R4 General Residence
- Industrial Districts**
 - M1 Limited Manufacturing
- Other Districts/Overlays**
 - B1-T Downtown Transition Overlay District
 - AT Airport Technical Overlay District

EXISTING TRANSPORTATION

A transportation network is designed to promote efficient travel and accessibility for Village residents, workers, and visitors by collectively balancing the safe and effective movement of pedestrians, bicycles, and vehicles. The existing transportation systems in Lansing consist of integrated regional and local roadways, transit service via PACE, trails for non-motorized travel, and a vibrant municipal airport.

Functional Classification

The roadways within the Village are categorized according to the character of service they are intended to provide. This means of organization is known as functional classification. The system recognizes a hierarchy of roadways and the fact that they do not function independently, but as a system-wide supportive network. The classifications found in the Village include:

1. Freeway / Tollway: fully access controlled and constructed for high speeds
2. Principal Arterial: high volume street that places a greater emphasis on mobility rather over access. These roadways are continuous and regional, connecting to SRAs and other arterials in adjacent communities, as well as important centers of activity within Lansing
3. Minor Arterial: supplements the principal arterials by accommodating trips of moderate length through the Village and distributing travel to areas smaller than those served by a principal arterial
4. Major Collector: connects arterials to local roadways, sometimes providing direct access to residential properties. Travel on collectors occurs at lower speeds and shorter distances than on arterials.

Roadway Network

The Village has a very good network of roadways providing both regional and local access. There are a number of key components, discussed throughout this section, that define an integrated system or network of roadways. Together, these are intended to give an overall picture of the Village's roadway network and its operations.

Transitional Roads

Direct access to I-294 and I-80/94 is provided via Torrence Avenue. The Illinois Department of Transportation (IDOT) has classified Torrence Ave north of I-80/94 and 159th Street west of Torrence Avenue as SRA routes.

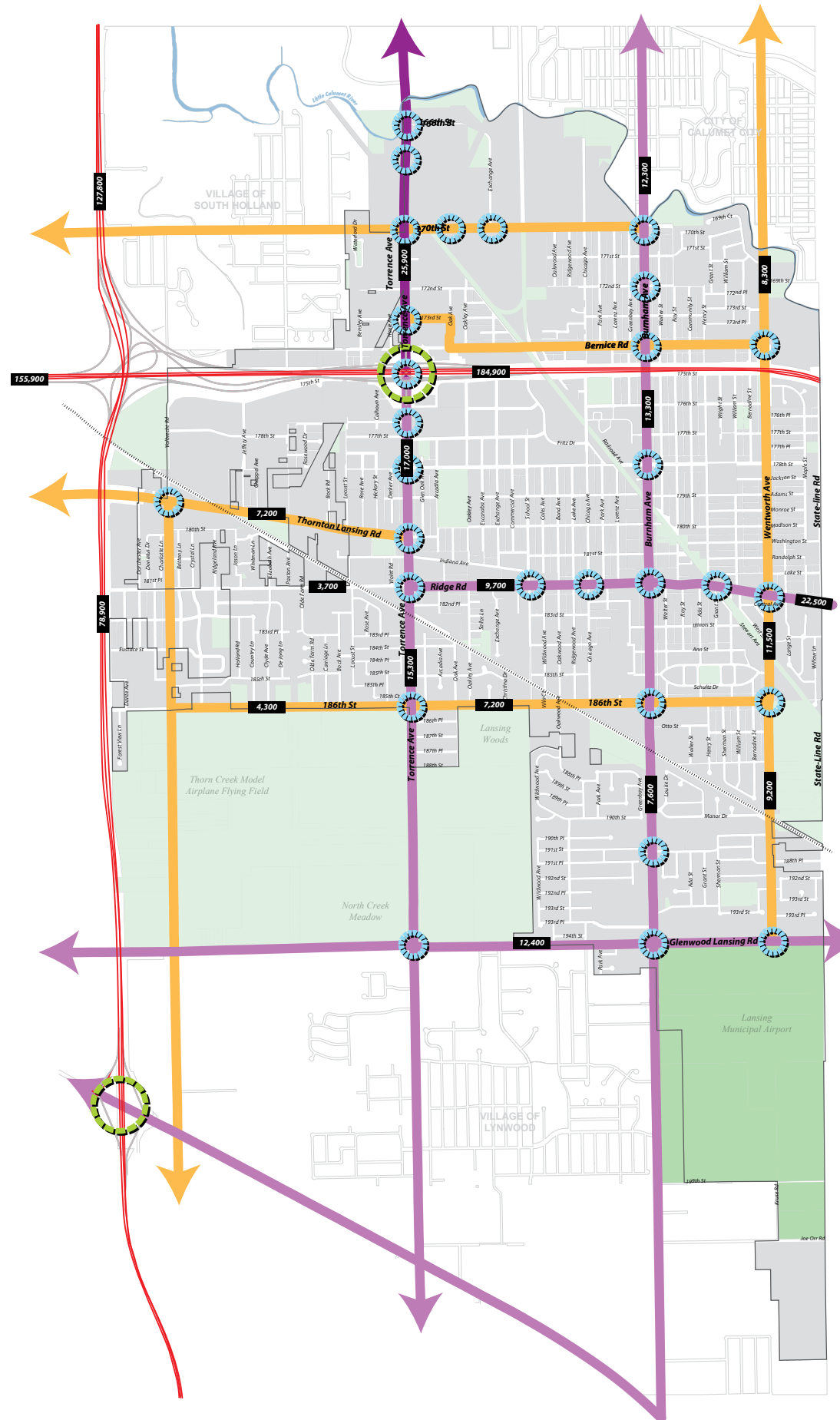
Average Daily Traffic

Volume measurements are taken in a number of ways, one standard being Average Daily Traffic (ADT). The ADT in the Village on surface streets ranges from a high of 28,200 vehicles along Torrence Ave to a low of 3,700 along Ridge Road. Although Ridge Road only has a modest ADT, it is an important corridor within the Village because it passes through Downtown.

Truck Traffic

Class II trucks are permitted on some regional arterials, including Glenwood Dyer Road, Torrence Avenue north of I-80/94, and 159th Street west of Torrence Avenue. Class I trucks (except for local deliveries) are confined to major facilities like I-80/94 and IL 394. Roadways throughout the Village have truck weight limits restricting truck activity on those that are not designated as a truck route. Truck ADT along Class II routes ranges from a high of 2,600 vehicles on Torrence Avenue to a low of 800 along 159th Street. The Truck ADT along the interstates ranges between 16,800 and 41,800.

A large portion of the Village's truck traffic issues occurs on Thornton Lansing Road as vehicles travel to and from Thornton Quarry in the Village of Thornton.



VILLAGE OF LANSING EXISTING TRANSPORTATION

Existing Transportation networks have been designed to promote efficient travel and accessibility for Village residents, workers, and visitors by collectively balancing the safe and effective movement of pedestrians, bicycles, and vehicles. The existing transportation systems in Lansing consist of integrated regional and local roadways, transit service, trails for non-motorized travel, and a vibrant municipal airport.

TRANSPORTATION LEGEND

- Interstate/Freeway
- Interchange
- Principal Arterial
- Minor Arterial
- Collector
- Existing Traffic Signal
- Average Daily Traffic
- Lansing Municipal Airport

EXISTING OPEN SPACE & ENVIRONMENTAL FEATURES

Natural resources, parks, and open space are important components of the character of Lansing, contributing to the overall health and quality of life for Village residents, and should be protected and enhanced. In addition to many village parks, Lansing benefits from a substantial nearby forest preserve, offering many types of active and passive recreation.

Lan-Oak Park District

The Lan-Oak Park District maintains the Village's 24 parks and 140 acres of parkland. It also runs the Eisenhower Fitness & Community Center, a 60,000 square foot community and recreation center with gyms, fitness and leisure classrooms, and a preschool. The Park District offers special events, trips, classes, and league sports throughout the year. The LOPD has also invested considerable resources to develop the Park Plaza in Downtown and convert the old rail corridor into a connective greenway that spans the length of the Village.

The Park District is in the midst of undergoing a comprehensive planning process to assess its needs and future direction. According to current estimates, a majority of the Village's parks need to be renovated to meet current standards.

The LOPD portion of the Village's levied property taxes averages less than 3%. Voters rejected a recent referendum to increase the limiting tax rate by \$0.10 specifically to fund capital improvements throughout the Lan-Oak Park District system, although by a very narrow margin.

In general, residential neighborhoods have reasonable access to local parks, many of which have playground equipment, sports fields, picnic areas, and other active recreational facilities. Based on feedback collected during community outreach, Village residents were concerned more with the level of maintenance than inadequate availability of parks.

Fox Pointe

The Village has reserved a 2.5 acre site in the heart of the downtown as civic space. This is the main site for the community's Autumn Festival, which draws people from all over the region. The Village plans to further enhance this civic space with development for other public events and gatherings.

Forest Preserve District

The Forest Preserve District of Cook County manages over 68,000 acres of woodlands, wetlands, prairies, lakes and ponds, and other natural areas. The District offers a wide variety of recreation and undertakes conservation, research, and education that support its mission.

Thorn Creek Division

The Thorn Creek Division, which covers Lansing and other portions of south-east Cook County, contains a number of sites just southwest of the Village. The District manages decision-making based on a number of operational plans, many of which have been updated recently or are scheduled to be

completed in the coming year.

Green Corridors

There are three major utility corridors that cross the length of the Village. One is an active rail line used by shipping and freight trains. The other two, a high tension electric line and an vacated rail line, have elements that serve both programmed and natural open space functions.

Penny Greenway

Managed by the Lan-Oak Park District, the former railroad corridor that runs from the Lansing Country Club towards Potts Park, passing through Downtown and under I-80, has been adapted into recreational space known as the Penny Greenway. A paved bicycle trail connects the entire corridor, providing the Village's primary off-street bicycle facility. The Penny is part of the 475-mile Grand Illinois Trail and serves as a leg of the 6,000-mile American Discovery Trail. This trail also connects to the larger regional trail network, continuing across the state to Crown Point and communities in Indiana, and linking with Cook County Forest Preserve trails.

Power Lines

The electric line corridor that traverses the Village is sometimes used for commercial activities north of I-80. South of the interstate, however, there are instances where the corridor has been adapted for agriculture or, in the case of Jaycee Park, planned and programmed recreational use. In between these amenities, the corridor is preserved open space.

Water and Detention

Almost all of the designated floodplains near the Village are on Forest Preserve properties. There are other issues related to water bodies and stormwater, however, that do affect various areas of the Village.

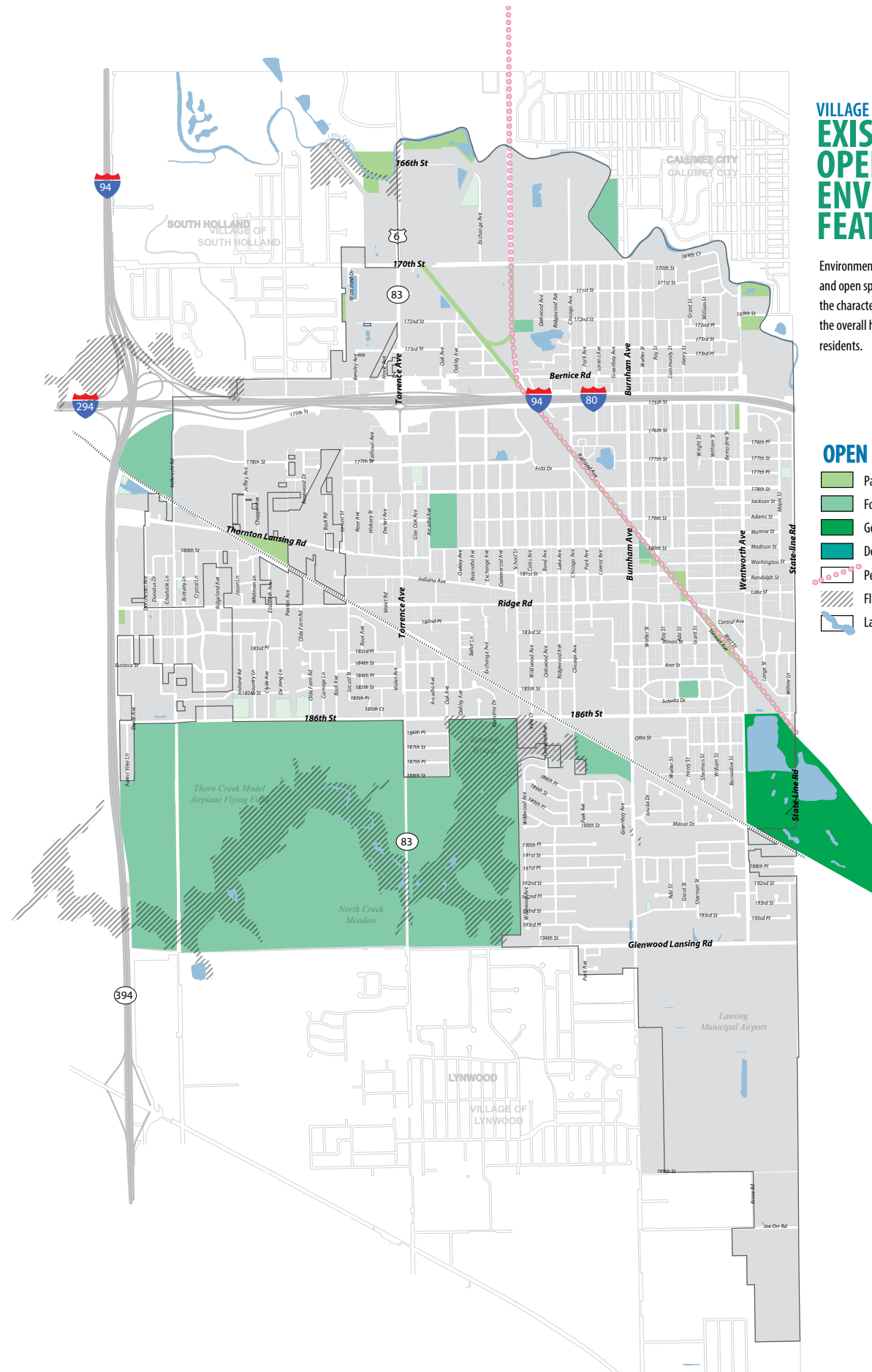
Rivers and Streams

The Little Calumet River defines Lansing's northern border with Calumet City. The river follows its natural course and is usually buffered on either side by trees and green space, although it also directly abuts residential neighborhoods. A 1.5 mile levee system along the river corridor is currently being inspected and repaired jointly by the Village and the U.S. Army Corps of Engineers.

North Creek flows along Burnham Avenue from Erfert Park and the Forest Preserve. It is channelized between 188th Street and Glenwood Lansing Road and along the northern edge of the Lansing Airport with periodic at-grade crossings.

Detention

There are relatively few detention ponds and basins in Lansing. Those that do exist are concentrated north of I-80 amongst the large commercial development. In addition to ponds, stormwater in the Village is occasionally handled through engineered detention lots. These areas are usually grassy, depressed below street level, and do not have standing water. They are typically used in residential neighborhoods and may function as de facto neighborhood open space when not flooded.



EXISTING COMMUNITY FACILITIES

The Village of Lansing is a desirable place to live and work in part because of the dedication of the various organizations that provide necessary services to residents and businesses. Community service providers are essential to maintaining the facilities and services that make a community function, and are key contributors to defining local quality of life. Community facilities include public and quasi-public uses provided by the Village, other governmental districts, and partner agencies, including schools, emergency responders, utilities, and the library.

Schools

District #158

District #158 has a current enrollment of approximately 2,400 students, a historically steady number that is expected to increase in the future. Memorial Junior High and Oak Glen Elementary were recently renovated and expanded, and Reavis Elementary underwent the first phase of its improvement plan. Coolidge Elementary and the Lester Crawl Primary Center are both in need of improvement projects. The District wishes to complete the second phase of Reavis's improvements in the near future, pending available funding.

Sunnybrook School District #171

Over 1,000 students are enrolled in Sunnybrook School District #171's Nathan Hale Elementary School and Heritage Middle School. The District's only active plan is to remodel the traffic flow around Nathan Hale Elementary.

High School District #215

Thornton Fractional South High School has 1,900 students from Lansing and Lynwood. The District as a whole, which also includes Thornton Fractional North and the Center for Academics and Technology, has 3,500 students and an annual budget of over \$50 million. The District is currently planning to replace the cold water pipes and upgrade the air conditioning at TF South within the next two years. They also identified adding a direct exit from the parking lot onto Burnham Avenue as a potential improvement to the morning traffic pattern.

Library

The Lansing Public Library moved into its current facility in 1976, the old location becoming the site of the now-former Village Hall. It receives nearly \$2 million annually in tax revenue and owns over 100,000 books. The Library provides adult, teen, and youth services including speakers, book discussion groups, and reading clubs, story times, special events, and research assistance.

The Library building recently underwent a renovation that involved upgrading the north parking lot, a new roof, replacement windows, and improved insulation, resulting in greater energy efficiency. Future projects include upgrading information technology (IT) infrastructure, and making improvements to the interior such as adding study/meeting spaces and replacing carpet.

Emergency Services

Police

The Lansing Police Department has a staff of 56 full-time police officers and 8 part-time officers, as well as 19 civilian staff, 38 crossing guards, 3 part-time community service officers, and 14 police cadets. In 2012 the Department fielded 28,850 incidents, including all emergency dispatch calls for service. The Department has minor plans to improve its headquarters that include interior upgrades to the 911 Center, new office furniture, and a new furnace and backup generator for the building.

Fire

The Lansing Fire Department has a staff of 29 firefighter/paramedics, 8 firefighter/EMTs, and 5 support staff operating out of three stations. The Village maintains an insurance rating of 4, which is comparable to surrounding communities. The Village's water systems are adequate for firefighting, but they require regular repairs and the Department has identified the need for a scheduled maintenance and repair program. The Fire Department has also expressed that at-grade rail crossing can cause problems responding to calls in a timely manner.

Fire Station #2 was identified as too small for the number of firefighters it presently houses, having never been intended to house multiple firefighters around the clock, on a daily basis. Replacing the station is a long-term project for the Department. Equipment purchases such as upgraded self contained breathing apparatus units, a new fire engine, and a new ambulance are also desired.

Public Works

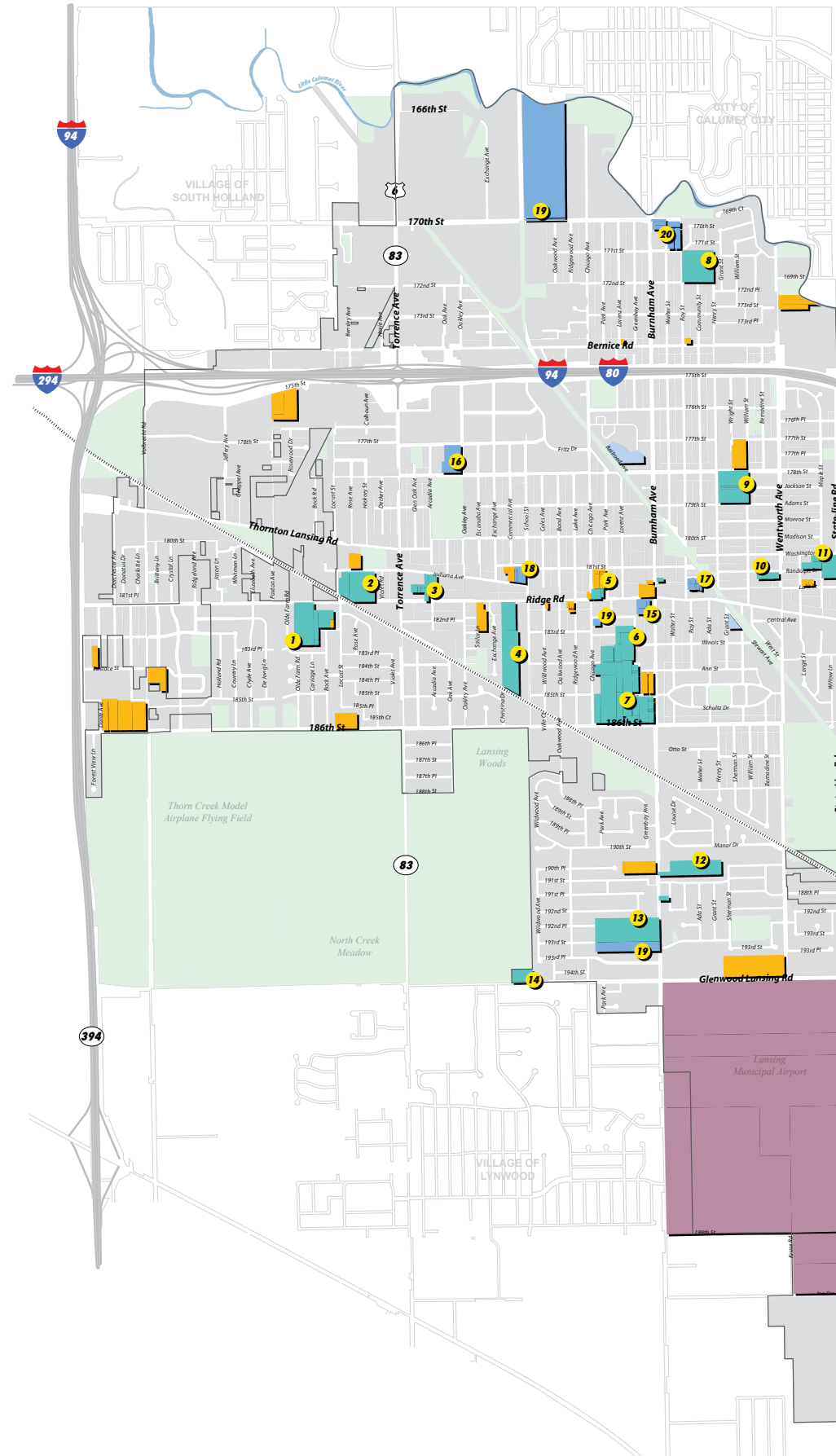
The Public Works Department, based out of a facility at 171st Street and Burnham Avenue, is responsible for several services and programs, including water and sewer systems, street and sidewalk maintenance, and snow removal. Garbage and recycling collection for the Village is handled by a private contractor.

Lansing Area Chamber of Commerce

The Lansing Area Chamber of Commerce exists to advance commercial, industrial, civic, and general business success, as well as the quality of life in the Village of Lansing and its trade area. The Chamber claims over 220 members across 18 communities in the region. It annually sponsors a number of events to support and promote local businesses and foster a welcoming atmosphere in the Village. Popular events include the Good Neighbor Parade, Annual Golf Outing, Sidewalk Sales Days, Christmas Tree Lighting Ceremony, Santa House, and Taste of the Holidays.

Religious Uses

Religious institutions play an important role in Lansing. Though there is no formal Village-wide entity representing the religious community, they are valuable resources for supporting local services and reaching out to residents.



VILLAGE OF LANSING EXISTING COMMUNITY FACILITIES

Community Facilities include public and quasi-public uses provided by the Village, other governmental districts, and partner agencies, including schools, emergency responders, utilities, and the library.

COMMUNITY FACILITIES LEGEND

- Schools/Educational
- Local Government
- Public/Semi-Public
- Church/Religious Institution
- Lansing Municipal Airport

Schools

- 1 Oak Glen Elementary School
- 2 Illiana Christian High School
- 3 Trinity Lutheran School
- 4 Memorial Junior High School
- 5 St Ann Catholic School
- 6 Lester Crawl Primary Center
- 7 Thornton Fractional South High School
- 8 Reavis Elementary School
- 9 Coolidge Elementary School
- 10 St John Lutheran School
- 11 Lansing Christian School
- 12 Nathan Hale Elementary School
- 13 Heritage Middle School
- 14 Luther East High School

Other Community Facilities

- 15 Village Hall
- 16 Park District Administration & Eisenhower Fitness and Community Center
- 17 USPS Post Office
- 18 Public Library
- 19 Police Stations & Fire Stations
- 20 Public Works

 **LANSING REIMAGINED** part 2



LANSING REIMAGINED

The vision of *Lansing REimagined* is written as a retrospective, describing life in Lansing 15 years after the updated Comprehensive Plan was adopted in 2014. It is also a basis for identifying the specific goals and objectives that direct investment and decision making in the Village.



