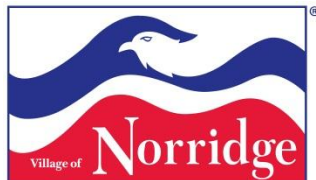


Village of Norridge Comprehensive Plan

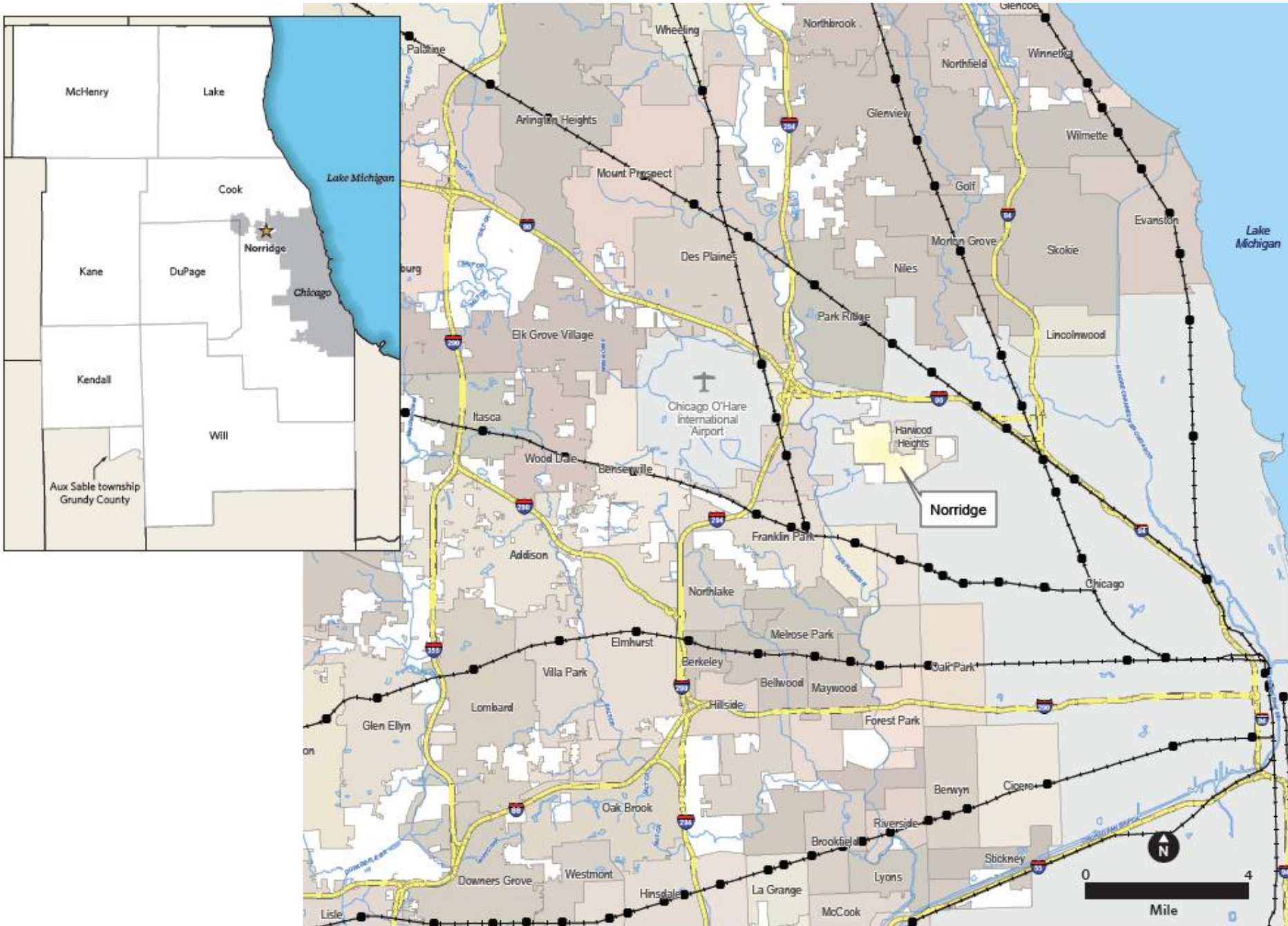
CMAP Human and Community
Development Committee

November 14, 2011



PRESENTATION CONTENTS

- Key findings of existing conditions report
- Outreach activities to date, and next steps
- Preliminary recommendation directions
- Draft plan outline / structure



REGIONAL LOCATION AND ACCESS

	Norridge	Chicago Region
Vehicle Miles Travelled per Household (2007)	14,332	17,443
%Regional Jobs Accessible by Car (<45 minutes)	49.5%	15.9%
%Regional Jobs Accessible by Transit (<75 minutes)	35.5%	20.9%