LANSING VISION STATEMENT

In 2030...

The Village of Lansing continues to thrive as a place that balances both regional prominence and local quality of life. It supports industry and environment, growth and preservation of its unique character, and traditional character with the ever changing needs of its young residents. This dichotomy can be seen throughout the Village: the bustling regional draw of Torrence Avenue and the quaint charm of Ridge Road; the lush and pristine Lan-Oak Park and the new recreation facilities that attract active youth; modern housing development with cutting-edge amenities and traditional neighborhoods that enjoy tree-lined streets; the growing air traffic at the Lansing Municipal Airport and the expanded local trail network that provides access to schools and parks.

All of these elements, and many more, are the result of a community committed to capitalizing on its opportunities and preserving what makes it unique.

For many from Lansing and other parts of the region, the Village is defined by its commercial areas. **Torrence Avenue is the spine of the community, welcoming travelers from other communities arriving via the Kingery Expressway.** Around the interchange and to the north, Torrence Avenue offers large retailers, hotels, and restaurants. This area has become a true regional destination, attracting people from throughout the area and providing a positive first impression for Lansing with its attractive streetscaping, prominent gateways, and quality architecture.

South of 177th Street, Torrence Avenue serves the residents of Lansing. Small offices, local restaurants, and “mom and pop” retail provide residents with day-to-day needs. This area has become more attractive through improved landscaping and architecture, and a complete network of sidewalks and safe crosswalks. This allows residents from surrounding neighborhoods to walk to Torrence Avenue to enjoy all that it offers.

While Torrence Avenue is how people from other communities first experience Lansing, Ridge Road is what Lansing residents consider the heart of the community. **Ridge Road is a great “civic” street, providing access to the Municipal Center, the Lansing Public Library, Fox Pointe, the iconic Clock Tower at Park Plaza, and the traditional Downtown area.**

Downtown Lansing is a thriving place filled with attractive shops and restaurants. It is the favorite place for residents to stroll, and is the setting for community events and festivals that celebrate local pride in Lansing. **Many of Downtown’s historic buildings have been restored, and the Village continues to support streetscaping and public art programs that build upon the Village’s unique character and charm.** Every day, many people come to Downtown by car, bus, foot, or on the Pennsy Greenway Bike Trail.

Fox Pointe and Park Plaza are part of the foundation for Downtown Lansing. These civic spaces provide venues for events, festivals, concerts and other activities that help instill a sense of local pride and identity. Their location at the confluence of Ridge Road and the Pennsy Greenway makes them easy to get to from surrounding neighborhoods and throughout the Village.

The **Pennsy Greenway is the centerpiece of the Village’s bike trail system.** The Village and Lan-Oak Park District have collaborated to expand the trail network and connect it to the Little Calumet River, Cook County Forest Preserve, and Crown Point, Indiana. The trail is an important piece of two larger systems: the 6,000-mile American Discovery Trail and 475-mile Grand Illinois Trail. The Pennsy Greenway and its local spurs provide access to the Downtown, Lan-Oak Park, local schools, and other important destinations throughout the Village through the installation of on-street bike lanes, new greenways, and trails that use utility rights-of-way.

The Village has worked hard to provide easy access to all of its schools and parks, recognizing that they are essential in preserving the quality of the community. **Schools continue to be one of the critical elements in making Lansing a desirable place.** They not only provide focal points for the Village’s strong neighborhoods, but they represent a collaborative vision on behalf of three public school districts and six private schools to provide a continuum of strong education that will help make Lansing a place where families want to raise children and educated professionals wish to call home.

Parks and open spaces have been a focal point for community investment over the past decade. The traditional Lan-Oak Park continues to be the centerpiece of the park system, though the redevelopment of the vacant pool site has resulted in a new recreation facility that strengthens Lansing’s standing as a regional leader in parks and recreation.



All of these elements – vibrant commercial areas, an attractive Downtown, schools, trails and open spaces – build upon one of Lansing’s most important assets; its strong neighborhoods. **Lansing is home to quality neighborhoods with tree-lined streets and attractive houses.** With a variety of single-family homes, apartments, and new senior housing, Lansing provides the opportunity for residents to live their entire life in the community. All of Lansing’s neighborhoods are supported by strong community anchors, access to other parts of the community by car, bike, and foot, and local commerce that provides everyday needs.

North of the Kingery Expressway, Reavis Elementary School anchors a neighborhood that has become stronger by making Bernice Road a more attractive street and creating stronger buffers from surrounding industrial activity. Coolidge Elementary School is the centerpiece of the neighborhood north of the Downtown. This neighborhood provides attractive housing that has been restored with residents’ continued desire for traditional neighborhood character within easy walking distance to the Village’s center.

Thornton Fractional High School and Schultz Park are the focal points for the neighborhood south of Downtown Lansing. Here, character-rich houses, lush neighborhood streets, and proximity to the Village’s civic core instill a sense of prominence and stability.

South of the Canadian National rail corridor, Nathaniel Hale Elementary School and Heritage Middle School anchor a neighborhood that benefits from quality housing and access to new development around the Lansing Municipal Airport. To the northwest, Oak Glen Elementary School and Lan-Oak Park support a neighborhood that benefits from well-maintained housing and access to the goods and services offered on Torrence Avenue. Now, all blocks have sidewalks, lights, and other amenities that make them attractive and safe places to live. At the western edge of the Village, the community’s newest housing is providing the opportunity for a growing population of young families that recognize the quality of life offered in Lansing.

As the Village’s neighborhoods continue to get stronger, small neighborhood-based commercial centers are being revitalized. For example, on Burnham Avenue north of Glenwood Lansing Road, local commercial centers include restaurants, shops, and services that respond to the needs of nearby residents. Businesses in this area have taken advantage of the high level of access to surrounding neighborhoods and the new energy brought about by development around the Lansing Municipal Airport.

The Lansing Municipal Airport has become a focus of regional importance at the southern edge of the Village. The airport facility has continued to grow, as investment in operations and facilities allows it to support additional air traffic. The area surrounding the airport has reaped much of the benefit of this activity. **Increased air freight traffic supports industrial and commercial development that takes advantage of easy access to Chicago’s south suburban area.** At the same time, the Lansing Airport has become more attractive for corporate and private traffic. The extended runway has resulted in new office development, restaurants, small shops, and increased commercial and airport-related activities.

The Lansing Municipal Airport and Kingery Expressway continue to support Lansing’s strong economic and industrial base. Lansing has successfully grown its local industry in a positive way thanks to several important factors: excellent regional highway and air infrastructure, a well-educated local work force, and the preservation of neighborhoods, parks, commercial areas, trails and other factors that make Lansing a desirable place for professionals to live.

Collectively, all of these elements have helped Lansing achieve two primary goals. The first is to become a stronger community for those who live in the Village, which has resulted in a growing population that can support commercial and civic activities. The second goal is to gain prominence throughout the Chicagoland and Northwest Indiana regions. This has led to a greater ability to attract investment in jobs, commerce, and housing, and has positioned Lansing to remain competitive for many decades to come.

LANSING RENEWED **part 3**



LANSING RENEWED

The first two chapters of this Plan, *Lansing REvealed* and *Lansing REImagined*, established an understanding of where the community is now and what it would like to become. This chapter, *Lansing RENEwed*, identifies a series of policies, strategies, and actions that describe how to get there.

This chapter includes recommendations that address the important topics that were raised during the RE:Lansing process through public outreach and technical analysis. Recommendations for each topic are presented in a two-page layout that provides context for the topic, highlights a series of objectives that all actions should aim to achieve, and identifies key actions that can be taken by the Village and its partners. The layout also includes corresponding maps or images that illustrate the location or character of specific improvements.

 LANSING RENEWED
LAND USE PLAN



LAND USE PLAN

The Village of Lansing is a mature community with limited opportunities for new growth. As such, the Land Use Plan builds upon the existing and established land uses and development patterns within the Village, and through redevelopment, promotes a reorganization of the Village's land uses to minimize conflicts, create quiet and safe neighborhoods, and strengthen commercial and industrial areas.

The Land Use Plan includes recommendations and policies for the location and improvement of land uses and development within the Village. The Land Use Plan is a flexible guide for future land use and development that is respectful of the Village's mostly developed and mature community. It strives to maintain and enhance existing areas while accommodating high-quality and compatible improvements and new development in selected locations. To achieve the recommendations of the Land Use Plan, it is recommended that the Village work with property owners, developers and other agencies to communicate the desired vision for the community to cooperatively realize the objectives of the Plan.

LAND USE DESIGNATIONS

This Plan identifies ten distinct categories of future land use. The subsequent Residential Areas Plan, Commercial Areas Plan, and Industrial Areas Plan build on the Land Use Plan and provide specific policies and recommendations to each pertinent land use. Additionally, subarea plans for four key areas of Lansing have been prepared to provide more specific recommendations for land uses within the Village's commercial areas.

RESIDENTIAL USES

The Land Use Plan classifies Lansing's residential areas into three residential categories: Single-family Residential, Transitional Residential, and Multi-family Residential. An expanded discussion of the Village's residential areas, along with detailed policies for residential development and improvement are provided later in this chapter.

Single-Family Residential

Single-family Residential areas are the predominant land use in the Village and should continue to be so. Single-family areas should consist primarily of detached single-family homes, organized into neighborhoods or subdivisions based on a unifying development pattern.

Transitional Residential

Transitional Residential areas should consist primarily of single-family attached dwelling units, including townhouses, row houses, and duplexes. Transitional Residential areas provide opportunities to expand housing options within the Village, increase density near the Village's commercial areas, and serve as a transition between Single-family Residential areas and more intense land uses.

Multi-Family Residential

Multi-family Residential areas may take the form of standalone buildings of condos or apartments, as part of a mixed-use development, or as specialized senior housing. These areas should maximize the benefits provided by transportation and transit, and act as a transition between single-family residential and commercial land uses.

COMMERCIAL USES

The Land Use Plan identifies four categories of commercial land uses: Neighborhood Commercial, Regional Commercial, Downtown Mixed-Use, and Light Industrial/Business Park. An expanded discussion of the Village's commercial areas, along with detailed policies for commercial development and improvement are provided later in this chapter, along with detailed subarea plans for four important commercial areas of the Village.

Neighborhood Commercial

Neighborhood commercial areas are intended to provide residents with convenient, day-to-day goods and services within a short walk or drive from their homes. Neighborhood commercial areas should host a mix of less intense commercial uses consisting of retail, service and office uses that cater to a local population.

Regional Commercial

This land use comprises commercial uses that provide goods and services that draw patrons from within and beyond the Village. Appropriate regional commercial uses include large shopping centers, “big box” retail, auto dealerships, restaurants, and hotels. The Land Use Plan designates areas for regional commercial where excellent visibility and access from the Kingery Expressway provide the ability to draw from a regional customer base.

Downtown Mixed-Use

Downtown Lansing should flourish with a mix of commercial service, commercial retail, entertainment, civic, institutional and related public facilities (including parking) in a pedestrian-oriented atmosphere. To maintain its vibrancy and importance to the Village, Downtown should continue to contain a mix of land uses that reinforce its unique character. Downtown and mixed-use land use areas are recommended in order to maintain a pedestrian-orientation while also allowing for automobile access and parking. In order to achieve this, it is recommended that ground floor uses are primarily retail, entertainment, and personal service, with office and residential uses located on the upper floors.

Industrial/Business Park

Industrial and business park uses should continue to play an important role in the local economy. The Village should continue to support office development within close proximity to the Torrence Avenue corridor and Kingery Expressway, and the Lansing Municipal Airport. Uses in these areas should consist of businesses dedicated to the design, assembly, processing, packaging, storage and transportation of products capable of capitalizing on regional transportation networks.

PARKS & OPEN SPACE

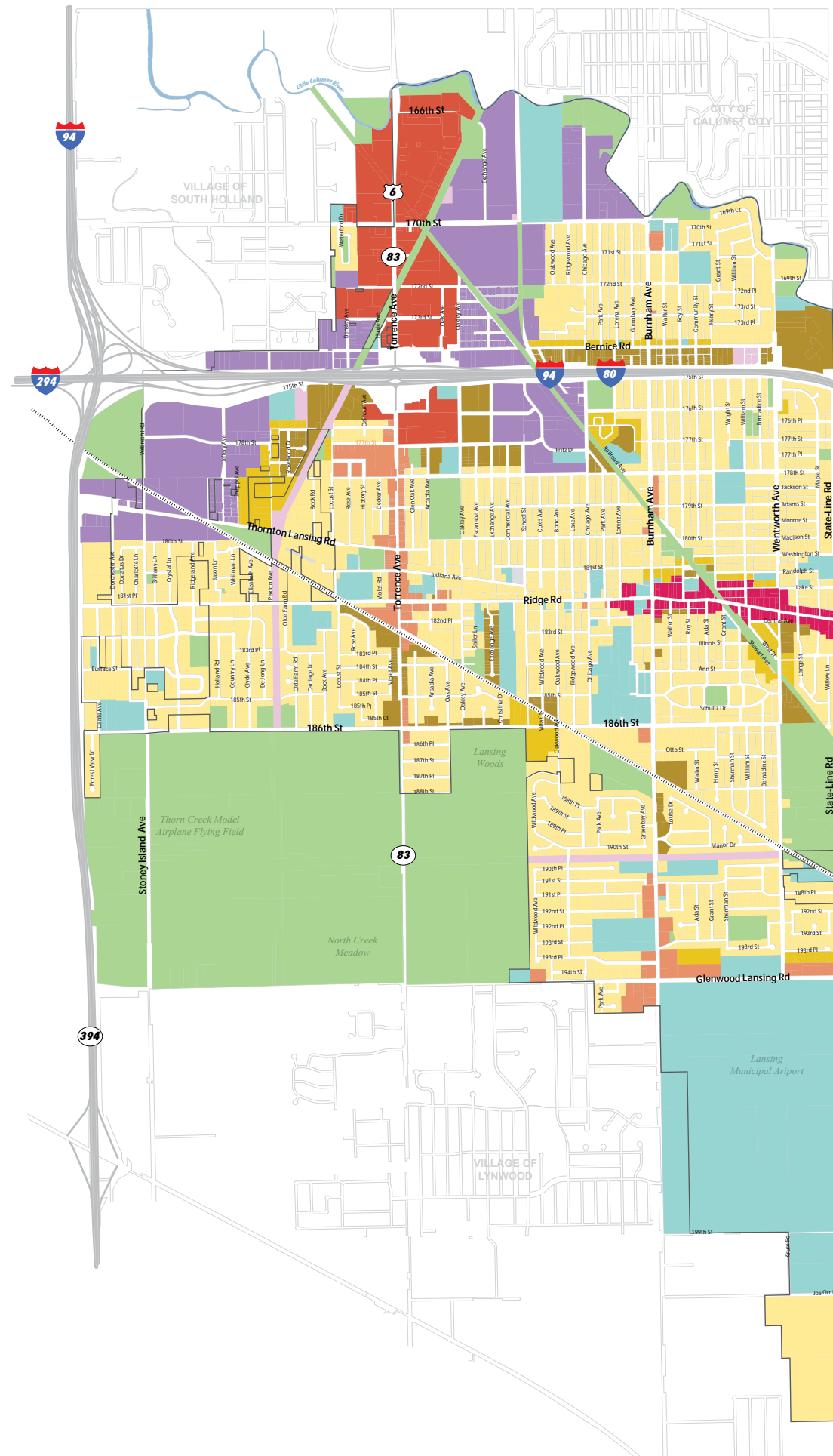
The Village of Lansing is well served by the parks and open space areas located throughout the Village and adjacent to its borders. These parks, forest preserves and open spaces vary in size and function, from small drainage areas to neighborhood parks, to large preserves. The Parks and Open Space Plan presented later in this document builds upon the efforts of the Lan-Oak Park District and Forest Preserve District to create a comprehensive system of open spaces that address recreation, environmental preservation, stormwater management, and other aspects of open space in Lansing.

INSTITUTIONAL/PUBLIC

Institutional/Public land uses include public and semi-public areas occupied by government facilities, community service providers, schools, and other institutional users. The Community Facilities Plan presented later in this document provides an expanded discussion of these areas along with detailed policies and recommendations.

UTILITIES/RAILROAD

Utilities/Railroad include property owned by the railroad and parcels of land dedicated solely to municipal infrastructure, including lift stations, water towers, and electric substations. These infrastructure facilities allow the Village to function. Utilities/Railroad uses can be unsightly and noisy and should be well buffered from adjacent residential properties whenever feasible. Existing non-active rail spurs may provide opportunity to re-establish freight service to the Village’s industrial areas.



VILLAGE OF LANSING LAND USE PLAN

The Village of Lansing is a mature community with limited opportunities for new growth. As such, the Land Use Plan builds upon the existing and established land uses and development patterns within the Village, and through redevelopment, promotes a reorganization of the Village’s land uses to minimize conflicts, create quiet and safe neighborhoods, and strengthen commercial and industrial areas. The Land Use Plan identifies ten distinct categories of future land use.

LAND USE LEGEND

- Single-Family Residential
- Transitional Residential
- Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial
- Downtown Mixed-Use
- Industrial/Business Park
- Parks & Open Space
- Institutional/Public
- Utility/Railroad



RESIDENTIAL AREAS PLAN

The Village of Lansing is predominantly a residential community, with many unique residential neighborhoods that contribute to the Village's "small town feel," which was identified as an asset by workshop participants. Building on the three residential land use categories established in the Land Use Plan (Single-Family Residential, Transitional Residential, and Multi-Family Residential), the Residential Areas Plan strives to strengthen, enhance, and preserve the Lansing's residential assets.

The Residential Areas Plan identifies specific objectives and policies to accommodate development, investment, rehabilitation and other actions within Lansing's residential areas. Some of the recommendations are general, and have broad applicability to the entire Village, although the issues these policies address are not necessarily present in every residential neighborhood. Accordingly, the application of Village-wide policies should be tailored to the needs and conditions of Lansing's various neighborhoods.

The Objectives, Policies, and Recommendations in the Residential Areas Plan are intended to:

- Stabilize the Village's neighborhoods and housing stock
- Protect and enhance neighborhood character
- Provide a diverse range of housing options
- Provide opportunities for senior housing
- Maximize available infill and annexation opportunities

NEIGHBORHOOD STABILIZATION

Lansing's neighborhoods are generally stable, however there some areas where vacancies, foreclosures, and deferred maintenance have compromised the character and value of surrounding homes. There are also areas in the community where residential properties abut industrial and commercial land uses and threaten Lansing's quiet residential neighborhoods. Most of these areas are well established and the land use incompatibilities are unavoidable. In order to address this, the Village should be proactive in adopting and implementing policies that support foreclosure assistance and homeowner maintenance, including the following:

- Promote investment in the Village's existing neighborhoods, in the form of infill development, home renovation, or home expansion.
- Accommodate residential renovation and redevelopment through a consistent, expedient and thorough permitting process.
- Expand sidewalks, curbs, streetlights and gutters into all neighborhoods to improve safety, pedestrian mobility, and stormwater conveyance.
- Work with Cook County, local neighborhood associations, and other community service providers to offer foreclosure avoidance and refinancing counseling.

- Promote the use of reverse mortgage programs as a financing option to assist the Village's senior citizens in making costly, but necessary, repairs to their homes.
- Investigate financial assistance programs that will aid residents in making property improvements.
- Develop or sponsor a home renovation guide to assist residents with maintenance and upkeep of their homes, providing alternatives and cost estimates for common renovations.
- Work with local businesses, churches, schools, and other entities to organize neighborhood clean-ups and beautification days.
- Encourage active participation in neighborhood associations and other activities that promote communication among neighbors and residents.
- Preserve sound existing housing through regular, active code enforcement and preventative maintenance programs.

NEIGHBORHOOD CHARACTER

Many of Lansing's neighborhoods are characterized by attractive housing and tree-lined streets. Others however, lack any definable character, while others are impacted by nearby industrial or commercial activities. Buffering, design standards, local maintenance, and code enforcement can help promote high quality, attractive residential areas and stabilize property values. The Village should consider the following to improve and maintain its residential character:

- Provide relocation assistance to impactful commercial and industrial uses, relocating them to other areas in the Village better suited for their operation.
- Work with commercial and industrial uses to install screening and vertical buffering on the property line to mitigate their impact on residential areas.

- Implement development standards and design guidelines for site design, architecture, parking management, and landscaping for commercial and residential development to ensure new investment contributes positively to neighborhood character and vitality.
- Preserve stable residential areas through regular, active code enforcement of the Village's maintenance standards.
- Identify and promote distinct neighborhoods and neighborhood character area for all areas of the Village.
- Utilize infill development as an opportunity to elevate the appearance of the community with visually appealing homes that incorporate a wider range of architecture.

HOUSING CHOICE AND VARIETY

The most prominent type of housing in Lansing is an owner-occupied, single family home with three bedrooms. However, Lansing's housing stock is diverse, also comprised of attached single family and multi-family housing. As the demand for housing diversity increases, including the need for senior housing options, the Village should consider the following recommendations:

Promote desirable and compatible residential development in appropriate locations as identified in the Land Use Plan.

- Update the Village's Zoning Ordinance and map to accommodate desired residential development as identified in the Land Use Plan.
- Provide designated areas for high-quality, multifamily housing in order to maintain a diversity of housing options, ensure affordability, and allow residents to age in place.
- Encourage development of a range of housing products including owner- and renter-occupied residential units.
- Ensure that there is an adequate and diverse supply of senior housing, similar to what is currently being built near Bock Park.
- Locate multi-family and senior housing near local amenities, such as commercial centers, public uses, and parks and open space.
- Diversify the housing stock by allowing appropriately sized and scaled town homes, condominiums, and senior housing developments throughout the Village.

SENIOR HOUSING

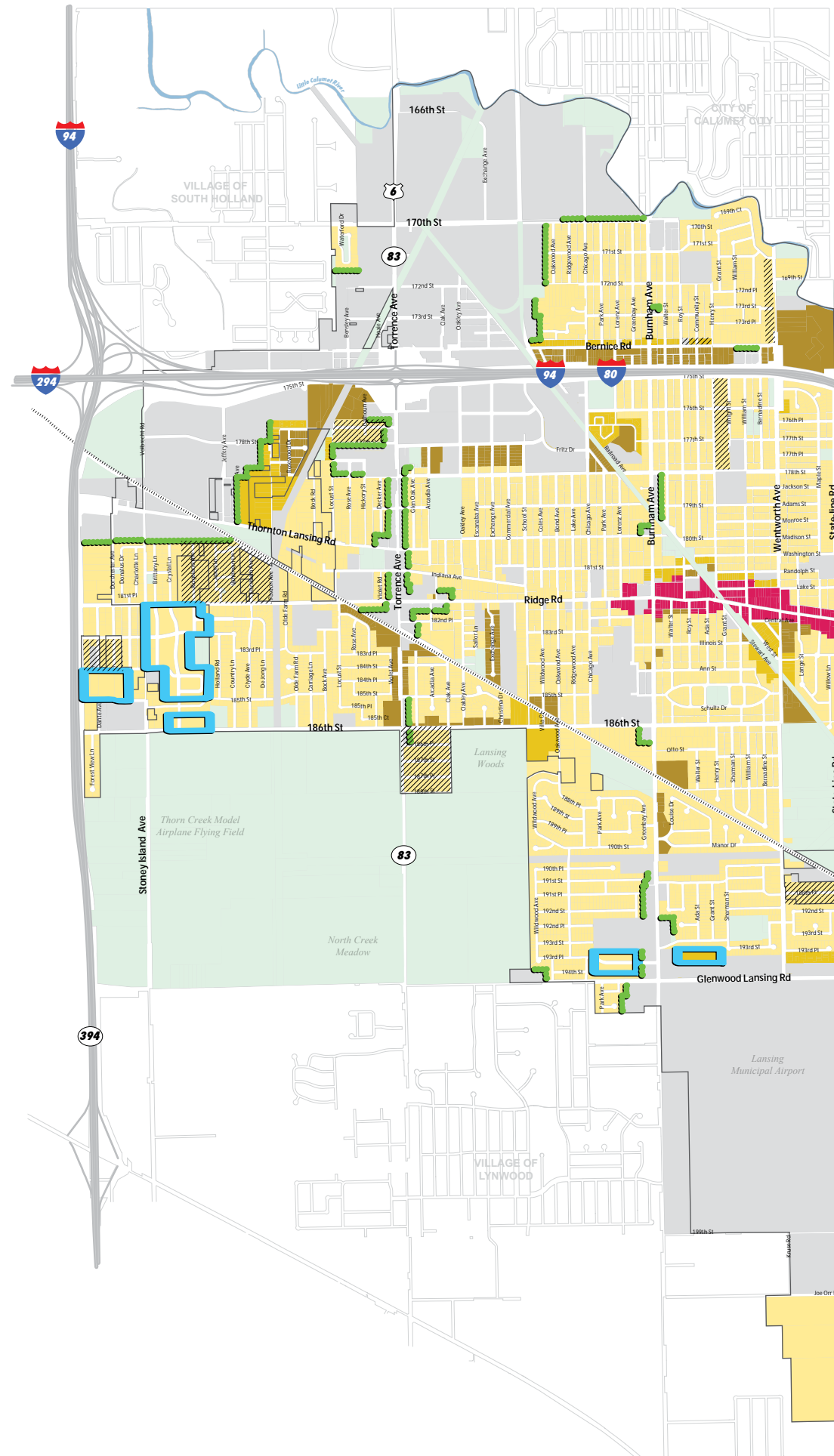
It is important for Senior Housing to be a component of the Lansing's residential offerings. Although no area within the Village is specifically designated as "Senior Housing", it is important for the Village to accommodate senior housing opportunities throughout the Village to allow residents to remain in Lansing as they progress through all stages of life. To ensure senior housing is provided for in the community, the Village should consider the following recommendations:

- Recognize the importance of developing additional senior housing within the community to accommodate the Village's existing and future senior population.
- Support the development and use of all types of housing, including single-family detached, attached, or multi-family dwellings for senior housing.
- Promote the development of senior housing in areas within close proximity to transit, goods, and services, such as the Transitional Residential and Multi-Family Residential areas near Downtown.

ANNEXATION AND INFILL

Lansing is mostly built-out and its boundaries well defined; however, there are unincorporated areas that, in most instances, are surrounded by the Village. Although there is limited opportunity for annexation and growth, there are specific actions the Village can take to maximize remaining development opportunities. Recommendations and policies related to annexation and infill include:

- Encourage new development and infill development that is complementary to the scale and character of surrounding residential neighborhoods.
- Consider infill development sites as an opportunity to promote development that can strengthen existing areas of the Village.
- Utilize remaining infill development opportunities to diversify the Village's housing stock, including unit types and price points.
- Identify and market sites for priority infill or redevelopment that will contribute to the vitality and character of Lansing's commercial areas.
- Work with property owners and developers to annex adjacent unincorporated areas as they are developed, using annexation agreement negotiations to achieve other Plan recommendations, such as new local streets.
- In accordance with Illinois State Statute, consider the use of forced annexation to better control properties that threaten the quality and character of incorporated neighborhoods and commercial areas.
- Where annexation is not immediately beneficial, implement annexation agreements with unincorporated property owners in order to ensure that the long-term goals and objectives of this Plan can be attained.



VILLAGE OF LANSING RESIDENTIAL AREAS PLAN

The Village of Lansing is predominantly a residential community, with many unique residential neighborhoods that contribute to the Village's "small town feel," which was identified as an asset by workshop participants. Building on the three residential land use categories established in the Land Use Plan (Single-Family Residential, Transitional Residential, and Multi-Family Residential), the Residential Areas Plan strives to strengthen, enhance, and preserve the Lansing's residential assets.

LAND USE LEGEND

- Single-Family Residential
- Transitional Residential
- Multi-Family Residential
- Downtown Mixed-Use
- Infill Development Opportunities
- Buffer/Screen Land Use Incompatibilities
- Neighborhood Infrastructure Investment Area



COMMERCIAL AREAS PLAN

Lansing's commercial areas have the opportunity to benefit from several unique advantages. Torrence Avenue enjoys a high level of access and visibility from the Kingery Expressway (I-80, I-94 and I-294). Downtown offers a pedestrian-friendly experience and distinct destinations like Fox Pointe. In the southern portion of the community, the Lansing Municipal Airport has the potential to serve as an anchor around which commercial development may occur. As a whole, Lansing's property tax rate is one of the lowest in the region for Illinois communities. This increases the appeal for both commercial investors and potential residents who could support local commercial activity. This section of the Comprehensive Plan includes recommendations aimed at improving commercial areas throughout Lansing, recognizing that they are subject to different characteristics in terms of levels of access, lot size and configuration, surrounding land uses, and local or regional competition for certain types of development.

Vibrant, attractive, accessible, inviting, and competitive commercial areas are important for the Village. They provide the Lansing community with access to goods, services, and employment, while serving to diversify the Village's tax base and provide revenue for the Village. The Commercial Areas Plan builds on the Land Use Plan, and provides objectives, policy recommendations, and specific guidance for the Village's three distinct commercial classifications: Neighborhood Commercial, Regional Commercial, and Downtown Mixed Use.

The Objectives, Policies, and Recommendations in the Commercial Areas Plan are intended to:

- Keep Lansing competitive
- Improve the appearance and function of regional commercial areas
- Promote compatible close to home shopping
- Improve Downtown and maintain it as a community focal point

REGIONAL COMPETITIVENESS

Access to the interstate at Torrence Avenue supports regional commercial activities, but many feel the Village lacks a cornerstone project that would make Lansing a significant destination capable of competing with communities to the east. The eastern border of the Village of Lansing is the Illinois-Indiana Stateline, where the Town of Munster offers lower taxes, attracting Lansing consumers and businesses across the state line. Lansing is the gateway to Illinois along I-80, but is competing with communities in Indiana that benefit from advantageous tax policies. In order to address this dichotomy and maximize the potential of its advantages while neutralizing inherent disadvantages, the Village should consider the following:

- Monitor tax structure for nearby communities and identify municipal incentives to overcome competitive disadvantages.
- Work with IDOT to improve access from interstates and arterials to commercial areas on Torrence Avenue and Ridge Road.
- Proactively work with developers to capitalize on the Torrence Avenue corridor's strategic location between the Interstate and River Oaks Center to create a regional commercial and entertainment destination through land assembly, infrastructure investment, financing, and other incentives.

- Work with the Lansing Area Chamber of Commerce to develop a "shop local" program geared toward Lansing residents, promoting the benefits of keeping tax dollars in Lansing.
- Leverage existing TIF Districts as an economic development tool to attract new development to Lansing.
- Continue to utilize TIF, sales tax rebates, and other incentives and economic development tools.
- Support existing businesses through regulations, programs, and tax policies.
- Consider allowing taller signage for larger/anchor stores within the Regional Commercial area to increase visibility to the Interstate, provided it does not impact or detract from the Village's residential neighborhoods.
- Attract prospective businesses by providing appropriate infrastructure and available sites for desired types of development.
- Take advantage of strategic partnerships in providing a full set of services to attract and retain businesses.
- Work with the Lansing Area Chamber of Commerce to provide technical expertise and support for local businesses and startup ventures.
- Create safe, welcoming and attractive commercial areas throughout the Village through landscaping, lighting, monument walls, and public art.

REGIONAL COMMERCIAL AREAS

The areas along the northern end of the Torrence Avenue Corridor are identified in the Land Use Plan as Regional Commercial, which should include retail and services capable of drawing consumers from within and outside of Lansing. The Torrence Avenue corridor benefits from an advantageous location with direct access and visibility to the Kingery Expressway along with close proximity to the River Oaks Center in Calumet City. Recommendations to help maintain and improve the function of regional commercial areas include:

- Modify zoning regulations to require parking lot screening and interior landscaping.
- Consider parking maximums to avoid large fields of parking allowing commercial areas to develop more intensely.
- Minimize conflict points along Torrence Avenue by reducing or consolidating curb cuts, enhancing on-site circulation between adjacent sites, and using intersecting streets for access to commercial sites.
- Ensure the Regional Commercial areas are accessible for pedestrians by filling in existing gaps in the network, establishing connections to the Pennsy Greenway, requiring private development to provide on-site sidewalks to storefronts, and improving crosswalks and signals.

- Work with IDOT to install pedestrian crossing signals and modify traffic signal phasing to allow for safe pedestrian crossings throughout the Torrence Avenue corridor.
- Work with local utilities and IDOT to bury or relocate overhead utilities to less prominent locations.
- Consider each new commercial development as an opportunity to incrementally improve the appearance and character of the community and ensure all new developments use quality building materials, are well-landscaped, incorporate appropriate pedestrian amenities, and provide an overall high-quality design and appearance.

CLOSE-TO-HOME SHOPPING

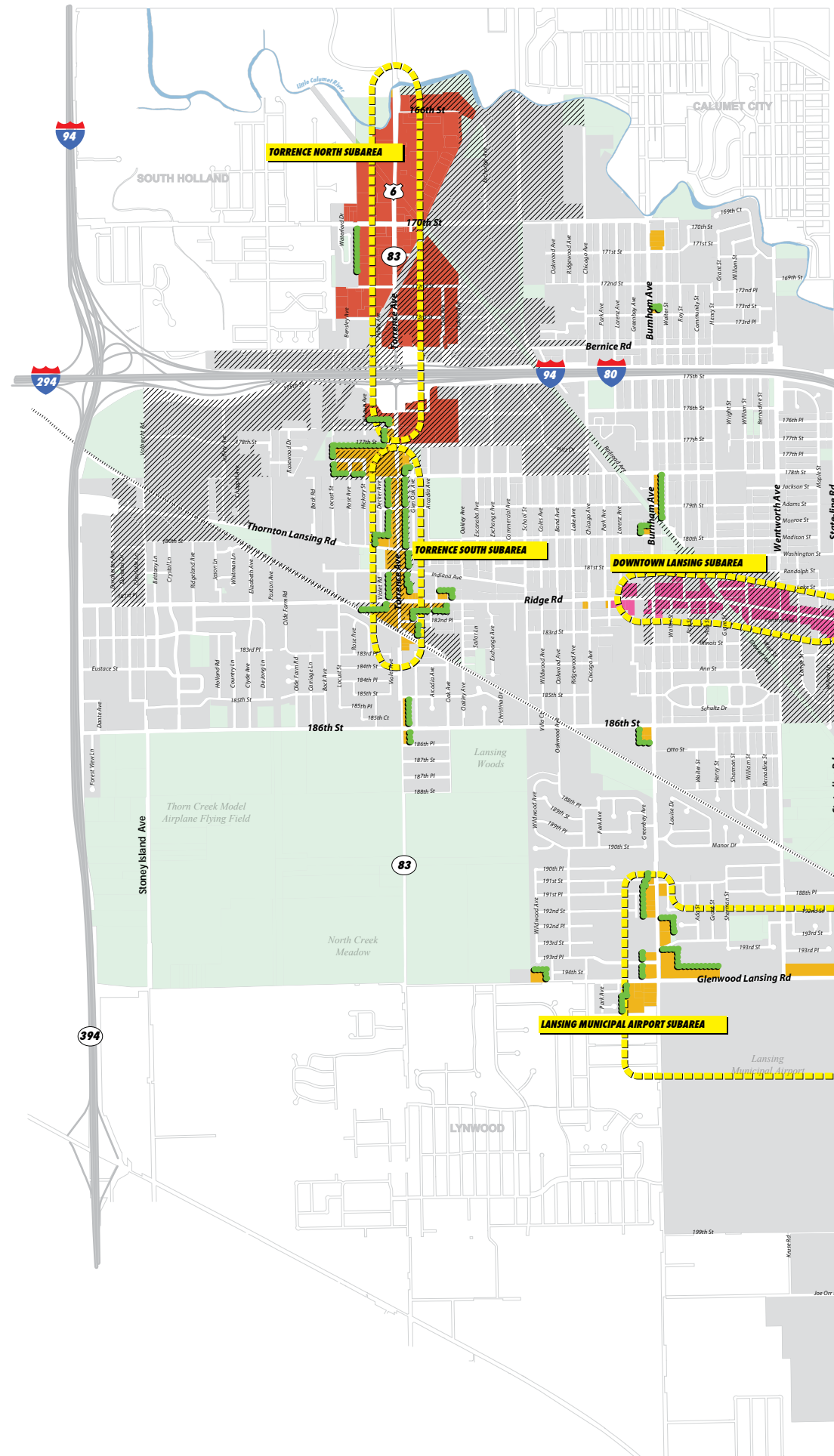
Local and corridor commercial areas provide service and day-to-day amenities for residents and visitors of Lansing. Within Lansing, these areas are primarily located along arterial and collector roads. The following recommendations, policies, and actions will help ensure these areas have minimal impact on Lansing's neighborhoods and maintain safe and efficient flow of traffic along Lansing's corridors:

- Appropriately manage access to sites along local commercial corridors through curb cut consolidation, cross-access easements, and access from side streets and alleys.
- Evaluate current parking requirements to the amount of on-site parking that can be accommodated, taking into account lot size and configuration, required landscaping, and the relationship to surrounding uses.
- Amend zoning regulations to require parking lot screening and landscaping to improve residential compatibility and enhance the appearance of local commercial corridors.
- Require commercial development to be fully accessible for all users, including motorists, pedestrians, cyclists, and transit riders.
- Modernize the Village's aging shopping centers through improved signage, landscaping, access and circulation, modern tenant spaces/layouts, building orientation and visibility, outlots, and parking lot maintenance.
- Carefully review proposals for businesses interested in locating in the neighborhood commercial designation, carefully examining hours of operation and intensity of use.

DOWNTOWN

Downtown should consist of a mix of goods, services and activities that include eating and drinking establishments, smaller niche retailers, professional office space, and civic uses in a walkable setting. Lansing's Downtown is viewed as a key component in defining its character and identity, and the community has voiced a desire to preserve it and improve upon it through reinvestment, redevelopment and rehabilitation. The Village should consider the following actions in order to do so:

- Consistently regulate permitted uses within the CBD zoning district to maintain active storefronts on the ground floor and public spaces throughout Downtown.
- Locate Downtown development at or near the front property lines to create a "street wall" that encourages walkability and helps establish a safe and attractive pedestrian environment.
- Utilize existing alleys as a means to provide access to parking areas and assist with circulation throughout Downtown.
- Continue to provide centralized parking areas that meet the demands of local businesses and reduce the need for intermittent lots that compromise the character of the Downtown.
- Encourage development that is of an appropriate intensity and character in surrounding neighborhoods to support an active and vibrant Downtown environment.
- Install wayfinding signage along Torrence Avenue to improve the prominence of Downtown.
- Install gateway signs at the intersection of Ridge Road and Burnham Avenue, similar to that at Ridge and State-line Road, to welcome visitors and mark the entrance of Downtown.
- Continue to host community and special events in Downtown to help reinforce the area as a community focal point.
- Acquire and assemble parcels within Downtown as opportunities present themselves to facilitate larger, more catalytic, redevelopment.
- Continue the development of the Fox Pointe civic space to create an attractive gathering place and an amenity for residents and families that serves as a centerpiece of the community.
- Utilize Park Plaza and linear green spaces as an opportunity to coordinate with the Lan-Oak Park District to leverage these as assets that can connect Fox Pointe, Winterhoff Park, surrounding neighborhoods, and other portions of the Village.



VILLAGE OF LANSING COMMERCIAL AREAS PLAN

Vibrant, attractive, accessible, inviting, and competitive commercial areas are important for the Village. They provide the Lansing community with access to goods, services, and employment, while serving to diversify the Village's tax base and provide revenue for the Village. The Commercial Areas Plan builds on the Land Use Plan, and provides objectives, policy recommendations, and specific guidance for the Village's three distinct commercial classifications: Neighborhood Commercial, Regional Commercial, and Downtown Mixed Use.

COMMERCIAL USE LEGEND

- Neighborhood Commercial
- Regional Commercial
- Downtown Mixed-Use
- Existing TIF District
- Subarea Plan
- Commercial Area Buffering/Screening



INDUSTRIAL AREAS PLAN

Lansing's proximity to Chicago, I-80/94 and the Illinois/Indiana border has supported substantial industrial and commercial development. Industrial development in Lansing varies in terms of size, intensity, and context. The Industrial Areas Plan recognizes the importance of maintaining a strong industrial tax and employment base, but also the potential impacts of industrial development on surrounding land uses. The Plan addresses the following:

1. Capitalizing on a diversified industrial economic base
2. Revitalizing Lansing's industrial areas
3. Improving the character and image of Lansing's industrial areas
4. Mitigating impacts on other areas of the Village
5. Building strong relationships

COMMERCIAL & INDUSTRIAL AREA REVITALIZATION

Revitalizing the commercial and industrial areas of Lansing will have a catalytic effect on the community, recruiting new businesses, creating jobs, and spurring residential development. The Village should apply the following recommendations:

- Promote and support a diverse mix of industries that provide local employment and help diversify and stabilize the local economy.
- Maintain a current inventory of available sites and commercial spaces within the Village.
- Align zoning regulations to be consistent with the goals of the Plan and remove barriers to desired investment with the Village's commercial and industrial areas.
- Work with local businesses to assess the viability of Business Improvement Districts or Special Service Areas to improve maintenance and local services.

- Expand or create TIF Districts in appropriate high-potential areas to spur redevelopment of underutilized or obsolete properties.
- Establish a menu of financial incentives that relate to specific types of economic development in specific portions of the Village including industrial attraction and retention.
- Support the continued operation of the Lansing Municipal Airport as an available asset to local industry.
- Support the provision of adequate and necessary roads, highway access, railroads and railroad infrastructure to retain, support and attract industrial businesses to the Village.
- Ensure all of the Village's existing and future industrial areas are adequately serviced by infrastructure necessary to retain and attract industry and employment, including telecommunications (voice/data), water, wastewater, electricity, stormwater detention, etc.
- Conduct a more detailed analysis of the I-80/I-394 industrial area that considers industrial development opportunities, relationships with surrounding uses, potential created by new transportation and infrastructure improvements, and funding sources.

DESIGN AND DEVELOPMENT

Well-designed and attractive industrial areas can enhance the image of the community and assist in recruiting professional staff and other businesses. Industrial growth and development should be guided by the following principles:

- Require off-street parking and loading areas to be screened with perimeter landscaping, fencing and landscaped berms.
- Promote and encourage the improvement and rehabilitation of the Village's older industrial buildings and areas which are currently, or are becoming, functionally obsolete or undesirable.

- Install directory signage of businesses within an industrial area to promote business-to-business interaction, and to help direct traffic within industrial areas.
- Consider working with industrial tenants and the Lansing Area Chamber of Commerce to establish a "local industrial council" that can help address common issues and concerns, including image and branding, site and building maintenance, landscaping, etc.
- Ensure that new or expanded industrial uses are concentrated in areas of similar or compatible use in general compliance with the Land Use Plan.
- Encourage the rehabilitation and reuse of functionally obsolete industrial buildings to accommodate more appropriate and market viable uses.

IMPACT MITIGATION

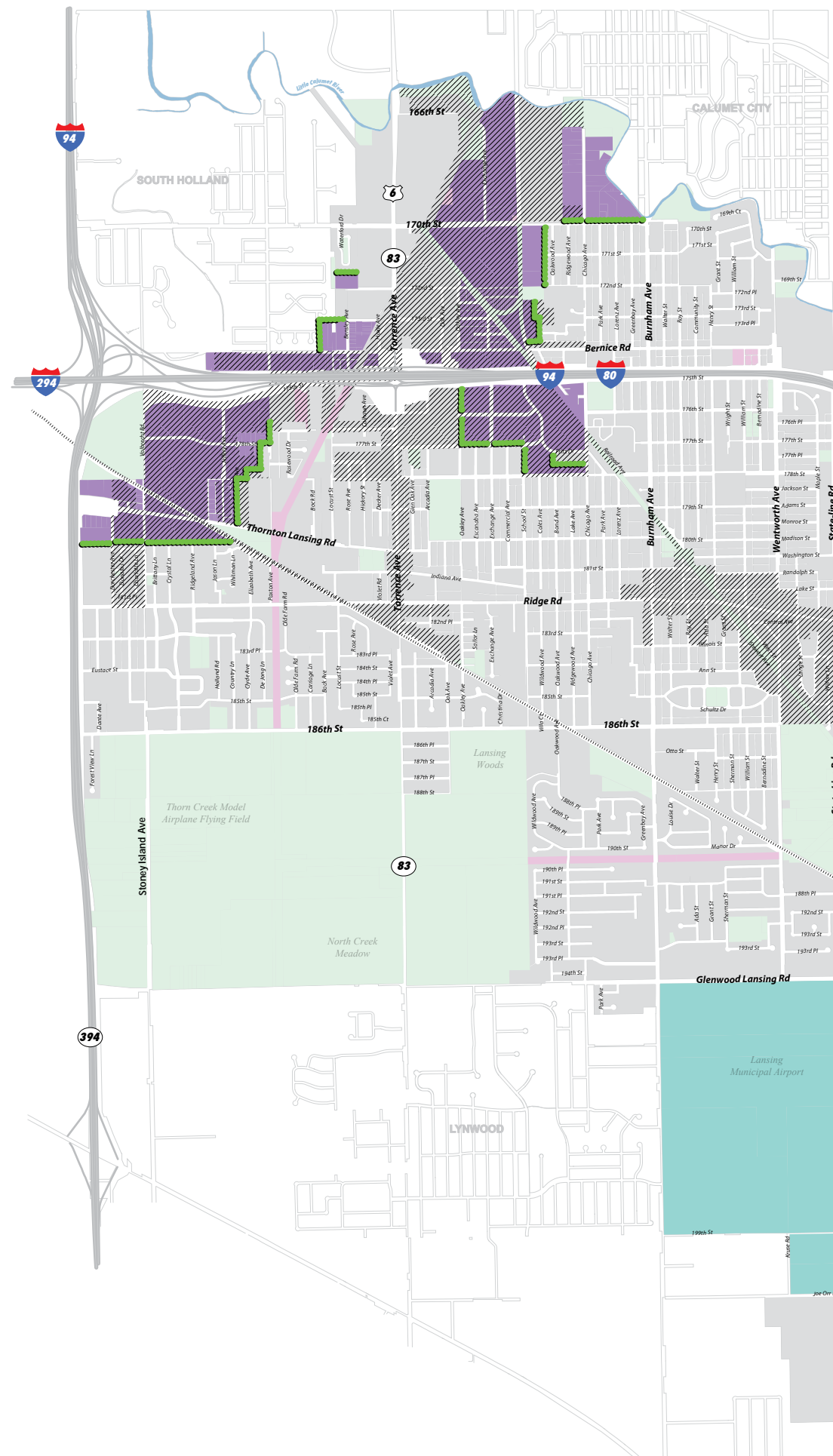
Industrial activity, while providing jobs and revenue, can have negative effects on surrounding land uses. The Village should consider the following strategies to mitigate industrial impacts:

- Regularly evaluate the Village's zoning ordinance to determine if existing regulations are adequately mitigating negative impacts of industrial operations on adjacent residential and commercial areas.
- Enforce adopted uniform performance standards to protect adjacent property and land uses from noise, dust, odor, air, and water pollution.
- Encourage new development to utilize "green technology" and Best Management Practices (BMPs) such as green rooftops, solar energy, and green/permeable paver parking lots to reduce stormwater runoff and improve stormwater quality.
- Ensure that industry is well buffered from adjacent properties and public rights-of-way through the effective use of screening, landscaping, fencing, or other means.
- Identify designated truck routes and enforce truck traffic to minimize encroachment on neighborhood streets.