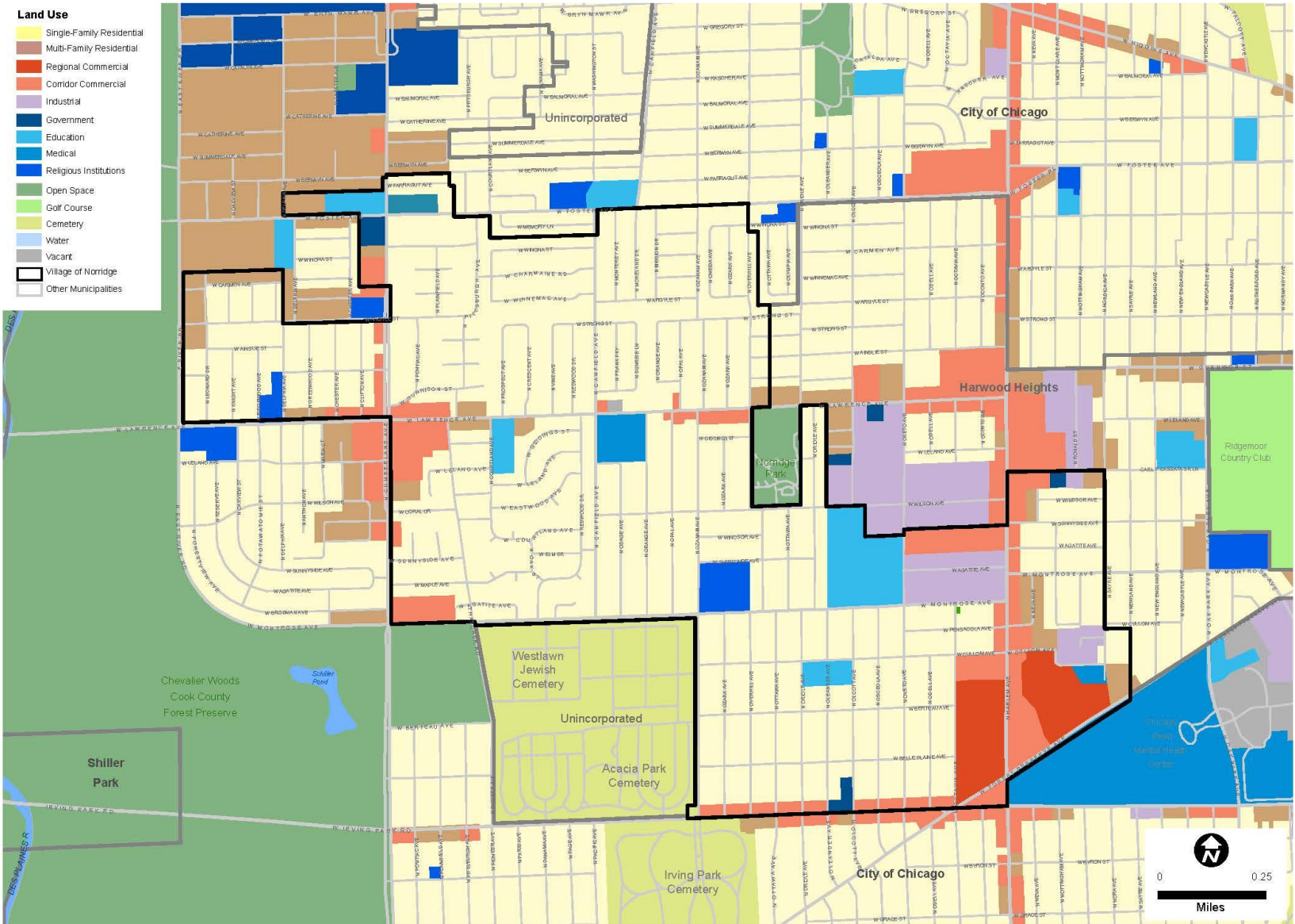
DEMOGRAPHICS

Age Distribution, 2010

Age Cohorts	Norridge	Cook County	Chicago Region
0-14	14.0%	20.6%	21.4%
15-24	10.8%	13.7%	13.8%
25-44	21.4%	30.3%	29.3%
45-64	25.4%	23.7%	24.5%
65+	28.5%	11.7%	11.1%

- Norridge’s large number of aging residents indicates a need for “aging in place” strategies.
- The future growth – or continued stability – of Norridge may be dependent on its response to increasing diversity.

Village of Norridge: Land Use Map



KEY LAND USE AND DEVELOPMENT FINDINGS

- The Village is home to a number of excellent community facilities including Village facilities, religious institutions, nearby parks, and schools. Village-owned properties are highly visible.
- The Regional Shopping Centers are centered upon the intersection of Irving Park Road and Harlem Avenue. Neighborhood Commercial shopping areas and businesses exist primarily along arterial and collector streets in the Village. Large vacant, or underutilized parcels exist north of the HIP.
- The community has a strong identity, and a large regional shopping area, however, it lacks a traditional “Downtown” area.
- The residential neighborhoods are well established and attractive. There is very little park space within Norridge. There are very few multi-family residential units in the Village.
- The Zoning Ordinance is out of date and in need of revisions.

KEY TRANSPORTATION FINDINGS

- Generally conditions are good: roadways are well maintained, there is little cut-through traffic, and parking for commercial uses is adequate.
- Two isolated roadway issues: Montrose Avenue is disconnected at its connection with Harlem Avenue; and Wilson Avenue has become an informal street.
- The Village is well-served by CTA and Pace bus (including free Norridge Pace bus) transit service.
- Sidewalks within residential areas are adequate, but there is a need for more interconnected sidewalks in the commercial areas. The Village is near (but not well connected to) the Des Plaines River Trail, and is an active participant in new interjurisdictional regional bike plans.