BUILDING COMMUNITY RELATIONSHIPS

Building a strong relationship among the Village, commercial tenants, residents, and groups that support the business community will be critical to creating business districts that are responsive to local needs. Strategic partnerships between the Village and area organizations can also help attract employers and visitors and improve Lansing's overall image and identity. The Village should support this effort by:

- Support the creation of special district service areas that aim to strengthen investment in Lansing's commercial areas.
- Work with CMAP and the SSMMA to monitor and address regional issues related to transportation and access, transit, taxation, etc.
- Engage residents, especially those living in areas adjacent to commercial and industrial areas, to assess the potential impacts and benefits of local business development.
- Continue to support and assist local economic development efforts of the Lansing Area Chamber of Commerce, the SSMMA Economic Development Corporation, and others to retain, expand, and attract industrial businesses to Lansing.
- Assist the Lansing Area Chamber of Commerce in their efforts to market and promote the Village, local businesses, and development opportunities.
- Foster partnerships between local employers and local educational institutes such as Westwood College and South Suburban College to meet the training and educational needs.
- Work with SSMMA, CMAP, Cook County, and neighboring municipalities and agencies in order to coordinate on mutually beneficial planning and projects and identify potential opportunities for collaboration to increase the region's economic competitiveness.



VILLAGE OF LANSING INDUSTRIAL AREAS PLAN

Lansing's proximity to Chicago, I-80/94 and the Illinois/Indiana border has supported substantial industrial and commercial development. Industrial development in Lansing varies in terms of size, intensity, and context. The Industrial Areas Plan recognizes the importance of maintaining a strong industrial tax and employment base, but also the potential impacts of industrial development on surrounding land uses.

MAP LEGEND

- Industrial/Business Park
- Utility/Railroad
- Lansing Municipal Airport
- Railroad
- Existing TIF District
- Industrial Area Buffering/Screening

 LANSING RENEWED
TRANSPORTATION PLAN



TRANSPORTATION & MOBILITY PLAN

The Transportation and Mobility Plan focuses on the coordination and optimization of all modes of travel within the Village, including vehicles, bicycles, busses, and pedestrians. Lansing's transportation and circulation system is one of its greatest strengths and assets. Lansing enjoys easy access to the Interstate system, with a full interchange with the Kingery Expressway (I-80/I-94/I-294) at Torrence Avenue, a major arterial street that travels north-south through the Village. Pace Bus also operates four fixed route bus services through Lansing, connecting the Village to local and regional destinations and transportation hubs. A community bikeway system connects residents with parks and forest preserves, as well as Pace Bus routes, local schools, and other community amenities.

Although Lansing's transportation infrastructure was identified by many as one of the community's strengths and assets, the community was also concerned about the condition and maintenance of the Village's streets. The existing street system within the Village is well established, but there are opportunities for additional local streets, many as a component of infill development, that will improve overall circulation.

STREET NETWORK

Maintaining a comprehensive and efficient roadway network is very important to the success of a Village. The following section offers guidelines and recommendations that address existing and anticipated system deficiencies for the Village of Lansing.

The recommendations and policies include:

- Maintaining a functional classification of streets
- Responding to traffic forecasts
- Constructing new local streets
- Improving parking in the Village commercial areas
- Ensuring roads are well maintained

FUNCTIONAL CLASSIFICATION

The Village is made up of roads that serve different functions and provide varying levels of access. Designating roadways according to a hierarchy of classifications is an effective way to ensure that the functionality of the network is appropriately aligned with other modes of transportation and adjacent land uses. Functional classifications help determine the cross section, traffic control measures, speed limit, and other important characteristics. In Lansing, the roadway classification hierarchy includes:

- Interstate/Freeway
- Major Arterial
- Minor Arterial
- Collector Streets
- Local Streets

Interstates/Freeways include primary travel routes with the longest overall trip lengths. They often connect metropolitan areas, cities, and industrial centers. They provide limited land access, generally at interchanges with arterials. The Kingery Expressway (Interstate 80/94) and IL 394 are the interstates and freeways in the community.

Major Arterials are higher volume roadways that carry a major portion of the daily trips through the Village. They place greater emphasis on mobility rather than land access. They are built to provide longer travel routes with direct connections to the interstate system, and bring a substantial portion of the trips into and out of the system. An example of a major arterial in Lansing is Torrence Avenue.

Minor Arterials include streets that connect and augment the major arterial system. Although traffic mobility is still a high priority, minor arterials perform this function at a somewhat lower level and place more emphasis on land access than major arterials. A system of minor arterials serves trips of moderate length and distributes travel throughout the Village. An example of a minor arterial in Lansing is Burnham Avenue.

Collector Streets connect local streets to arterials to create an efficient network for local traffic movement. They provide both access and circulation in residential areas and are often continuous through neighborhoods and subdivisions. Collectors are intended to provide efficient local mobility and a high level of access to local streets and adjacent land uses. Some examples of collectors in Lansing are 186th Street and Wentworth Avenue.

Local Streets include all remaining streets not belonging to one of the above mentioned classifications. Local streets are generally shorter roadways that have frequent controlled intersections. Compared to the other roadway types, local streets are generally narrower with slower speeds and provide direct access to properties. Through movement is discouraged on local streets.

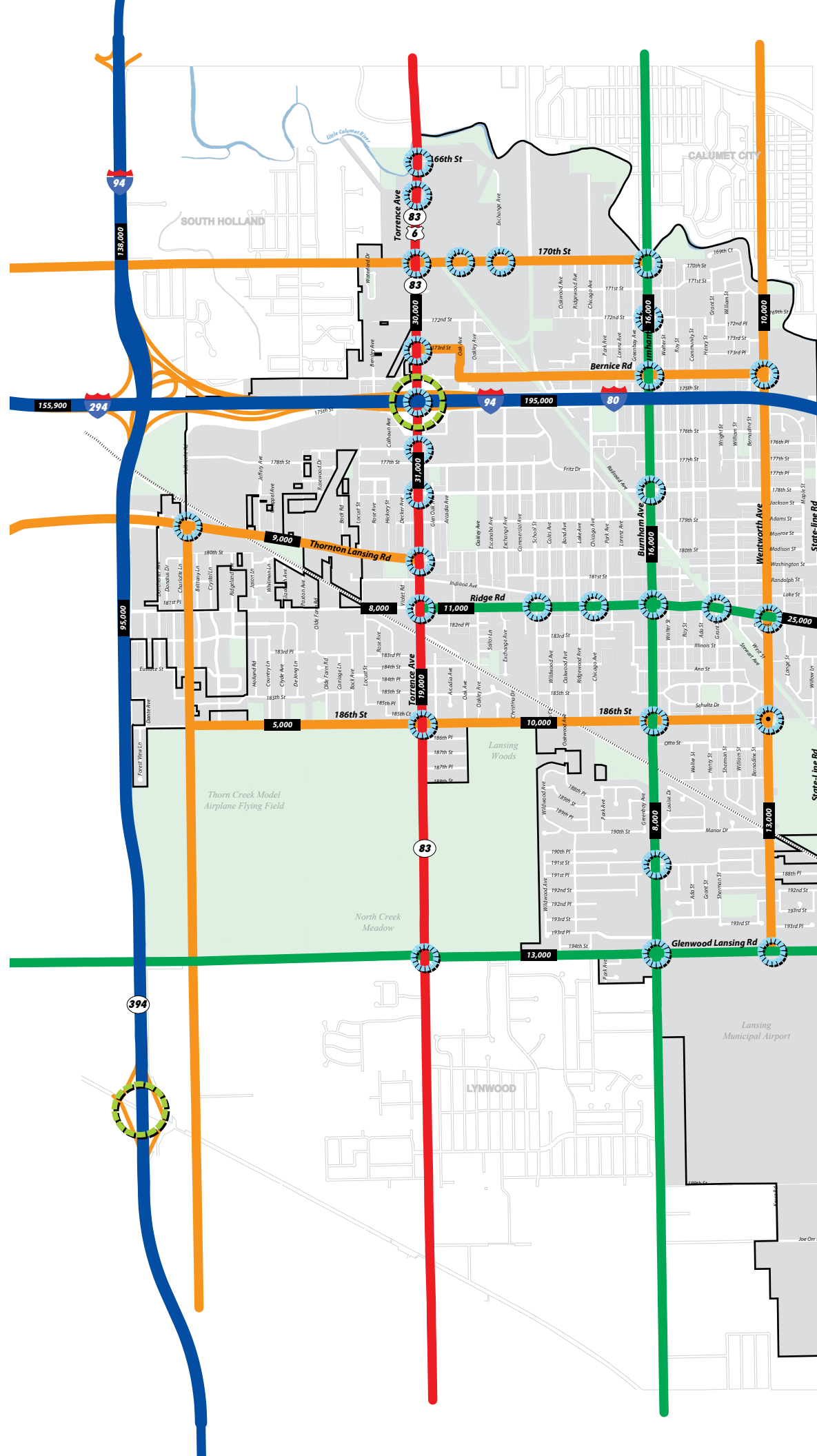


VILLAGE OF LANSING FUNCTIONAL CLASSIFICATIONS

The Village is made up of roads that serve different functions and provide varying levels of access. Designating roadways according to a hierarchy of classifications is an effective way to ensure that the functionality of the network is appropriately aligned with other modes of transportation and adjacent land uses. Functional classifications help determine the cross section, traffic control measures, speed limit, and other important characteristics.

LEGEND

- Interstate/Freeway
- Major Arterial
- Minor Arterial
- Collector
- 2040 Projected Traffic Count (Source: CMAP)
- Existing Traffic Signals
- Expressway Interchanges





TRAFFIC FORECASTS

One of the primary factors in assessing the future roadway classifications in Lansing is forecast traffic volumes. The Chicago Metropolitan Agency for Planning (CMAP), in conjunction with their GO TO 2040 Comprehensive Plan Year, provided 2040 traffic forecasts. CMAP traffic projections are based on existing average daily traffic data along with results from the October 2013 Travel Demand Analysis. This model uses 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 plan. These forecasted traffic volumes were used to determine recommended functional classification changes to the existing system.

The recommended changes are as follows:

- Ridge Road (Village jurisdiction). Based on the traffic volume using Ridge Road east of Wentworth Avenue and its direct connection across the Indiana/Illinois border, it is recommended that the functional classification be changed from a minor arterial to a major arterial within this area. However, the Village should monitor and take into consideration the specific needs of Ridge Road related to access, on-street parking, pedestrian safety, etc., as it is envisioned to continue to be a vibrant downtown area.
- Torrence Avenue (IDOT jurisdiction). With an increased traffic volume and its characteristic as the main north-south thoroughfare, it is recommended that Torrence Avenue be changed from a minor arterial on South Torrence to a major arterial along the entire corridor within the Village limits.

New Roads

There are several areas of the Village where new roadway segments can increase mobility for existing development, or establish the framework for new development that is integrated into the fabric of the community. Such improvements could include new roads in anticipated growth areas, new segments that make critical links in the existing roadway network, and at-grade or grade-separated crossings in order to overcome barriers to mobility. New local streets include:

- Construction of 183rd Street, from Dorchester Avenue to Country Lane, along with an extension of Crystal Lane from Ridge Road to 186th Street
- Extension of 177th Street, from Torrence Avenue to Fritz Drive
- Construction of 176th Street, from Oakley Avenue extended to Fritz Drive
- Extension of Oakley Avenue and Exchange Avenue from 177th Street to 175th Street
- Fully connecting 176th Street from Chicago Avenue to Wentworth Avenue

Intersection Control and Improvements

Based on public outreach and projected 2040 traffic volumes, some intersections may require improvements in order to increase safety or through-capacity. Typical intersection improvements may include upgrades to infrastructure, signage, and technologies, including:

- Turn lane addition
- Upgrading pedestrian accommodations at signalized and unsignalized locations
- Addition of traffic control (i.e. Traffic Signals or 4-way Stop Control) when warrants are met
- Roadway widening where capacity is needed for increased traffic volumes
- Upgraded signal equipment and timing reoptimization based on current traffic counts

The Village should work closely with IDOT, CMAP, and Cook County to monitor projected traffic volumes and identify which of the improvements listed above would be most appropriate at specific locations given the nature of turning movements, presence of bicyclists and pedestrians, location of transit routes and stations, and other important factors or warrants. Based on current 2040 traffic projections and other factors, it is anticipated that intersections in need of improvements may include:

- Ridge Road at State Line Road and the Pennsy Trail crossing
- Torrence Avenue at Ridge Road, Thornton Lansing Road, and 178th Street
- Thornton Lansing Road at Volbrecht Road

Cross Section Guidelines

Streets in Lansing generally consist of an urban cross section that includes travel lanes, curb and gutter, a parkway, and a sidewalk. The elements within an urban cross sections can be adapted to fit into the surrounding physical and functional context. The Village's streets typically consist of the following right-of-way dimensions:

- Arterials: 70'-90'
- Collectors: 65'-80'
- Local streets: 55'-65'

As new development occurs, appropriate right-of-way should be preserved to accommodate anticipated roadway classifications and traffic volumes. The right-of-way dimensions should also consider opportunities for on-street parking, bike trails, transit lanes and shelters, streetscaping, and expanded pedestrian areas.

Right-of-way Easements

Based on GIS data provided by the South Suburban Mayors and Managers Association, there are several instances throughout the Village where private parcels extend into the cross-section of local streets, collectors, or arterials. As some of these streets have been developed or expanded over time, it is unclear if proper easements have ever been obtained and/or recorded. The Village, in conjunction with IDOT and Cook County, should conduct a review of these parcels to determine if easements were ever provided. Where they have been provided, information should be appropriately recorded. Where they have not been provided, the Village should work with property owners to establish necessary agreements to reflect the existing "on the ground" conditions where appropriate.

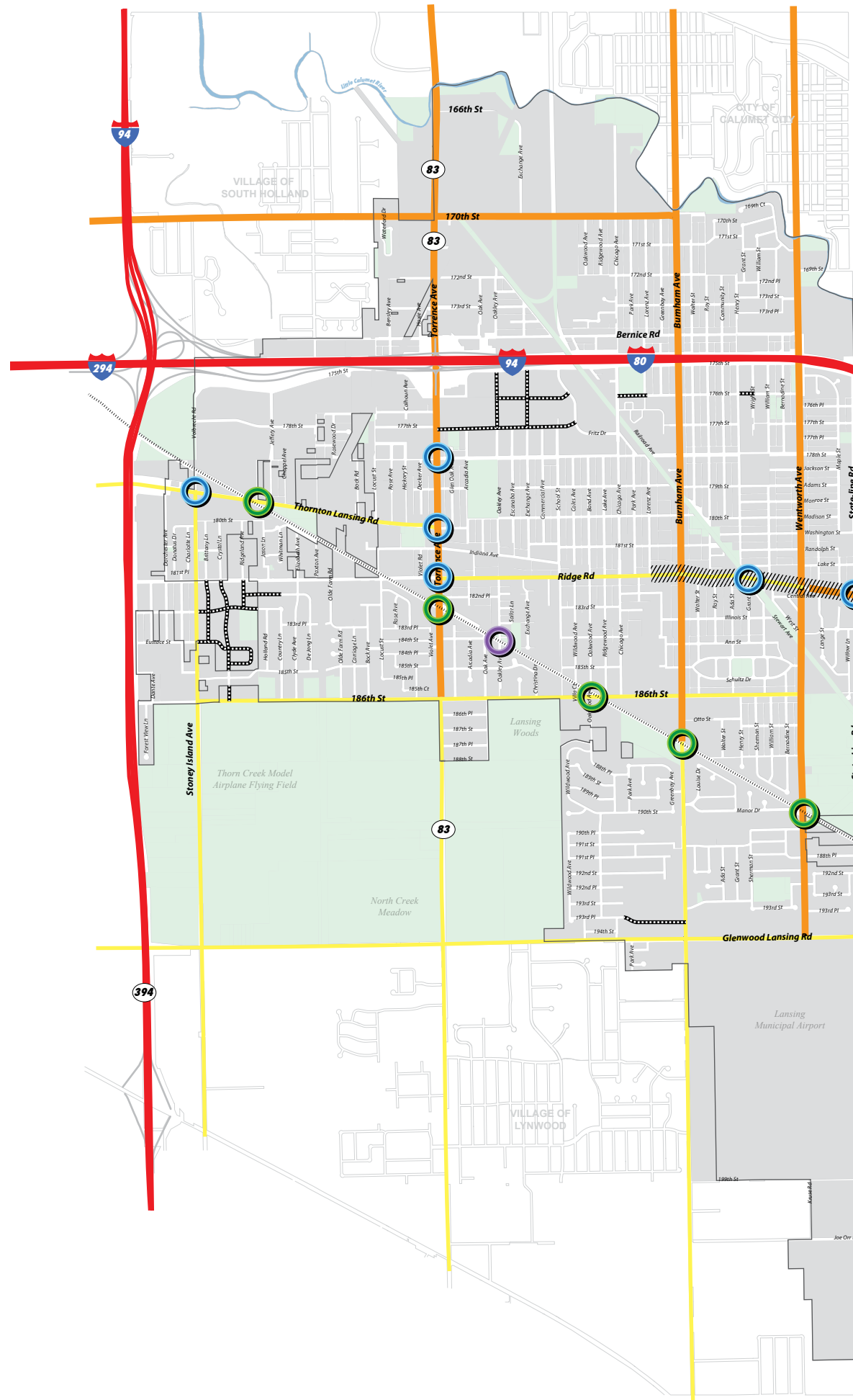
Commercial Parking Plans

Although commercial parking is necessary for employees and patrons, it can detract from the appearance and character of an area if it is too prominent and visible. Good site planning and landscaping can help soften the appearance of parking areas. The Village's current regulations require landscaping or screening for parking areas. It is critical that City review these regulations to ensure they balance community character with the appropriate level of access required in different commercial areas. The Village of Lansing should:

- Assess parking regulations and provide varying requirements that maximize landscaping where possible and reflect different lot sizes, configurations, means of access, and overall impact on character in different parts of the community.
- Consider an amortization schedule that would require existing parking lots to become compliant with new regulations at the end of their life cycle.
- Require businesses to keep their parking areas in good condition, including asphalt, concrete and striping.
- Include provisions for shared parking between adjacent/nearby uses, or remote parking lots within close proximity.
- Create a unified parking plan for Downtown, exploring provisions that would foster the desired built form, such as cash-in-lieu of parking.
- Identify opportunities to increase the amount of on-street parking within Downtown, including opportunities along Ridge Road and perpendicular cross streets.
- Identify opportunities for additional municipal parking lots within Downtown, considering potential impacts on Downtown's character and function.
- Provide wayfinding signage in Downtown to improve the awareness of public parking areas.

Roadway Maintenance

Roadway maintenance was a primary concern within the community. Maintenance of Village's streets can affect the appearance and viability of an area. The Village should establish and maintain a long-term roadway maintenance plan that anticipates the life cycle of projects and improvements, the current condition of different roads and the anticipated level of use over time. The plan should also ensure that existing roadways are adequately maintained as new roadways are built.



VILLAGE OF LANSING STREET NETWORK IMPROVEMENTS

There are several areas of the Village where new roadway segments can increase mobility for existing development, or establish the framework for new development that is integrated into the fabric of the community. In addition, based on public outreach and projected 2040 traffic volumes, some intersections may require improvements in order to increase safety or through-capacity. Typical intersection improvements may include upgrades to infrastructure, signage, and technologies.

NETWORK IMPROVEMENTS LEGEND

- 6/7 Lane Cross Section
- 4/5 Lane Cross Section
- 2/3 Lane Cross Section
- New Local Street
- Commercial Parking Area to be Reviewed
- Existing Crossing to be Reviewed
- Potential Crossing Location
- Intersection Improvements Necessary

TRANSIT

The Village's transit system is another important consideration in the Village of Lansing's transportation network. Currently, Lansing has four Pace bus routes that pass through, or near the Village, connecting Lansing to the rest of the region. Some areas of the Village, however, are underserved by Pace, and other areas are not "transit friendly". Since every transit rider is a pedestrian at some point along their trip, ridership can be encouraged by improvements to the pedestrian network. To ensure that high-quality service continues, along with improvements in transit operations, this plan identifies a series of recommendations intended to:

- Improve local Pace bus service through the Village
- Improve transit facilities and supportive infrastructure

PACE BUS SERVICE

Of the four Pace existing bus routes, service is best in the northern areas of the Village, north of Kingery Highway, where Routes 364 and 353 service River Oaks Center in Calumet City. Service through the remainder of the Village is provided north-south along Torrence Avenue (Route 358), and along Wentworth Avenue and Ridge Road on only weekday rush-hours (Route 355). In addition to the underserved residential areas in the Village, Lansing's commercial areas and employment centers are key activity generators that centralize a lot of potential transit users. Increasing transit use in these areas would improve accessibility while increasing transportation mode share. The Village should work with Pace to evaluate existing routes, exploring potential modifications to provide into underserved areas of Lansing, including:

- Modifying Route 358 to travel west on Thornton Lansing Road to Stoney Island Avenue and back east toward Torrence Avenue along Ridge Road would extend service to the Village's western industrial uses and surrounding residential areas.
- Modifying Route 358 to travel east on 186th Street to Burnham Avenue and then back west to Torrence Avenue along Glenwood Lansing Road would provide service to Lansing Municipal Airport and surrounding industrial uses, as well as a large underserved residential area of the community.
- Work with local employers to determine their employee needs and encourage locally sponsored carpools and shuttles if possible.

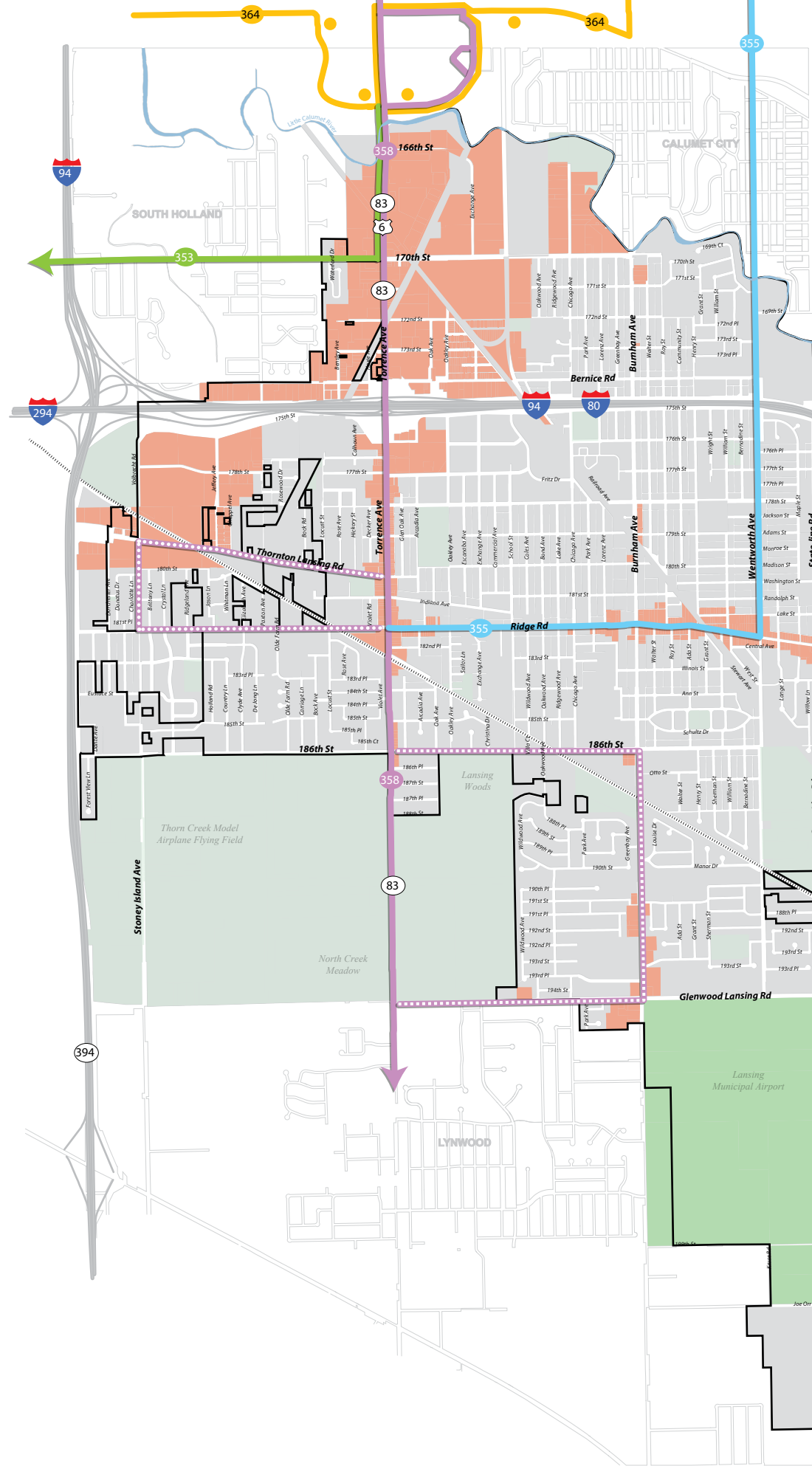
BUS TRANSIT FACILITIES

Convenient and inviting transit facilities are important components of the public transportation system as they enhance the costumers' experience and contribute to increased ridership. In 2013, Pace adopted its Transit Supported Guidelines for the Chicagoland Region. These guidelines highlight ways that Pace, municipalities, and transportation agencies can coordinate to support access to efficient transit systems. The guidelines are especially applicable to Lansing, as many bus stops in the area are lacking essential user amenities such as bus shelters and benches. Bus stop locations should be well signed to alert patrons of the route and corresponding schedule. In areas with an urban cross section, the Village should include transit facility amenities into their streetscape improvement projects. Recommendations to improve transit facilities in Lansing include:

- Ensure route signage, including route numbers and schedules, is adequately posted along each Pace bus route.
- Provide bus shelters consistent with Pace Guidelines along Torrence Avenue, prioritizing stops at Ridge Road, where Route 358 connects with weekday rush-hour Route 355.
- Work with private property owners and businesses to accommodate bus shelters on their property, where right-of-way is insufficient.
- Ensure bus shelters are connected to the Village's sidewalk network.
- Where appropriate, integrate Pace's Transit Supportive Guidelines into the Village's subdivision regulations, including Pace's Design Review Assistance for Transit (D.R.A.F.T.) service that can help ensure development supports bus transit access in local communities.

REGIONAL RAIL TRANSIT

The Village has been actively engaged in the Southeast Commuter Rail Transit District and supports expanding transit options for Lansing residents and other south suburban commuters. While Lansing is not directly along the rail corridor, possible location for station are in the nearby communities of the Village of Glenwood and the Village of Thornton. This proximity to transit would benefit Lansing residents and necessitate adding or rerouting existing Pace bus routes to rail access points.



VILLAGE OF LANSING TRANSIT PLAN

The Village's transit system is another important consideration in the Village of Lansing's transportation network. Currently, Lansing has four Pace bus routes that pass through, or near the Village, connecting Lansing to the rest of the Region through public transit. Some areas of the Village however, are underserved by Pace, and other areas are not "transit friendly".

TRANSIT LEGEND

- Pace Bus Route 358**
North/South route which operates from the Chicago Heights Terminal to the South Shore Railroad in Hegewisch on weekdays. Saturday service operates between Chicago Heights and River Oaks Shopping Center only. Also serves commercial and residential areas from Steger to Hegewisch including River Oaks Shopping Center and the Landings Shopping Center.
- Pace Bus Route 355**
Provides weekday rush hour service connecting residents of Lansing, Calumet City and Burnham with South Shore trains at the Hegewisch Station.
- Potential Pace Bus Route 358**
Eastern route modification to serve neighborhoods and the Lansing Municipal Airport.
- Potential Pace Bus Route 358**
Western route modification to serve neighborhoods and Employment areas.
- Pace Bus Route 353**
Provides daily service connecting the CTA Red Line 95th/Dan Ryan Station.
- Pace Bus Route 364**
Serves major east-west cross-town arterial from Morton and Willow Court to Orland Square Mall. Serves posted stops only
- Route 364 Posted Stop**

PEDESTRIANS

Lansing's open space, numerous parks and recreation facilities, forest preserves, schools, Downtown, commercial areas and other community destinations spark an interest for a connected bike and pedestrian network throughout the Village. While it is important to provide a continuous and fully connected pedestrian system, pedestrian facilities in all places may at times be undesirable or simply not possible. Providing the safest and most efficient system should be the overall Village goal, connecting to all community destinations with consideration given to physical barriers, land availability, and cost of implementation. Lansing's pedestrian system provides opportunities for recreation and can promote walkability and a healthy lifestyle, as well as another means of travel, increasing accessibility and mode share. The Plan provides a series of recommendations intended to:

- Improving and expanding the Village's trail network
- Filling in the "gaps" in the sidewalk network
- Proving pedestrian crossing improvements
- Adopting a "Complete Streets" policy

TRAIL IMPROVEMENTS AND CONNECTIONS

Lansing's long-term trail system will be most effectively if implemented through collaboration among the Village, Lan-Oak Park District, and Forest Preserve District of Cook County. The Lan-Oak Park District Bike Plan should serve as the foundation for trail planning, and the Village should explore opportunities to complement this vision through municipal investment. Lansing currently has an extensive trail system, including a segment of the Penny Greenway along with trail connections to the Forest Preserve District of Cook County's forest preserves at the south end of the Village. Connections between these two trail destinations are planned by the Lan-Oak Park District. Furthermore, additional on- and off-street routes are proposed as part of this Plan. Many of these routes utilize existing utility corridors or key travel routes within Lansing. The recommended Village-wide bikeway system should be made up of a combination of on- and off-street facilities including shared lanes, bike lanes, trails, and multi-use paths as identified in the Plan. Recommendations to assist in improving the Village's trail network include:

- Increase the number of connection points from Penny Greenway to the Village's sidewalk network
- Work with ComEd to utilize the existing power line easement on the south side of the Village as an east-west trail spine connecting North Creek Meadow Forest Preserve to Wentworth Avenue.
- Designate Wentworth Avenue as an off-street bike route, connecting the east-west power line easement north to the Penny Greenway and south to the airport property and west to the historic Ford Hanger and Veterans Memorial; additionally providing a connection to the Munster bike path in the future.

- Work with ComEd to utilize the existing power line easement on the west side of the Village as a north-south trail spine connecting North Creek Meadow Forest Preserve to 176th Place and Locust Avenue.
- Designate 178th Place as a bike route, connecting the north-south power line easement to the Penny Greenway.
- Extend Penny Greenway northwest to connect to the Village's Regional Commercial at the intersection of 170th Street and Torrence Avenue by assisting the Park District secure an easement or ownership of the last 100 feet of the right-of-way.
- Work with Calumet City to extend Penny Greenway northwest of Torrence Avenue to the proposed river walk along the Little Calumet River and beyond.

SIDEWALK GAPS

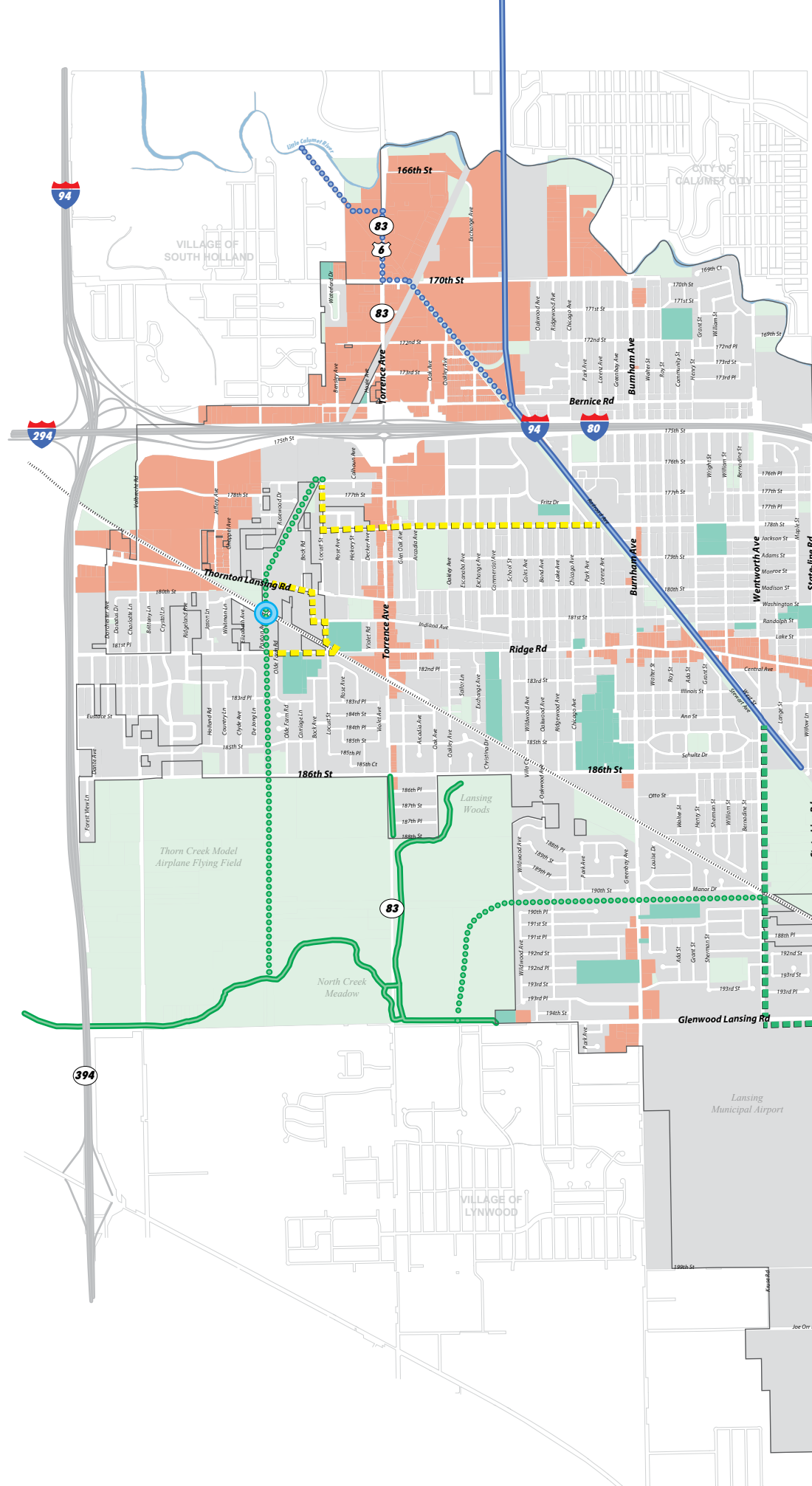
Most of the Village's neighborhood streets consist of an urban cross section with curb and gutter and sidewalks on both sides. Some areas however, are more rural, and lack sidewalks altogether, while other areas simply lack connectivity to community facilities, commercial areas, parks, and civic uses. As new roadways are built, sidewalks or multi-use paths should be incorporated. Providing sidewalks in existing neighborhoods lacking pedestrian infrastructure should also be a priority of the Village, as well as areas identified through the Safe Routes to School program. Safe Routes to School is a federally funded program that supports projects encouraging walking and bicycling to and from school, providing an alternative to driving or busing.

PEDESTRIAN CROSSING IMPROVEMENTS

Another key village-wide pedestrian improvement is to update necessary existing traffic signal equipment to include proper pedestrian signal heads at all signalized intersections. Countdown timers, showing pedestrian the number of seconds they have to cross the street before the conflicting traffic gets the green light, should also be considered for traffic signals within Downtown, along Torrence Avenue and other key pedestrian locations and bike route crossings.

COMPLETE STREETS

The goal behind a complete streets policy is to establish guidelines on how to create a roadway that is usable by all modes of travel, including pedestrians, bicyclists, transit, and automobiles. A complete streets policy formalizes a community's intent to plan, design, operate, and maintain streets so they are safe for users of all ages and abilities. It helps guide the design process for future developments to include necessary accommodations for bicycles, pedestrians, transit users, and motorists. Complete streets elements vary based on the surrounding context but may include sidewalks, bike facilities, accessibility improvements, pedestrian refuge islands, high visibility crosswalks, curb extensions, sheet lighting, and transit enhancements. The Village should prioritize the development of a complete streets policy to ensure new roadway projects and roadway repairs accommodate all users.



VILLAGE OF LANSING PEDESTRIAN PLAN

Lansing's open space, numerous parks and recreation facilities, forest preserves, schools, Downtown, commercial areas and other community destinations spark an interest for a connected bike and pedestrian network throughout the Village. Providing the safest and most efficient system should be the overall Village goal, connecting to all community destinations with consideration given to physical barriers, land availability, and cost of implementation.

BICYCLES & PEDESTRIANS LEGEND

- Existing Path
- Penny Greenway
- Potential Penny Greenway Extension
- Potential ComEd Path
- Potential On-Street Route
- Potential Off-Street Path
- Potential Pedestrian Grade Separation
- Shopping & Employment Areas
- Schools
- Parks/Open Space

 LANSING RENEWED
PARKS & OPEN SPACE PLAN



PARKS, OPEN SPACE, & ENVIRONMENTAL FEATURES PLAN

Parks, open space and environmental features contribute significantly to the Village's appeal, overall quality of life, image, character, desirability, and appearance. Lan-Oak Park District Parks, Forest Preserve District of Cook County forest preserves, and other natural spaces provide places for residents and visitors to recreate and enjoy nature.

This section of Lansing's Comprehensive Plan presents policies, and recommendations that pertain to open space and environmental features. It seeks to preserve and protect important and sensitive environmental features and provide adequate open space and recreation to the community, acquiring and developing park sites when necessary. It should be noted that the Lan-Oak Park District and Forest Preserve District of Cook County are the primary owners and managers of parks space in Lansing. As such, the Village should collaborate with these entities to establish and implement the community's vision for parks and open space.

The Objectives, Policies, and Recommendations in the Parks, Open Space, and Environmental Features Plan are intended to:

- Promote cooperation with the Lan-Oak Park District & Forest Preserve District of Cook County;
- Ensure parks and recreation areas are well maintained;
- Provide and expand physical connections to the Village's open space network;
- Protect and enhance the Village's high-quality natural features;
- Mitigate flooding within the community;
- Reduce noise and light pollution; and
- Improve the health of area residents by ensuring convenient access to safe public parks, active recreation opportunities, and open space areas.

OPEN SPACE PROVIDERS

The Lan-Oak Park District (LOPD) maintains 140 acres of parkland, which includes 24 parks and the Eisenhower Fitness & Community Center. In 2013, LOPD embarked on the process to create a Parks and Recreation Master Plan. The following strategies include areas in which the Village can work with LOPD:

- Support the Lan-Oak Park District's mission to provide residents with safe and convenient access to well-maintained and adequate parks and recreation throughout the Village.
- Support the implementation of Lan-Oak Park District's Parks and Recreation Master Plan.
- Identify surplus parcels or areas of Village owned land that could be leased to the Lan-Oak Park District for recreational uses such as plazas or splash pads.

- Work with the Lan-Oak Park District to identify opportunities to provide park sites in underserved areas, including the conversion of vacant lots and other underutilized parcels to parks and open space.
- Coordinate with the Lan-Oak Park District and the Forest Preserve District of Cook County to strengthen connections to regional parks and preserves.
- Coordinate with the Lan-Oak Park District and the Forest Preserve District of Cook County to provide wayfinding through the Village, directing motorists along arterial and collector streets to regional parks and preserves.
- Work cooperatively with the Lan-Oak Park District to host neighborhood and community group events at park facilities.
- Work with the Lan-Oak Park District and the Forest Preserve District of Cook County to strengthen and expand recreational amenities at regional parks and preserves and bike trail linkages.

- Support the continued improvement of Forest Preserve District of Cook County land around the Village.
- Partner with LOPD on joint grant applications or other initiatives supported by outside agencies, non-profit groups, or area businesses.
- Convert the vacant site known as Fox Pointe into a community gathering space, and build upon Park Plaza and Penny Greenway to create a comprehensive system of open spaces and green corridors that supports civic activities and provides connections to surrounding portions of Lansing.



PARK MAINTENANCE

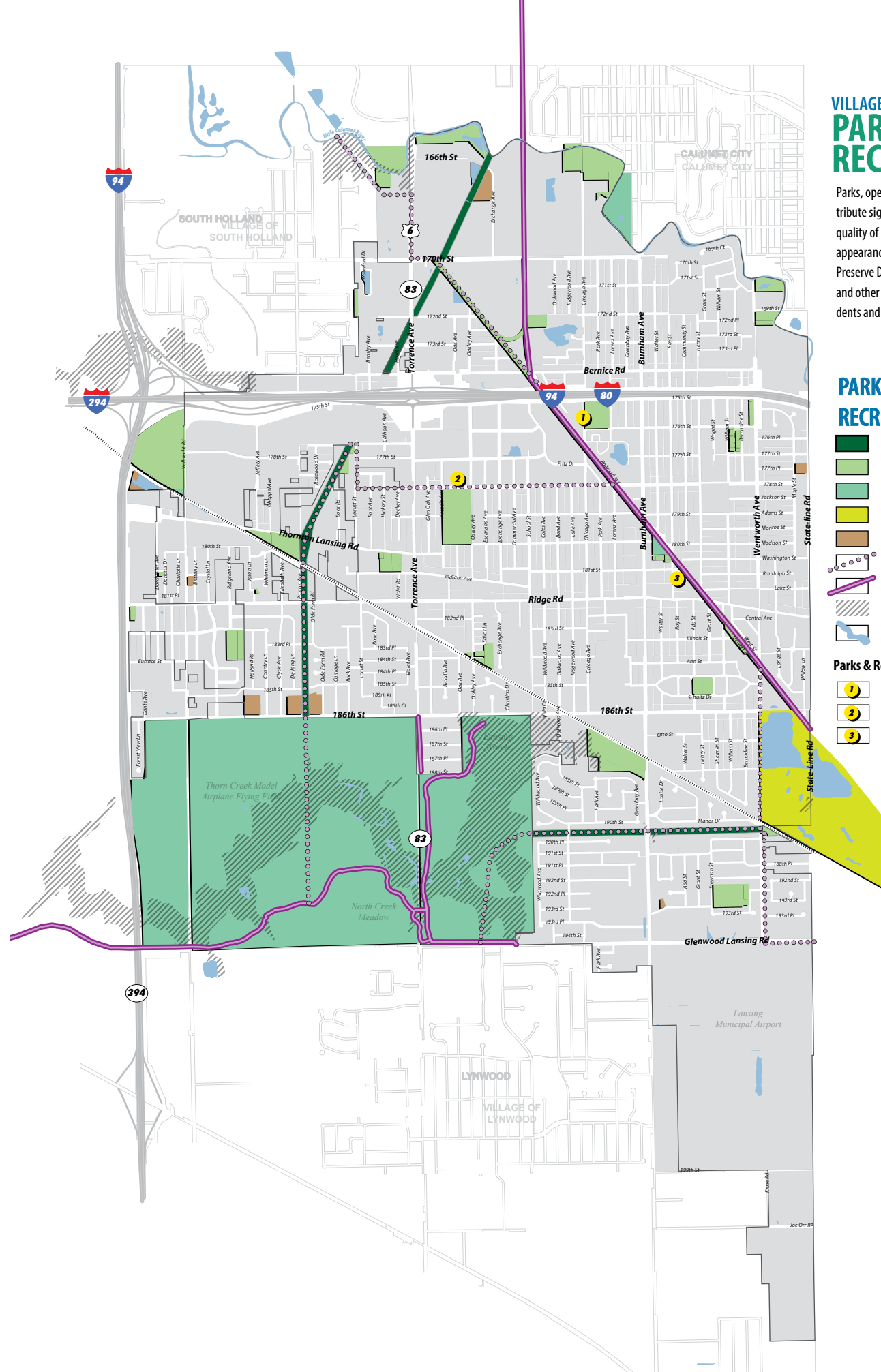
Feedback collected from public outreach indicated that while residential neighborhoods have reasonable access to parks, citizens were concerned with the level of maintenance at Village parks. The Village can assist Lan-Oak Park District through the following actions:

- Work with residents and the Lan-Oak Park District to develop a prioritized list of problematic parks and maintenance issues, such as the former public pool, where increased maintenance or redevelopment would have the largest benefit for all of Lansing.
- Where appropriate, continue to assist the Lan-Oak Park District in park maintenance and improvement projects.

PHYSICAL CONNECTIONS AND ACCESS

The Village can promote active lifestyles by creating a comprehensive trails network to access existing parks, open space preserves, and trails. Consideration should be given to establishing connections to future parks and recreational areas, as presented in the Lan-Oak Park District's Parks and Recreation Master Plan. The Village should consider the following:

- Work with the ComEd to utilize their north-south power line easement as an opportunity to expand trails and a greenbelt network throughout Lansing, from I-94 to Lansing Woods.
- Work with ComEd and the railroad to utilize their east-west power line easement and vacant railroad property as a trail connection from Wentworth Avenue to Lansing Woods.
- Consider existing road right-of-way, Village owned property, parks, forest preserves and other areas as opportunities to link together the Village's open space network and connect schools, commercial areas, neighborhoods, and other destinations.
- Complete "gaps" in the Village's sidewalk network, prioritizing existing Village neighborhoods that lack complete pedestrian infrastructure that frustrate safe and convenient access to local parks and recreational amenities.
- Support and work cooperatively with the Lan-Oak Park District to implement its current bike plan.



VILLAGE OF LANSING PARKS & RECREATION

Parks, open space and environmental features contribute significantly to the Village's appeal, overall quality of life, image, character, desirability, and appearance. Lan-Oak Park District Parks, Forest Preserve District of Cook County forest preserves, and other natural spaces provide places for residents and visitors to recreate and enjoy nature.

PARKS & RECREATION LEGEND

- ComEd Easement as Trail Connection
- Park/Open Space
- Forest Preserve
- Golf Course
- Detention Area
- Future Trails/Bike Routes
- Existing Trails
- ▨ Floodway/Floodplain
- Lake/Pond

Parks & Recreation Facilities

- 1 Lan-Oak Administration Office
- 2 Eisenhower Fitness & Community Center
- 3 Park Plaza



NATURAL FEATURES

Balancing urban development with the natural environment will be a critical issue as the Lansing experiences reinvestment, redevelopment, and infill growth. Although it is an urbanized community, the Village benefits from several natural elements, including the Little Calumet River, North Creek, and a robust tree canopy. The Village should be proactive about preserving the elements of the natural environment that help define the character of Lansing. Some ways to build upon existing natural assets include the following:

- Review and amend the Village's Zoning Ordinance and Subdivision Regulations to provide adequate buffers between urban development and natural waterways, including the Little Calumet River and North Creek.
- Preserve the existing tree canopy in Lansing's neighborhoods by requiring adequate tree protection for redevelopment and infill development projects.
- Establish a tree canopy in infill development areas and the Village' commercial areas by requiring new development to provide trees in parkways and parking lots.
- Develop and maintain an inventory of the Village's right-of-way trees including tree species, and require species diversification to prevent against disease as trees are replanted.
- Identify appropriate required landscape materials that are resilient, less reliant on water, and responsive to anticipated climate change.
- Identify and preserve floodplains as opportunities for local ecosystem restoration and natural corridors that support wildlife migration.
- Preserve the aspects of the natural environment, including the Little Calumet River, North Creek, and other local waterways, that support wildlife ecosystems and contribute to the character of the community.
- Develop/improve the little Calumet River Levee System's levees to function as a bike trail system, creating a new scenic recreational amenity within Lansing.

FLOOD MITIGATION

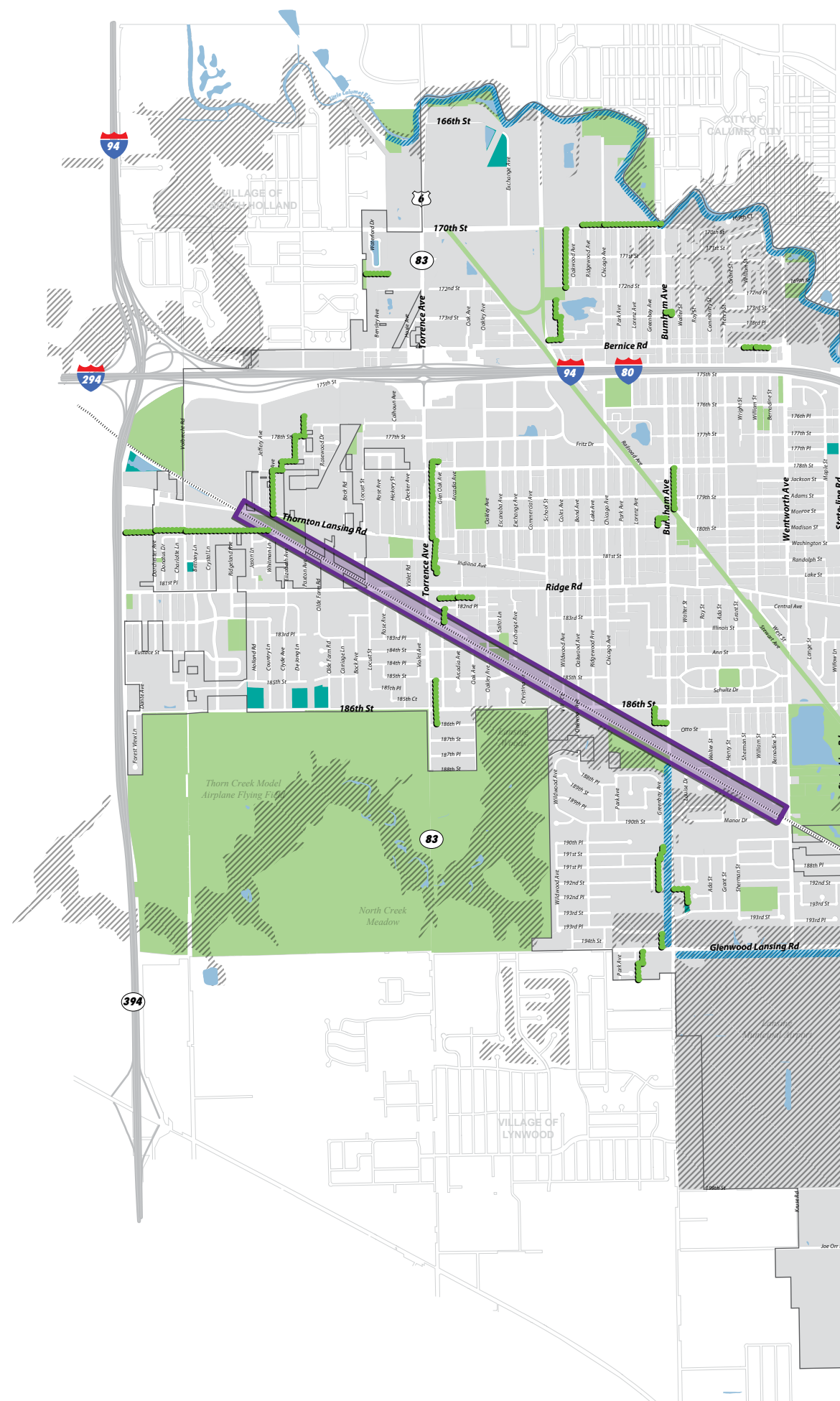
Mitigating the risk of flooding requires a dual approach to stormwater infrastructure and development regulations. The Village must ensure that infrastructure is in place to manage the movement of stormwater through and around the Village. At the same time, the Village should seek ways to minimize the amount of stormwater entering the infrastructure using contemporary development practices. Ways to accomplish both of the goals include the following:

- Continue to monitor the condition of the Little Calumet River levee, and work with the Army Corps of Engineers and MWRD to invest in improvements that assure flood control and accreditation.
- Permit and encourage the use of on-site permeability and filtration techniques, such as pervious pavers, green roofs, rain barrels, rain gardens, etc., in order to minimize the amount of stormwater runoff.
- Monitor the condition of the Little Calumet River and North Creek to ensure that they are unlogged from debris that inhibits the movement of stormwater.
- Preserve floodplain areas through the development of open spaces, ecosystem restoration areas, trails, and other passive or low-impact land uses.
- Decrease the amount of impervious surfaces and increase natural vegetation and landscaped areas in the Village to promote infiltration into the ground instead of channeling into storm sewers.

NOISE AND LIGHT POLLUTION

The quality of the urban environment is an important factor in attracting new residents to Lansing. The Village should consider the following actions in order to ensure that development provides positive benefits to the community while mitigating potential negative impacts:

- Work with the Canadian National Railroad to provide the infrastructure and signals necessary to establish quiet zones through Lansing, especially through the Village's residential areas.
- Require buffering and separation for industrial and commercial uses where they abut the Village's residential areas.
- Create civic awareness about the emerging trend towards combating light pollution with dark sky development, and consider a dark sky ordinance that would reduce light pollution throughout the Village.




VILLAGE OF LANSING ENVIRONMENTAL FEATURES PLAN

Balancing urban development with the natural environment will be a critical issue as Lansing experiences reinvestment, redevelopment, and infill growth. Although it is an urbanized community, the Village benefits from several natural elements, including the Little Calumet River, North Creek, and a robust tree canopy. The Village should be proactive about preserving the elements of the natural environment that help define the character of Lansing.

ENVIRONMENTAL FEATURES LEGEND

- Waterway Development Buffers
- Proposed Rail Quiet Zone
- Industrial Buffer
- Green/Open Space
- Detention Area
- Floodway/Floodplain
- Lake/Pond

 LANSING RENEWED
COMMUNITY FACILITIES PLAN



COMMUNITY FACILITIES PLAN

Community facilities provide vital services to the Lansing community. Services and facilities provided by the Village and other public agencies contribute greatly to the quality of life enjoyed by residents and the experience of visitors.

The Community Facilities Plan presents general policies and guidelines for community facilities; however, it is not intended to supersede goals and policies of other agencies, or substitute for the more detailed planning which should be undertaken by the Village and other service agencies and organizations such as the school districts. Since many of the community facilities are not under the control or direction of the Village of Lansing, it is important that the Village maintain active communication and coordinate planning efforts with other agencies including the local service providers.

VILLAGE OF LANSING

The Village of Lansing provides its residents with several services and facilities that aim to enhance local quality of life. It includes nine departments charged with providing services to residents and businesses, and five others that provide administrative support. These services are critical in supporting the long-term sustainability of the Village's neighborhoods, attracting quality business investment, and ensuring that the impacts of development on the natural environment are minimized. This Plan identifies a series of recommendations related to:

- Maintaining adequate municipal facilities
- Upgrading and enhancing local infrastructure
- Keeping Lansing safe
- Aligning codes and ordinances with the Comprehensive Plan
- Engaging residents
- Budgeting for maintenance

MUNICIPAL FACILITIES

Many Village facilities are in good condition, with recent investment in the Village Hall, Library, and other facilities; however, others are in need of improvement. The following investments should be considered as the Village updates its capital program:

- Provide high-quality municipal facilities that foster efficient government, represent a positive image for the community, and illustrate to private developers the Village's commitment to high quality construction.
- Make modifications to the circulation pattern of the Village Hall parking lot in order to alleviate confusion with the adjacent bank parking lot and mitigate any negative impacts on surrounding neighborhoods.

- Evaluate the viability and feasibility of a new Public Works facility on the existing site to replace the current facility that provides inadequate capacity and is in need of structural repairs.
- Upgrade façades and landscaping of existing Village facilities to set a standard for private development and serve as a model for what the community should look like.
- Make energy and water efficiency upgrades to municipal facilities that enhance their performance and reduce demands on municipal infrastructure and private utilities.
- Support collaboration among different Village departments and other service providers in order to assess the impacts of community growth and provide high quality services to residents and businesses.

INFRASTRUCTURE

The Public Works Department cited the need to upgrade the Village's aging infrastructure. The following projects and policies should be considered as part of enhancing the performance of municipal infrastructure:

- Undertake systematic upgrades to existing storm, sewer, and water infrastructure according to a regularly funded multi-year program.
- Implement on-site retention or filtration requirements that reduce the amount of stormwater channeled to municipal infrastructure.
- Identify and construct logical infrastructure extensions to underserved portions of Lansing to support intended land uses and intensities, including infill development opportunities.
- Ensure that all areas of the Village have basic infrastructure, including stormwater management, sidewalks, and street lighting.
- Allocate municipal funds appropriately to ensure that existing infrastructure is well maintained and in-line with the Village's Capital Improvement Plan.
- Utilize innovative infrastructure techniques to minimize the stress on municipal systems and the negative impacts of natural events.
- Undertake necessary rehabilitation and repair projects for the 1.5 mile Levee System that provides flood and storm water protection.

PUBLIC SAFETY

Lansing is generally viewed as a safe community that is well served by police and fire protection. The Village should continue to provide a high level of public safety. The following improvements may be needed to ensure that the Village remains an attractive place for commercial and residential development:

- Ensure that the Police and Fire Departments can provide effective and timely service to all portions of the Village through data collection and monitoring, communication technologies, physical linkages throughout the community, and adequate staffing and vehicle fleets.
- Periodically assess facility conditions and upgrade, modernize or replace older facilities, such as the Chicago Avenue fire station, in order to better serve existing and potential future residents and businesses.
- Enhance outreach to community schools, neighborhood associations, and other local organizations to help improve community policing through local awareness and communication.
- Continue to provide education and awareness programs that teach residents how to be safe.
- Maintain mutual aid agreements with neighboring communities.
- Share data and statistics with surrounding communities in order to monitor crime trends and proactively curb criminal activities.
- Work with code enforcement officers to improve the monitoring and maintenance of vacant properties and structures to discourage loitering.

COMMUNITY ENGAGEMENT

The residents and businesses of Lansing should continue to be involved in defining the future of the community. The Village should build on its existing outreach resources, and explore new ways to ensure that development and services are in line with community needs. Ways to do this include the following:

- Continue to use a multi-media approach to community outreach, including face-to-face meetings, Town hall meetings, web-based surveys, etc.
- Utilize local television and newspaper media outlets to spread the word about current issues and discussions on Lansing.
- Capitalize on Lansing's Neighborhood Network as a way of communicating with residents.

FISCAL POLICY

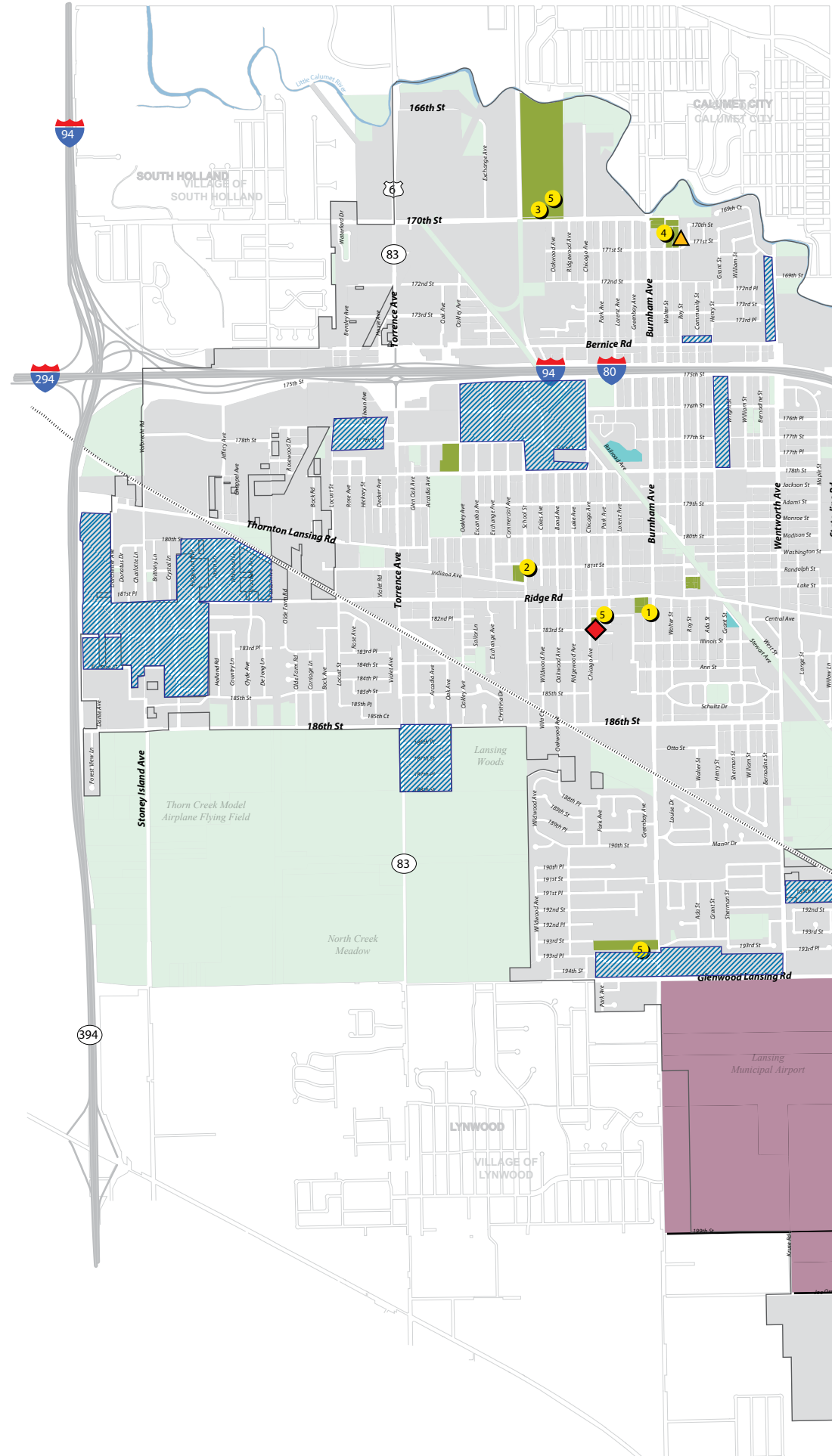
The Village must balance the provision of services, facilities, and infrastructure with the resources available to do so. Establishing a sound fiscal model and related policies will help the Village program for the continued maintenance of existing systems and the investment in new services that will foster future development. The following are ways the Village can posture itself for long-term fiscal stability:

- Collaborate with the South Suburban Mayors and Managers Association, Chicago Metropolitan Agency for Planning, and other regional entities to share relevant data, conduct regional planning, and pursue funding for projects that benefit Lansing and surrounding communities.
- Regularly update the Village's Capital Improvement Program in order to anticipate expenses related to on-going maintenance of municipal facilities and infrastructure, and plan for new public investment.
- Continue to explore outside grant funding for planning, design, and development of municipal services and facilities.
- Implement other recommendations in this Comprehensive Plan that support sound public fiscal policies, such as focusing on infill development and rehabilitation rather than investment in new infrastructure to support fringe development.

DEVELOPMENT REGULATIONS

The Village's rules and regulations have a significant impact on the viability of development and its benefits to the community. Chapter 56, Zoning of the Village's Code of Ordinances, should be reviewed and amended to address the following important issues that shape the character of development:

- Create more efficient and predictable review and approval processes (Article II-Administration) and expedited review for projects that meet development objectives beyond the base zoning requirements.
- Amend residential and commercial standards (Articles V and VI) so that they reflect the intended character of development in different areas of the Village.
- Assess and amend parking requirements (Article XI) to ensure required capacity is in-line with the goals of each commercial area, and that appropriate landscaped islands are required.
- Align landscaping and signage requirements (Articles XII and XIII) to ensure that investment in the Village's commercial areas results in a positive image and character.
- Consistently enforce maintenance and appearance standards, especially for vacant or foreclosed properties that are most at risk to deterioration.



VILLAGE OF LANSING COMMUNITY FACILITIES

Community facilities provide vital services to the Lansing community. Services and facilities provided by the Village and other public agencies contribute greatly to the quality of life enjoyed by residents and the experience of visitors. The Community Facilities Plan presents general policies and guidelines for community facilities; however, it is not intended to supersede goals and policies of other agencies, or substitute for the more detailed planning which should be undertaken by the Village and other service agencies and organizations such as the school districts.

GOVERNMENT FACILITIES LEGEND

- Public Works Facility Redevelopment
- Fire Station Modernization/Replacement
- Potential Service/Infrastructure Expansion
- Local Government
- Public/Semi-Public
- Lansing Municipal Airport

Government Facilities

- Village Hall
- Lansing Public Library
- Police Station
- Public Works
- Fire Stations

COMMUNITY EDUCATION

Education is an important component of the community. It not only prepares current residents for entry into colleges, universities, vocational training, or directly into the workforce, but is also an important component in attracting new residents and industries to Lansing. Lansing is served by three public school districts: District #158 operates five schools from grades pre-K-8; Sunnybrook School District #171 operates two schools from grades K-8; and High School District #215 operates three facilities, including Thornton Fractional South High School in Lansing. The Village also includes several private schools that increase local education choices. Generally, schools are in good condition and are programmed for needed upgrades; several of the grade schools have been recently renovated. The Village is also served by the Lansing Public Library, which occupies a modern facility near the center of the community. Additionally, in August 2014, the Visible Music College, a respected boutique college, will open in the heart of the Lansing Downtown, immediately adjacent to Fox Pointe. While the Village does not oversee the school districts' facilities or programs, they should work collaboratively to align local education, the library, and other amenities with community goals. Recommendations in this Plan address ways the Village can collaborate with schools and supporting entities regarding:

- Providing quality educational facilities
- Providing quality educational programs
- Developing connections between local educators and local industry

EDUCATION FACILITIES

School facilities are often the anchor of Lansing's neighborhoods. They help establish the identity and serve as the civic heart of a neighborhood. As such, it is important that the Village support the maintenance and expansion of school facilities, foster safe multi-modal access, and help mitigate negative impacts of school operations on nearby residential areas. The following recommendations aim to accomplish these objectives:

- Consider the impact of infill development and additional growth opportunities on school capacities and ability of the school districts to accommodate and educate new students.
- Establish design and development standards for school expansions in order to proactively address potential impacts on surrounding neighborhoods.
- Work closely with schools to address issues on surrounding neighborhoods, including pick-up/drop-off traffic and circulation, bus access, etc.

- Prioritize sidewalk and bike trail improvements within identified "safe routes to schools" to promote walkability.
- Identify opportunities to coordinate with schools in pursuing grant funds to implement improvements with shared community benefits.
- Support local school districts in implementing their strategic plans and agency objectives.
- Foster collaboration among the community's school districts, Lansing Public Library, and other partners to create a seamless system of education, including programs outside of school that provide a positive outlet for the youth and complement educational programming.

PROGRAMS AND SERVICES

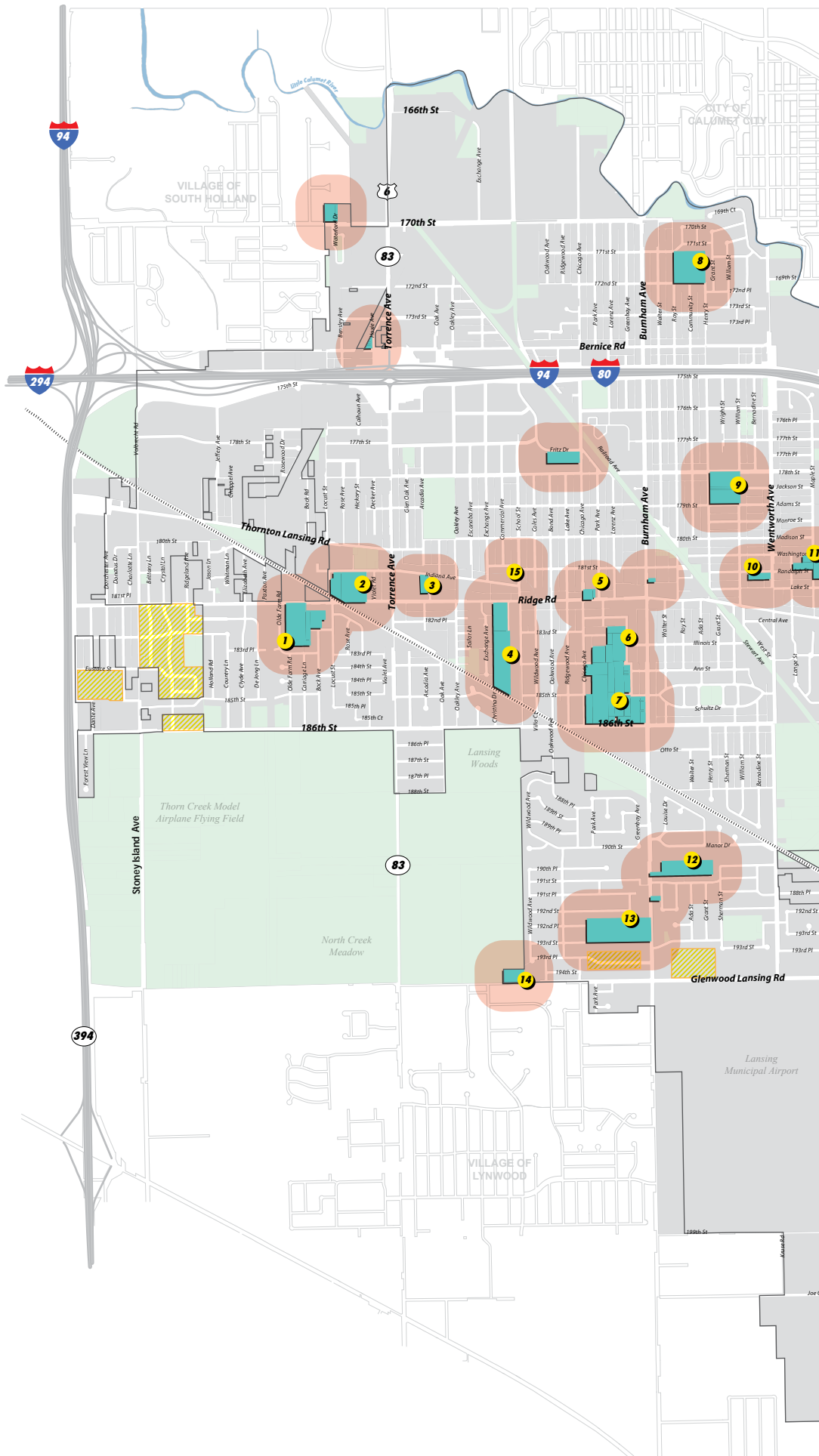
Education programs are closely linked to the community and economy, and can have benefits beyond those who attend schools. The Village should seek to leverage local education as a way of enhancing inter-generational relationships, community service, and excellence in academics. Ways to accomplish this include the following:

- Coordinate with the Lansing Public Library and Lan-Oak Park District to provide services that reinforce school curricula.
- Establish a Village-sponsored awards program for children that excel in local school programs and activities.
- Foster partnerships between local schools, senior housing centers, not-for-profits, and other potential outlets for volunteerism.

EDUCATION AND LOCAL INDUSTRY

The ultimate goal of education is to prepare students for the next phase of development, whether that be additional education, vocational training, or the workforce. The Village is a good candidate for the location of vocational, trade, and technical schools, as well as satellite campuses of colleges and universities. The Village should collaborate with local schools to strengthen the relationship between students, teachers, local employers, and emerging industries.

- Forge strong relationships between schools and local industry leaders in order to bridge the gap between education and local jobs.
- Establish a network of successful Lansing alumni who offer access into local industries.
- Collaborate with local employers to provide internship and mentorship programs through High School District #215.
- Coordinate secondary and vocational training programs with focused sectors of emerging industries or those targeted as an element of a proactive economic development strategy.



VILLAGE OF LANSING EDUCATION

Education is an important component of the community. It not only prepares current residents for entry into colleges, universities, vocational training, or directly into the workforce, but is also an important component in attracting new residents and industries to Lansing. Lansing is served by three public school districts: District #158 operates five schools from grades Pre-K-8; Sunnybrook School District #171 operates two schools from grades K-8; and High School District #215 operates one of three facilities, Thornton Fractional South High School, in Lansing. The Village also includes several private schools that increase local education choices.

EDUCATION LEGEND

- Priority Pedestrian Safety Areas
- Infill Development Opportunities
- Schools/Educational Facilities

Schools

- 1 Oak Glen Elementary School
- 2 Illiana Christian High School
- 3 Trinity Lutheran School
- 4 Memorial Junior High School
- 5 St Ann Catholic School
- 6 Lester Crawl Primary Center
- 7 Thornton Fractional South High School
- 8 Reavis Elementary School
- 9 Coolidge Elementary School
- 10 St John Lutheran School
- 11 Lansing Christian School
- 12 Nathan Hale Elementary School
- 13 Heritage Middle School
- 14 Luther East High School

Other Community Facilities

- 15 Public Library

 LANSING RENEWED
COMMUNITY CHARACTER PLAN



COMMUNITY CHARACTER PLAN

The image, character, and identity of Lansing were key issues identified by Lansing residents and businesses throughout the community outreach process. The community's overall appearance was a top issue, as was Lansing's "brand." Residents and business would like to be proud of the community and were concerned about other communities' perception of the Village.

Building a proud and invested constituency of residents and businesses increases the likelihood of long-term business and resident retention and community stability. The Community Character Plan identifies several recommendations and policies aimed at improving the physical appearance and image of the community in order to project a unique local character, instill resident pride, attract businesses and residents, and serve as an appropriate gateway to Illinois.

Recommendations relate to the following aspects of the built environment:

- Improve the appearance of public rights-of-way
- Strengthen Lansing's identity and instill community pride
- Establishing a brand and marketing the Village
- Utilizing festivals to strengthen the community
- Elevate the appearance of development

STREETSCAPING

The Village has the ability to utilize its public right-of-way to elevate the community's appearance. Through investment in public streetscaping, the Village can enhance the image of the community as perceived by residents and visitors. By identifying priority streetscape corridors, Lansing can focus resources in the areas that offer the greatest potential to attract additional investment over time. Ways to improve Lansing's appearance within the public right-of-way include:

- Establish a consistent streetscape palette of design elements (i.e. lighting, trees, furniture, etc.) based on the varying conditions and opportunities in the Village's regional retail, corridor commercial, and Downtown areas.

- Prioritize initial streetscape investment in the Village's most visible areas, such as Torrence Avenue and Ridge Road, prioritizing first the areas within the Regional Commercial and Downtown Mixed Use land use designations.
- Work with IDOT and local utility providers to bury (or relocate to rear yards) unsightly utility lines, especially along Torrence Avenue, Glenwood-Lansing Road, and along Ridge Road (especially in the Downtown Area), where their presence detracts from the Village's appearance.
- Create gateway features consisting of signage, walls, sculptures, pylons, fountains, lighting, monuments, and/or landscaping at key locations within the community to announce entry into Lansing (and the State of Illinois) and distinguish the Village from adjacent communities.

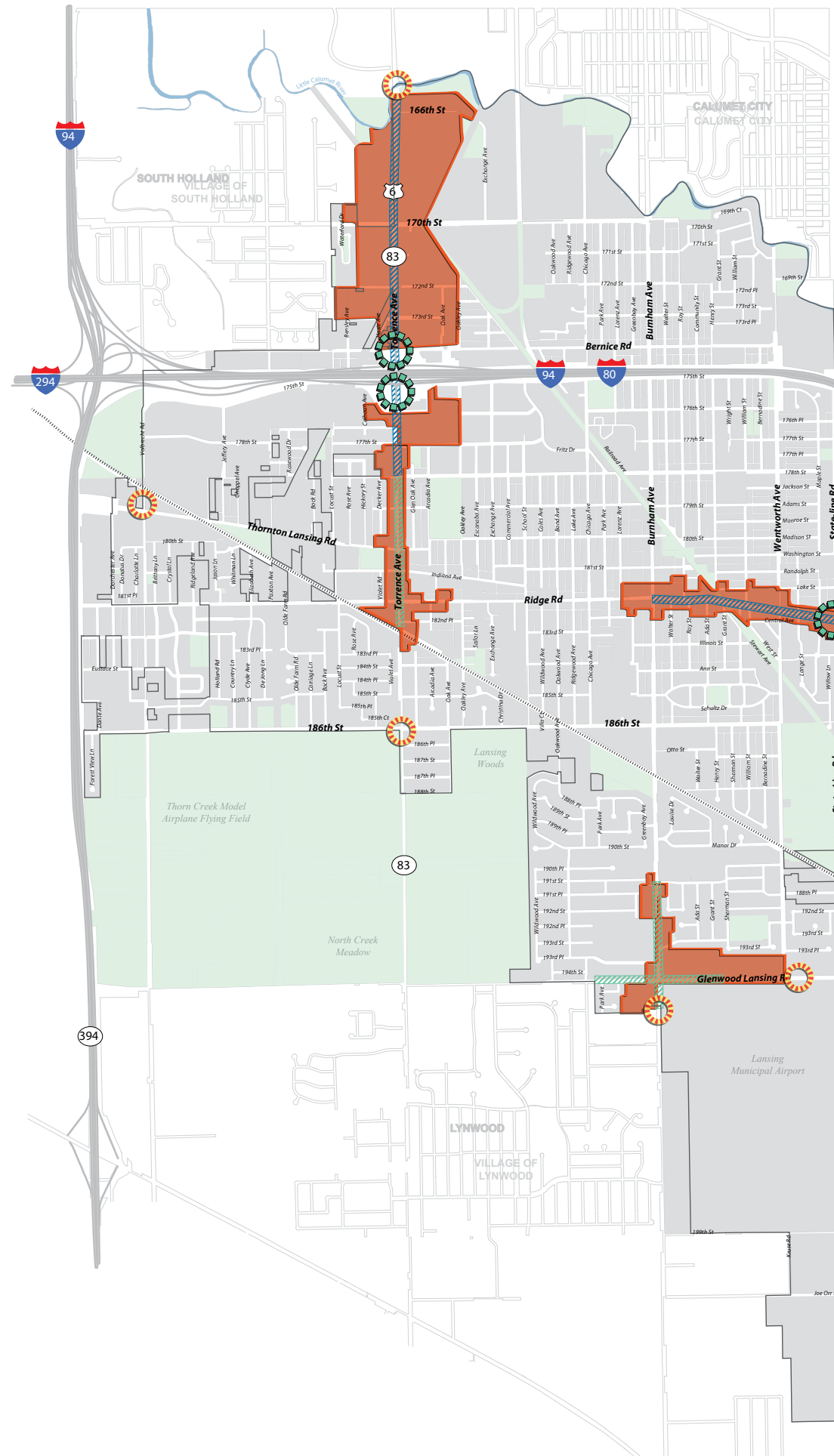
- Working with IDOT, explore utilizing the Torrence Avenue overpass and/or interstate right-of-way as an opportunity to promote the Village of Lansing with signage, flowers, or other means.
- Identify opportunities for public open spaces and plazas within the Village's commercial areas that can complement surrounding development and provide a comfortable gathering place for visitors and pedestrians.
- Implement a community-wide wayfinding program to direct residents and visitors to Downtown, the Torrence Avenue corridor, Municipal Center, the Public Library, Lansing Municipal Airport, Old Timers Sports Complex, and other municipal facilities and local amenities.

PRIVATE DEVELOPMENT

The design of private development impacts the image of the community as a whole. In the community's most visible areas, the Village should support the creation of attractive residential and commercial development. This can be accomplished through the following actions:

- Establish design guidelines unique to the Village's different commercial districts that reflect the intended character of each area and specific characteristics related to lot size, building placement, architecture, parking requirements, etc.
- Continue to promote, and further expand the Village's Façade Improvement Program to provide financial and technical assistance, in the form of grants and low-interest loans, to property owners and businesses seeking to improve the exterior appearance of their buildings and sites.
- Amend Article XII of the Village's zoning ordinance to require decorative fencing and/or landscaping between parking lots and front or side lot lines visible from the public street.

- Amend Article XIII of the Village's zoning ordinance to better regulate sign placement and design in order to create a consistent character that is compatible with building architecture and the nature of each commercial district.
- Develop a curb appeal incentive program to encourage upkeep and appearance of existing residential areas including both homes and landscaping.
- Utilize regular and active code enforcement, along with preventative maintenance programs, to help ensure the community remains attractive and vibrant.
- Establish an "Adopt-a-Street" program, enlisting the support of local organizations to help keep arterial streets, such as Torrence Avenue, free from litter and debris.



VILLAGE OF LANSING COMMUNITY CHARACTER

The image, character, and identity of Lansing were key issues identified by Lansing residents and businesses throughout the community outreach process. The community's overall appearance was a top issue, as was Lansing's "brand." Residents and business would like to be proud of the community and were concerned about other communities' perception of the Village.

COMMUNITY CHARACTER LEGEND

- Priority Streetscape Area
- Secondary Streetscape Area
- Regional Gateways
- Local Gateways
- Commercial Character Areas



BRANDING AND MARKETING

All portions of the Village—commercial areas, schools, neighborhoods, etc.—could benefit from a multi-media marketing campaign that paints a picture of all the amenities that make Lansing a great place to raise a family or operate a business. In order to implement this type of campaign, the Village should:

- Work with the entire Lansing community, including residents, business owners, service providers, etc. to define an image for Lansing that can be advertised to the region and effectively convey what Lansing would like to become.
- Establish a campaign leveraging a menu of multi-media tools, including print and web materials, advertising, press releases, and social media to promote Lansing's regional shopping destinations, traditional downtown area, local events and festivals, and strong vibrant neighborhoods.
- Work with IDOT and the Chicago Southland Convention and Visitors Bureau to brand Lansing as the "Gateway to Illinois" through signage, gateways, and advertising that capitalize on the Village's location along the I-80 corridor from Indiana.

LOCAL AND REGIONAL EVENTS

The Village, the Lansing Area Chamber of Commerce, the LOPD, and the Lansing Association for Community Events (LACE) host several events throughout the year, including Autumn Fest, the Good Neighbor Day Parade, LOOP! (Lansing Overnight on Pedals!), and weekly farmers' markets during the summer and fall months. In order to build on these events and continue to foster neighborly interaction, the Village should consider the following:

- Encourage block parties (with street closures) and other neighborhood-level events that promote interaction among neighbors and strengthen the social fabric of the Lansing's neighborhoods.
- Work with the Chamber of Commerce and local merchants to sponsor events that draw people to specific commercial areas, such as the Downtown or Torrence Avenue Regional Commercial Area.
- Support events that attract residents and visitors to unique local amenities, such as the Lansing Municipal Airport, Public Library, and Old Timers Sports Complex to celebrate the history of the community.

LOCAL IDENTITY AND PRIDE

Local pride is a result of understanding the community's unique history and what makes it different from other places. Lansing's airplane art program is an example of an initiative that improved the character of the community. The program fostered local investment, engaged a broad cross-section of residents, and celebrated a connection to one of the Village's unique assets—the historic Ford Hangar and the Lansing Municipal Airport.

The Village should continue to support these types of initiatives by:

- Working with local schools to ensure Lansing's history is adequately taught in primary and secondary education curricula.
- Partnering with local media outlets to celebrate Lansing's historical figures and current residents and their achievements.
- Collaborating with Lansing's Neighborhood Network to establish local programs that encourage pride in community maintenance and friendliness.
- Hosting a workshop series that invites Lansing alumna to speak to current residents and students about their professional success.
- Expand the selection of cultural and community events that help reinforce Lansing's local identity and regional image, and engage new residents and community members.
- Instill a strong sense of Village pride among both long-time residents and newcomers by celebrating the community's history, special events, and holidays.

 LANSING RENEWED
SUBAREA PLANS

TORRENCE-NORTH SUBAREA

The Torrence North subarea is Lansing's "front door" from other parts of the Chicagoland region. The subarea benefits from direct access to I-80, making it a destination for local and regional retail, restaurants, and hotels. However, the subarea is bisected by a utility corridor, creating challenges related to land use and development, access, visibility, and corridor character.

SUBAREA RECOMMENDATIONS

Land Use & Development

Parcel assembly and/or reconfiguration.

Some areas include disjointed development with difficult access or visibility. Establishing a unified vision could provide the opportunity to reconfigure these areas through acquisition and redevelopment of larger commercial sites.

Land Use Compatibility.

In some locations, residential or industrial uses encroach upon viable retail property. These uses should be transitioned to commercial activities that unify shopping areas and maximize the potential of highly visible sites.

Transportation & Mobility

Cross-access connections.

There are several locations where adjacent parking lots are not connected, resulting in limited on-site circulation. Property owners should be encouraged to provide cross-access that enhances the safety and functionality of the Torrence Avenue corridor.

On-site circulation improvements.

On-site circulation is often unclear or awkward, especially near ingress and egress points of drive-thru aisles. Adjacent properties should consider shared parking or improved circulation to enhance mobility and eliminate unsafe movements.

Curb cut consolidation/clarification

Excessive or unclear curb cuts increase the likelihood of accidents on Torrence Avenue or on private development sites. Excess curb cuts should be removed, in conjunction with cross-access agreements and shared circulation, to reduce the number of conflict points along major thoroughfares.

Pedestrian crossing improvements.

Torrence Avenue is primarily auto-oriented. However, pedestrian crossing locations should include clearly marked crosswalks, pedestrian countdown signals, and vehicle warning systems, especially at signalized intersections and near transit stops or pedestrian destinations like schools or churches

Pace bus stop locations.

Sidewalk improvements. The subarea should include a comprehensive sidewalk network that includes accessible sidewalks in the public realm, as well as on-site connections to retail and service destinations.

Transit stop improvements.

The Village should work with IDOT to provide adequate space in the public right-of-way for Pace bus stops, including shelters, concrete bus pads, and pedestrian connections to the public sidewalk.

Penny Greenway extension.

The Village should partner with the Lan-Oak Park District to implement improvements to the Penny Greenway that enhance access to the Torrence Avenue corridor and specific shopping centers or commercial destinations.

Character & Urban Design

Parking lot screening.

Throughout much of this subarea, parking lots are the most visible element. The appearance of parking lots should be improved through decorative landscaping and screening. This will also ensure that cars do not overlap into the public sidewalk.

On-site landscaping.

Most sites lack parking lot or building landscaping. The Village should amend its development regulations to require on-site landscaping that enhance the visual character of development, assists in managing stormwater, and provides shaded areas.

Public streetscape improvements.

The Village should work with IDOT to implement streetscape improvements that enhance the aesthetic appeal of the corridor. Short-term improvements could include decorative lighting and banners, and long-term improvements could include the burying of overhead utilities and additional landscape areas.

360-degree architecture.

In several locations, the rear service facade is highly visible from Torrence Avenue or adjacent development. Buildings should be required to provide attractive architecture on all visible building facades, and screen service areas and refuse containers from public view.

Gateway markers.

The Village should install gateway markers near the Torrence Avenue/I-80 interchange. These would welcome visitors from surrounding communities and be visible from the interstate corridor, providing a sense of orientation and place for Lansing. Gateways could include formal structures or prairie landscaped/detention areas that help manage stormwater.

Façade improvements.

Several building use materials and design elements that are not in line with the community's vision for Lansing. The Village should implement programs to assist with façade enhancements that establish a consistent architectural character. Examples include a façade improvement refund or tax abatement program, pattern book or design guidelines, or the coordinated procurement of design services or materials to create economies of scale among the businesses in a certain area.

Buffering from adjacent neighborhoods.

In several portions of the west side of the subarea, commercial development abuts residential areas. Where this occurs, non-residential uses should provide fencing and landscaping that provides a substantial buffer from surrounding neighborhoods.



OPPORTUNITY SITES

1 Lansing 8 Theater Site.

This site includes the Lansing 8 Theater, an out-lot restaurant, large underutilized parking areas, and vacant land behind the theater. This site could be reconfigured to allow for the expansion of the existing shopping center to the south, including a state-of-the-art theater and additional retail anchors that would add vitality to the shopping center.

2 173rd & Bensley.

This area includes a vacant site next to recent hotel and office development. This site could accommodate additional hospitality-related development or local office uses that don't rely on visibility from Torrence.

3 172nd Street & Oak Ave.

This site includes an old motel and two vacant properties. The lack of visibility from Torrence limits the viability of these sites for retail uses, but they could accommodate hospitality or office development that complements surrounding uses.

4 Torrence & 175th.

This site, located on the west side of Torrence, includes a deteriorated motel that is difficult to access. The lack of access and condition of the structure warrant redevelopment that is in character with other development on Torrence. The new development should provide access from Torrence at the existing 175th Street intersection, and include commercial uses that take advantage of the visibility provided by the interchange.

5 176th Street east of Torrence.

This area includes vacant and obsolete shopping center. Because of its high visibility and "gateway" potential, redevelopment of site provides an opportunity to address access, on-site circulation issues, and to improve landscape and buffering to mitigate impacts to adjacent residential areas.

TORRENCE-SOUTH SUBAREA

The Torrence-South Subarea benefits from nearby regional commercial activity, especially adjacent to the I-80 interchange, but primarily provides goods and services to Lansing residents. Commercial development along Torrence Avenue is on more traditional lots (typically about 135' in depth) and has a close relationship with surrounding neighborhoods. Improvement in this area will rely on small, incremental changes over time, with fewer opportunities for large-scale catalyst projects.

SUBAREA RECOMMENDATIONS

Transportation & Mobility

Sidewalk network improvements.

This subarea includes several narrow sidewalks or locations where utilities have been placed in the middle of sidewalks. The Village should work with IDOT to ensure that sidewalks are accessible and connected, and that adequate striping and signalization is provided at crosswalk locations.

Front yard parking areas.

There are several front parking areas with access to spaces provided directly off Torrence. This results in motorists backing up into traffic to exit spaces. These sites should be reconfigured to buffer spaces from traffic on Torrence, or parking should be relocated to another portion of the site.

Alley access management.

The use of alleys should be encouraged for access to parking or service areas. However, alleys should include designated curb cuts to ensure safe circulation and access.

Character & Urban Design

Overhead utilities.

Much of the subarea has overhead utilities running along Torrence. These utilities should be relocated to the rear alleys that generally run along the corridor, or buried as other roadway improvement projects are implemented.

Parking lot screening.

Most parking lots lack any landscaping or screening that would improve their aesthetic character. This is especially true of multi-family development on the west side of Torrence near 184th Street. The Village should require such screening, recognizing that a reduction in required on-site parking may be needed to accommodate appropriate plant materials and/or fencing.

Buffers along residential areas.

Commercial uses in this subarea are closely located along residential neighborhoods. In some cases, an alley serves as a buffer, though in other areas there is no alley. Commercial areas should provide adequate buffers and landscaping along residential areas in order to mitigate impacts related to noise and light. This includes areas where residential development abuts the Canadian National rail corridor.

Public realm maintenance.

The Village should work with IDOT to increase maintenance of the public realm between the curb and property line. This will more clearly delineate the sidewalk environment and improve the aesthetics of the corridor.



Parking lot screening would improve the character of Torrence Avenue and convey an aesthetic consistent with other parts of the community.

Front yard parking areas are unsafe and difficult to maneuver from Torrence Avenue. These areas should be replaced with landscaping, and parking should be relocated to other parts of the site or to adjacent properties.

Opportunity sites should aim to enhance the character of the subarea and provide appropriate transitions to surrounding land uses.

Development should be buffered from the Canadian national rail corridor in order to minimize the impact of train traffic.

OPPORTUNITY SITES

1 178th Street west of Torrence.

This parcel is surrounded by corridor and neighborhood development, and provides the opportunity to accommodate commercial development that takes advantage of high traffic volumes on Torrence Avenue and a deep development parcel. Commercial development on this site should build upon existing retail uses, and utilize buffers and screening to minimize impacts on residential uses along 176th Street and Locust Avenue.

2 182nd Street & Torrence.

This site includes a currency exchange use, a vacant lot to the east, and a vacant commercial structure located along Ridge Road. Given the visibility of this intersection, this site should accommodate a local commercial small- or-medium-box use that utilizes attractive building and landscape design.

RIDGE ROAD SUBAREA

The Ridge Road Subarea includes Lansing's traditional Downtown and surrounding residential blocks. The goals of this subarea plan are to improve the character and vitality of Ridge Road as a traditional business district, protect surrounding neighborhoods from the negative impacts of commercial activity (i.e. noise, service functions, etc.), and increased pedestrian and bike mobility to and throughout the corridor.

SUBAREA RECOMMENDATIONS

Land Use & Development

Expansion of commercial footprint.

There are some blocks where commercial areas have encroached on residential blocks. The Village should consider permitting commercial uses to expand to cover the remaining portion of the block, creating deeper development lots that can better accommodate contemporary site designs and parking areas.

Transportation & Mobility

Sidewalk network improvements.

Generally, the sidewalks along Ridge Road are intact and in good condition. However, where the street has four lanes of thru traffic, sidewalks are narrow. Also, there are some locations in surrounding neighborhood blocks where sidewalks are not provided, limiting mobility to the Downtown area.

Improve bike trail signage at clock tower.

Penny Greenway is an important bicycle corridor providing access to Downtown. However, the trail should be more prominently identified to enhance crossing safety and advertise the trail for motorists.

Character & Urban Design

Commercial signage improvements.

Existing commercial signs and sign structures detract from the character of the Downtown. The Village should amend its sign regulations to help achieve a specific desired character along Ridge Road, and require the removal of unused or unsightly rooftop sign structures.

Façade enhancements.

Downtown Lansing includes several attractive structures that establish a local design vocabulary. The Village should work with property owners to enhance commercial facades in order to reinforce a desired aesthetic and ensure that all faces of Downtown, including rear entrances, present a positive image for the community.

Residential buffers.

Much of this subarea is surrounded by residential blocks. While sidewalks should provide pedestrian connections to the traditional downtown, buffers should be provided to mitigate the negative impacts of commercial activity, including trash collection, deliveries, employee parking, etc. Alleys provide a basic buffer in many areas, but commercial properties should also integrate fencing and landscaping where possible.

Parking lot screening.

There are several sites where parking areas abut the public sidewalk with no physical or visual barrier. The Village should require landscaping or decorative fencing that improves the character of the subarea and prevents cars from hanging over the public sidewalk.

Lansing gateway.

The Village currently has a poorly positioned gateway sign on the south side of Ridge Road near State Street Road. A more prominent gateway element was recently installed on the north side of the road, facing traffic entering the Village that identifies entry into Lansing and Illinois, and reflects the character of the Clock Tower and Fox Pointe environment.



OPPORTUNITY SITES

1 Fox Pointe Triangle

This site is located along the Penny Greenway and adjacent to the clock tower and heart of Downtown Lansing. The Village should invest in this site to formalize its role as a flexible civic space, and line it with multi-family or mixed-use development that maximizes its vitality.

2 Southwest Corner of Ridge & Burnham

This site currently hosts a single-family structure surrounded by commercial and civic uses. Given its location and context, this site could accommodate an expanded civic use such as a plaza space or Village Hall parking that provides an attractive anchor at one of the Village's most visible intersections.

3 Ridge between Ada & Grant

This vacant site, which is the location of the original incorporation of the Village in 1893, is strategically located at the center of Downtown and across from Fox Pointe. This site should include commercial or mixed-use development that stitches together the traditional character of buildings on either side and creates an attractive façade for Fox Pointe.

LANSING AIRPORT SUBAREA

The Lansing Municipal Airport provides an anchor at the southern portion of the community. It is surrounded by small industrial development, large tracts of developable land, and recent residential growth. The long-term vision for this area of Lansing should balance the evolving needs of the airport with new opportunities for commercial and neighborhoods development, ensuring that the airport remains a vital piece of the community.

SUBAREA RECOMMENDATIONS

Land Use & Development

Commercial node development.

The Glenwood-Lansing Road/Burnham Avenue intersection currently hosts vacant land or secondary industrial uses. This area should be transitioned to a local commercial node that can accommodate small- or medium-box retailers that serve airport-related commerce and emerging residential development.

Airport Frontage Development.

The Village should work with the Lansing Municipal Airport to determine the viability of developing frontage along Glenwood-Lansing Road between Burnham Avenue and the Indiana state line. This may provide the opportunity for airport-related uses, or other commercial uses that are tolerant of noise and compliant with FAA height restrictions.

Transportation & Mobility

Expanded trail network.

There is currently a bike trail that runs along the south side of Heritage Middle School. The Village should continue the path north along Burnham Avenue to connect to Oakwood Park and the planned trail improvements just south of 190th Street. Another bike trail, planned for Wentworth Ave. should continue south to Glenwood Lansing Road and across Airport Frontage, providing bike access to the historic Ford Hanger and the Veterans Memorial.

Street grid extensions.

As opportunity sites are planned and designed, logical street extensions should be provided that maximize local mobility and reflect the character of established neighborhoods.

Character & Urban Design

Lansing gateway elements.

There are currently no signs marking entry to Lansing from Munster or Lynwood. The Village should install gateway signs that reflect the local character and gateway markers in other portions of the community.

Airport entry signage.

The Village should work with the Lansing Municipal Airport to install more visible and attractive signage to the airport entrance from Glenwood-Lansing Road.

Overhead utility improvements.

Overhead utilities run along the south side of Glenwood-Lansing Road and the east side of Burnham Avenue. The Village should implement a long-term plan to bury the utilities. The short-term emphasis should be on burying utilities near the intersection of Glenwood-Lansing Road and Burnham, where they currently compromise the view of the Veteran's Memorial.

Hangar façade improvements.

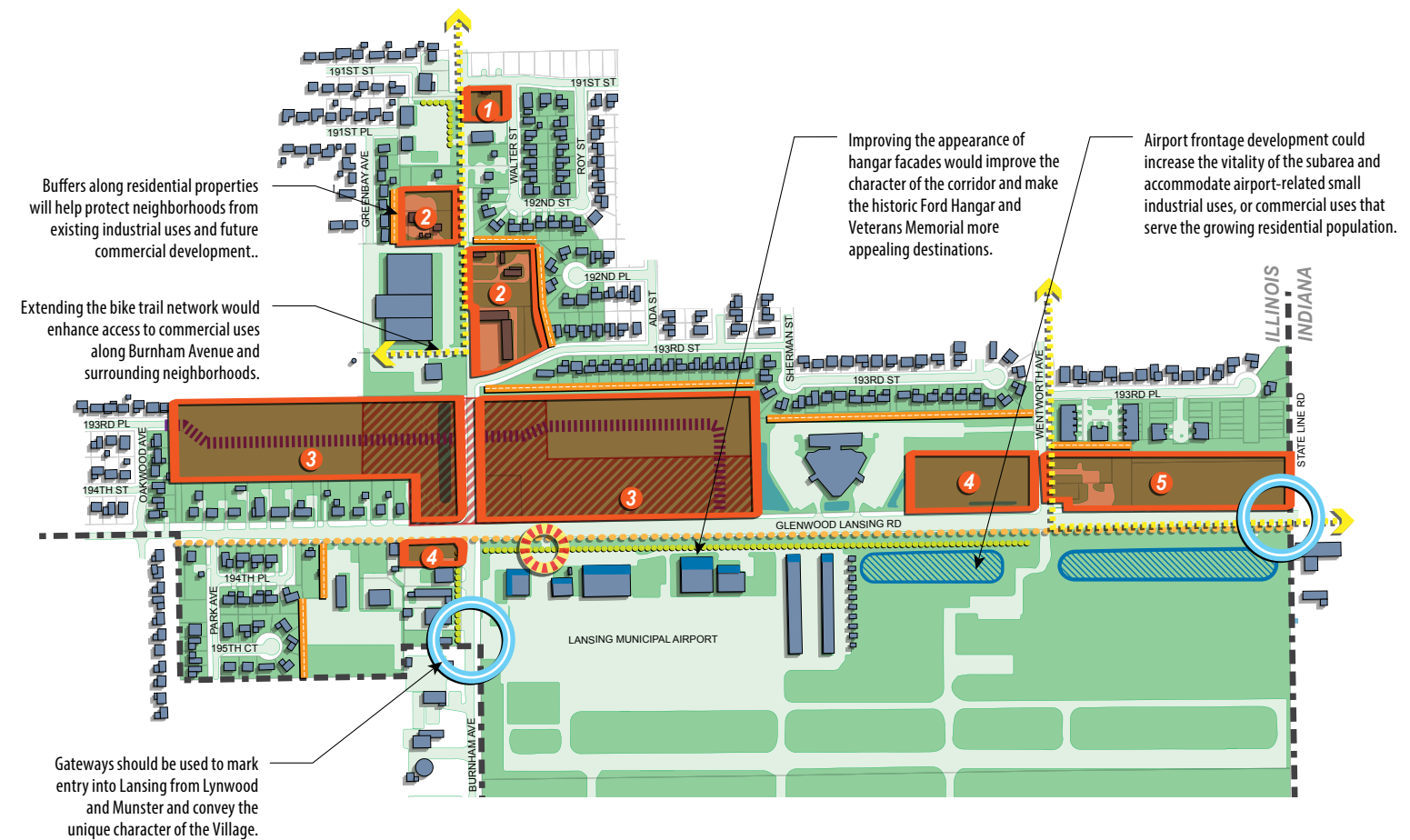
The Village should work with the Lansing Municipal Airport and on-site businesses to improve the appearance of hangar façades. Improvements could include low-cost enhancements that reflect the character of the historic Ford Hangar.

Parking lot screening and landscaping.

The Village should require parking lot screening for industrial and commercial uses along primary streets, including decorative landscaping along the north edge of the airport property along North Creek.

Residential buffers.

As new development occurs throughout the subarea, buffers should be provided between commercial and residential properties. These buffers should include adequate space and landscaping to mitigate the impacts of commercial development.



Buffers along residential properties will help protect neighborhoods from existing industrial uses and future commercial development.

Extending the bike trail network would enhance access to commercial uses along Burnham Avenue and surrounding neighborhoods.

Improving the appearance of hangar façades would improve the character of the corridor and make the historic Ford Hangar and Veterans Memorial more appealing destinations.

Airport frontage development could increase the vitality of the subarea and accommodate airport-related small industrial uses, or commercial uses that serve the growing residential population.

Gateways should be used to mark entry into Lansing from Lynwood and Munster and convey the unique character of the Village.

OPPORTUNITY SITES

1 Burnham Avenue and 191st Street.

This small site could accommodate townhouses that create an appropriate façade along Burnham Avenue but relate more directly and reflect the character of adjacent residential development to the north and east.

2 Burnham Avenue north of 193rd Street.

These sites, currently hosting a mostly vacant commercial center and boat/RV storage facilities, provide the opportunity for multi-family, townhouse, or local commercial development that enhances the Burnham Avenue corridor. Development should be attractive from Burnham Avenue and include adequate buffers against adjacent neighborhoods.

3 Glenwood-Lansing Road and Burnham Avenue (northwest and northeast).

These large vacant sites represent the Village's greatest opportunity for unified development. Each site should include commercial or airport related development along Glenwood-Lansing Road and Burnham Avenue. Depending on the market for commercial development, residential development could be included adjacent to existing neighborhoods, though commercial development should be the priority. Appropriate buffers and screening should be provided where commercial uses abut residential areas.

4 Glenwood-Lansing Road and Burnham Avenue (southwest).

This small vacant site benefits from high visibility and access. It could accommodate a small commercial or airport related development that could be expanded as this quadrant of the intersection transitions to include other commercial uses.

5 Glenwood-Lansing Road and Wentworth Avenue.

This large site provides the opportunity for a variety of uses, including medium-box commercial, or a small retail center fronting on Glenwood-Lansing Road with the northern portion of the site continuing as open space/buffer.

 LANSING RENEWED
IMPLEMENTATION

IMPLEMENTATION STRATEGY

RE:Lansing establishes a “road map” for growth and development within the Village of Lansing over the next 15 to 20 years. It is the Village’s Comprehensive Plan that is the culmination of the collective efforts of Village staff and officials, the Comprehensive Plan Steering Committee, the Village Board, staff of the Chicago Metropolitan Agency for Planning, and the Lansing community. While adoption of the RE:Lansing document represents the end of a year-long planning process, it also represents the first step in a longer journey of guiding change within the community and implementing the recommendations of the Plan.

This section presents the next steps that should be undertaken to begin the process of plan implementation. These include:

- Using of the Comprehensive Plan on a day-to-day basis to guide Village policies and decision-making;
- Reviewing and updating of the Zoning Ordinance and other development controls to reflect policies presented in the Community Plan;
- Expanding the Capital Improvement Program (CIP) to plan for recommended improvements.
- Updating the Comprehensive Plan at regular intervals;
- Promoting coordination with partner organizations;
- Enhancing public communication regarding plans and decision-making;
- Preparing an Implementation Action Agenda; and,
- Exploring possible funding sources and implementation techniques.

USE PLAN ON A DAY-TO-DAY BASIS

The Comprehensive Plan should become the Village’s official policy guide for land use, development, and community improvement. It is essential that the Plan be adopted and then used on a regular basis by Village staff, boards, and commissions to review and evaluate all proposals for improvement and development in the years ahead. Planning and Development staff should meet with Department heads to explain the purpose and benefits of the Comprehensive Plan.

To further educate the community about the Plan, the Village should:

- Make copies of the Plan available online for free, provide hard copies at the Village Hall for purchase, and have a copy on file at the Lansing Public Library for reference;
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- Assist the Village Board and Planning and Zoning Board of Appeals in the day-to-day administration, interpretation, and application of the Plan;
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Comprehensive Plan.

REVIEW DEVELOPMENT CONTROLS

Zoning is an important regulatory tool for implementing planning policy. It establishes the types of uses to be allowed on specific properties and prescribes the overall character and intensity of permitted development. It is important that the Village’s various development controls including zoning, subdivision regulations, property maintenance, and other related codes and ordinances, are reviewed to ensure that all are consistent with and complementary to the Comprehensive Plan.

The Comprehensive Plan sets forth policies regarding the use of land within the Village and establishes guidelines for the quality, character and intensity of new development to be promoted in the years ahead. The Plan’s policies and guidelines should greatly assist the Village in formulating new zoning and development code regulations that can better reflect the unique needs and aspirations of the Lansing community.

In its efforts to update regulations, the Village should give primary consideration to the following zoning code items:

- **Article IV – Zoning Districts: Maximum Building Height.** In seeking to foster reinvestment and infill development in its established neighborhoods, the Village should ensure the codes can accommodate contemporary housing. Working with local builders, the Village should evaluate zoning specifications to ensure regulations are not preventing homeowners from reinvesting in Lansing’s neighborhoods. For instance, current standards limit heights to 30 feet or 2.5 stories, whichever is less. A 5 foot increase in these maximum standard would allow for larger homes and more variation in housing styles.
- **Article IX – Site Development Standards: Stormwater Management and Green Infrastructure.** The Village should review and expand upon its site development standards to place greater emphasis on stormwater management and mitigation. Additional standards should be consider related to impervious surface coverage maximums, the use of pervious pavement, and integration of green infrastructure components such as bioswales to manage stormwater on-site using natural systems.

- **Zoning Map Amendments.** Following adoption of the Comprehensive Plan, the Zoning Map should be amended to more closely reflect the Land Use Plan. While zoning aligns with desired future land use for many areas of the Village, zoning districts in the area surrounding the Torrence Avenue and Kingery Highway intersection should be closely reviewed. This area is designated for Regional Commercial land use, but many of the parcels are currently within the B2 Community & Retail Services District. The area surrounding Torrence Avenue and Kingery Highway should predominantly consist of the B3 General Business District designation to more closely align with the intent of the Regional Commercial land use.
- **Kingery Highway Sign Overlay.** To help maximize visibility from I-80/94, the Village should consider allowing larger/anchor businesses within close proximity to the expressway to increase their maximum allowable sign area as well as sign heights.



CAPITAL IMPROVEMENT PROGRAM (CIP)

As a critical tool for Comprehensive Plan implementation, the Village should develop a Capital Improvement Program (CIP). A CIP is a complete schedule of prioritized public improvement projects, typically extending over a five-year period. These projects might include the restoration and upgrading of existing utilities and infrastructure, and the renovation, expansion, or relocation of Village facilities.

In reviewing the Capital Improvement Program, the Village should first prepare a list of all public improvements within the next five years that are recommended in the Comprehensive Plan. All projects should then be reviewed and prioritized and cost estimates prepared along with potential funding sources. The CIP may need to be expanded, condensed, or completely reworked based on the goals set by the Comprehensive Plan.

Financial resources within the Village of Lansing, as in all municipalities, will always be limited and public dollars must be spent wisely. A thorough Capital Improvement Program will allow the Village to prioritize the most desirable or beneficial public improvements while remaining within budget constraints.

Coordination

Residents and businesses in the Village of Lansing and surrounding areas receive their services from a variety of providers including the Village, public utilities, and private companies. Service providers, whether public or private sector, frequently use a Capital Improvement Program to map out growth and investment in facilities and infrastructure. As the Village updates and monitors its own CIP, Village staff should coordinate with other community facilities providers including the IDOT, Cook County, and the utility companies to ensure that investment is occurring in a logical manner and synergies can be created between public, quasi-public, and private improvements.

Annual Review

A CIP is essential to the coordinated and efficient implementation of the Comprehensive Plan and should be reviewed annually. The costs and benefits of proposed improvements should always be examined in comparison with Comprehensive Plan priorities. The annual review of the CIP should seek and examine both near term projects and long term needs and opportunities.

PROMOTE COOPERATION

The Village of Lansing should assume the leadership role in implementing the new Comprehensive Plan. In addition to carrying out the administrative actions and many of the public improvement projects called for in the Plan, the Village may choose to administer a variety of programs available to local residents, businesses, and property owners.

For the Comprehensive Plan to be successful, however, it must also be based on a strong partnership between the Village, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The Village should be the leader in promoting the cooperation and collaboration needed to implement the new Comprehensive Plan. The Village's partners should include:

Other governmental and service districts, such as the Lansing School District 158, Thornton Fractional High School District 215, Sunnysbrook School District 171, Lansing Public Library, Cook County, private utility companies, the Illinois Department of Transportation (IDOT), etc;

Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and,

The **Lansing community**, as all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and given the opportunity to voice their opinions on improvement and development decisions within the community.

ENHANCE PUBLIC COMMUNICATION

The process undertaken to create the Comprehensive Plan was, in and of itself, an important step in educating the community about the relevance of planning and the Village's role in defining its future. Through the Comprehensive Plan Steering Committee, community vision workshops, resident and business questionnaires, and interactive web-based engagement, much positive momentum has been forged. The Village has also made positive strides in investing in the technical resources and support needed to inform Lansing residents of current initiatives and events in the community. In addition to the Village's website, unique features include the e-Government Citizen Request Form, the Village's Lansing Neighborhood Network (LNN) television channel, and the Village Facebook and Twitter accounts. The Village should build on this foundation of community engagement and utilize its various multi-media tools to ensure that the Plan's major recommendations and "vision" for the future are conveyed to the entire community.

UPDATE THE PLAN ON A REGULAR BASIS

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. Although an annual review is desirable, the Village should initiate review of the Plan at least every two to three years. Ideally, this review should coincide with the preparation of the annual budget and Capital Improvement Program update. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the upcoming commitments for the fiscal year. In turn, development regulations may need to be amended to most accurately reflect the intent of any modifications to the Comprehensive Plan. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

PREPARE AN IMPLEMENTATION ACTION AGENDA

The Village should prepare an implementation "action agenda" which highlights the improvement and development projects and activities to be undertaken during the next few years. For example, the "action agenda" might consist of:

- A detailed description of the projects and activities to be undertaken;
- The priority of each project or activity;
- An indication of the public and private sector responsibilities for initiating and participating in each activity; and,
- An identification of the funding sources and assistance programs that might potentially be available for implementing each project or activity.

To remain current, the "action agenda" should be updated annually in conjunction with development of the Village's Capital Improvement Program.

EXPLORE FUNDING SOURCES & IMPLEMENTATION TECHNIQUES

Many of the projects and improvements called for in the Comprehensive Plan can be implemented through administrative and policy decisions or traditionally funded municipal programs. However, other projects may require special technical and/or financial assistance. The Village should continue to explore and consider the wide range of local, state, and federal resources and programs that may be available to assist in the implementation of planning recommendations. For example, initiatives related to economic development, neighborhood stabilization and housing, or sustainability and environment can receive assistance from grant programs established for specific categories of actions or projects.

There are several grant funding sources available to municipalities seeking to enhance local transportation infrastructure and parks and open space offerings. Many of the grants discussed here require that the requested funding be used to support Comprehensive Plan recommendations. As such, the Comprehensive Plan can be used to support grant applications, and plan graphics can serve as a starting point for mapping proposed improvements. Village staff should possess the expertise necessary to apply for these grants, but outside assistance may be used if staff does not have adequate time to dedicate to the application process.

The grants identified in the following section do not represent an exhaustive list. In addition to these sources, the Village of Lansing should continue to work with other agencies to request additional cost participation in the redevelopment of some areas, namely those areas impacting regional infrastructure.

Economic Development Programs and Incentives

Lansing already has several tools in place to foster development in the community including three Tax Increment Finance districts.

Tax Increment Financing (TIF)

Tax Increment Finance (TIF) is a powerful tool to incentivize and attract desired development within in a specific location. TIF funds can typically be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including, but not limited to engineering, stormwater and other site related issues.

TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district. The maximum life of a TIF district in the State of Illinois is 23 years although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.

The Village's three TIF districts provide redevelopment and improvement funding to the Bernice Road corridor, Downtown Lansing (Ridge Road TIF), and the West Landing Industrial area. The Village also uses TIF revenue to fund a façade improvement grant in the Downtown.

New districts may be established as existing TIFs retire or when areas meet the statutory requirements and present near-term opportunities for success.



Special Service Area (SSA)

SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup or the subsidizing of staff to market a commercial area.

Business District

Business district designation and redevelopment is authorized by Division 74.3 of the Municipal Code of the State of Illinois. A municipality may designate, after public hearings, an area of the municipality as a Business District and levy an incremental sales tax of up to 1% and a hotel occupation tax of up to 1% for the designated district area.

The business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Approve all development and redevelopment proposals.
- Acquire, manage, convey or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the United States and the State of Illinois, or any instrumentality of the United States or the State, for business district development and redevelopment.

- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.
- Sell, lease, trade or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution and implementation of the business district plans.
- Establish by ordinance or resolution procedures for the planning, execution and implementation of business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

Community Development Corporations

Many communities use Special Service Areas, Business Districts, or Tax Increment Financing (as appropriate) to fund the start-up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independently chartered organization, often times with not-for-profit status that is governed by a board of directors.

The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source (TIF, SSA, etc.) to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire and redevelop property in the community.

Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements, building additions, site improvements, etc. Some state and federal small business assistance programs are structured to work in combination with CDC administered loan programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity (particularly if the CDC intends to manage property after redevelopment).

Property & Sales Tax Incentives

Lansing's proximity to Indiana allows for greater access to goods and services, but it also creates competition. From a business owner's standpoint, the competition with Indiana is generally not a good thing. The higher cost of doing business, price of goods and services, and taxes in Illinois all have a negative impact. Municipal taxes within Lansing are competitive with neighboring communities in Illinois and Indiana, however the Village's location within Cook County has a significant impact on total sales tax and property tax rates.

As an example, a Lansing family living in a home assessed at \$100,000 will pay an estimated \$2,773 in property taxes while a family living in Munster or Portage would pay between \$1,053 and \$1,007 respectively. Similarly, the owner of a commercial property assessed at \$250,000 in value in Lansing will pay \$9,239 in property taxes. If their property was located in Munster or Portage, the owner would pay \$5,425 or \$7,041 respectively.

The Village should consider using the following strategies to offset some of the locational disadvantages caused by Lansing's proximity to Indiana where taxes are generally lower.

Sales Tax Rebate

A sales tax rebate is a tool typically used by municipalities to incentivize businesses to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks such that as sales volume increases, so too does the proportion of the rebate. Sales tax rebate percentages can range from 1% to 100% and are dependent on the goals and objectives of the local municipality. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of a desired business for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are typically made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can also be a means of reducing the fiscal impact on the Village, of a nonprofit, institutional use or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Tax Abatement

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill, however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Grants & Funding Sources

Community Development Block Grant Program (CDBG)

The Community Development Block Grant (CDBG) program, administered by Cook County, is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program provides annual grants on a formula basis to 1,225 general units of local government and States. A grantee must develop and follow a detailed plan that provides for and encourages citizen participation. This integral process emphasizes participation by persons of low or moderate income, particularly residents of predominantly low- and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds. Over a one-, two- or three-year period, as selected by the grantee, not less than 70 % of the funds must be used for activities that benefit low- and moderate-income persons.

Foundation and Specialized Grants

The successful implementation of the Plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is the foundation grant. The Village should dedicate resources to monitoring and exploring foundation grants as a funding tool.

MAP-21

On June 29, 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) bill, which served to replace the expired Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 is less robust than SAFETEA-LU, but aims to create a more streamlined, performance-based, and multimodal transportation funding program.

Surface Transportation Program (STP)

These funds are allocated to states and localities to be used for all roadway and roadway related items. Fifty percent of a State's STP funds are distributed to localities based on population, while the remainder may be used in any area of the State.

Transportation Alternatives

MAP-21 combined several programs into one, which now covers transportation alternatives (biking and walking), recreational trails, and safe routes to school programs. Funds can also be used for eligible infrastructure-related projects include the planning, design, and construction of roadways that are within the right of way of former interstate routes or other divided highways.



Illinois Transportation Enhancement Program (ITEP)

This funding source is administered by the Illinois Department of Transportation and is a set-aside fund from MAP-21. Among the projects that are eligible for this funding include those that demonstrate a relationship to surface transportation, such as bike trails and scenic beautification. Lane striping and maintenance projects are not eligible.

IDOT recently made the determination that “sidewalks are eligible as stand-alone projects as long as the project is for the construction of new sidewalks or improvements that would bring them into compliance with ADA standards.” Lansing can benefit from this decision to assist in completing its sidewalk network.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is also part of MAP-21 that focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects and projects that result in emissions reductions. These projects are also federally funded at 80 percent of project costs and are administered by the Chicago Metropolitan Agency for Planning.

Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or non-profit organization) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Lands Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and Illinois Trails Grant Programs.

OSLAD

This state-financed program provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The program provides funding for up to 50% of project costs and can range from large community parks to smaller neighborhood parks and tot lots.

Land and Water Conservation Fund (LWCF)

Land and Water Conservation Fund grants are available to cities, counties and school districts to be used for outdoor recreation projects. Projects require a 55 percent match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes. Development and renovation projects must be maintained for a period of 25 years or the life of the manufactured goods.

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under funding provisions included in MAP-21. A funding requirement targets 30 percent of the funding for motorized trails, 30 percent for non-motorized trails and 40 percent for diversified trail use. RTP grants are to be used for motorized or non-motorized trail development or renovation and preservation. Projects require a minimum match of 20 percent. All projects must be maintained for a period of 25 years. Eligible applicants include cities and counties, schools, and private, non-profit and for-profit businesses.

Illinois Bicycle Path Program

The Illinois Bicycle Path Program provides funding assistance up to 50% to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grant awards are limited to \$200,000.