OUTREACH HIGHLIGHTS

Top resident issues:

- Lack of a “Village Center”
- Infill/redevelopment of key vacant/underutilized sites (PUD area)
- Need for improved appearance of commercial properties
- Need for more park space
- Need to accommodate seniors while attracting younger families
- Flooding issues related to infrastructure capacity

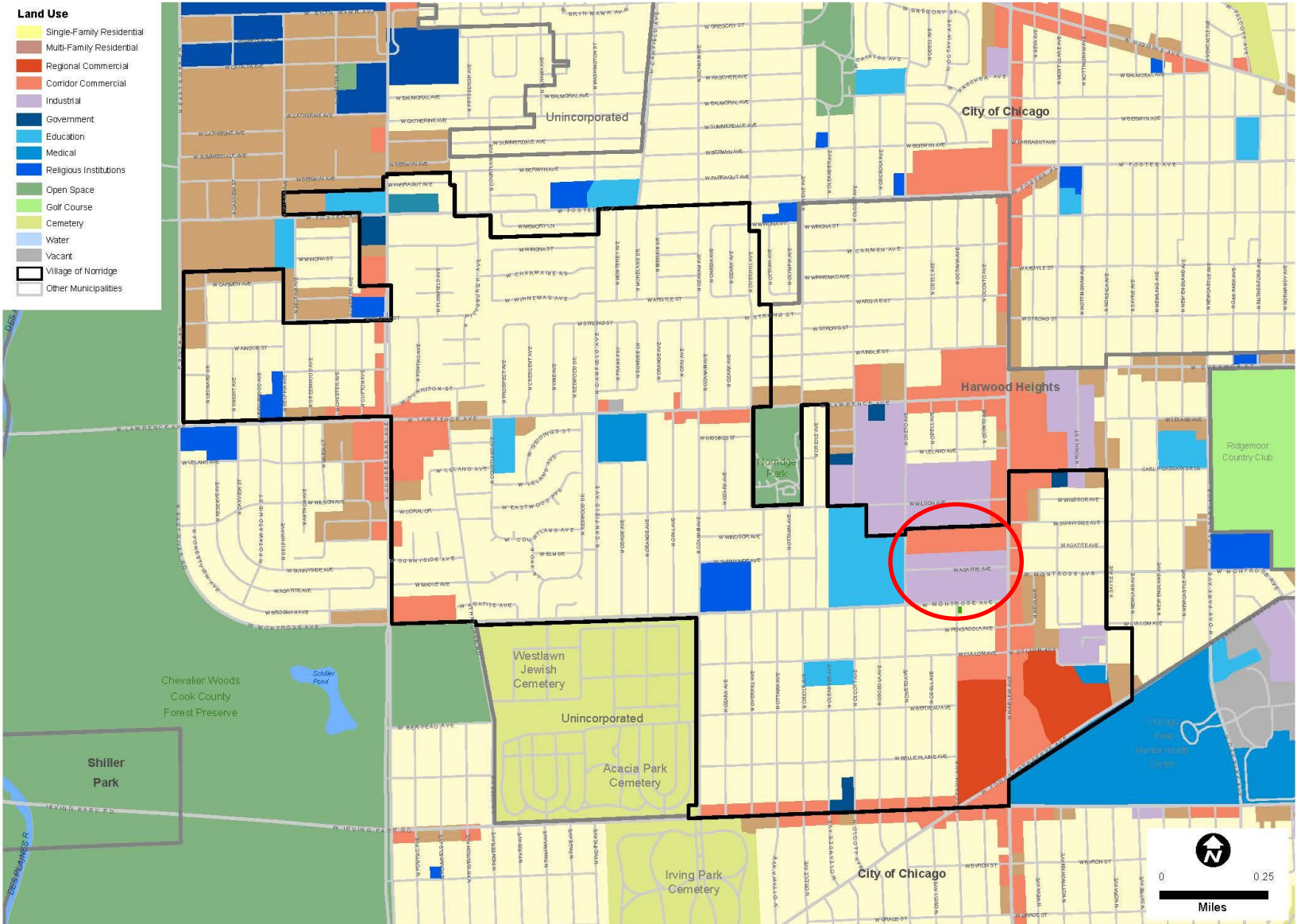
Senior citizens will be a target of continued outreach, with strategies including working directly with senior centers to discuss the plan at existing events and displaying presentation boards in highly trafficked locations.

PRELIMINARY RECOMMENDATION DIRECTIONS

Focus of recommendations is to (a) make it possible for current residents to “age in place” and (b) attract younger families to the community.

- Site-specific recommendation: new “Town Center” development within the PUD area. Key characteristics:
 - Walkability and connectivity to residential neighborhoods
 - Design guidelines to ensure high-quality design; buildings located close to the street with parking behind or underground
 - Transit connectivity and supportive infrastructure
 - Higher-density housing with potential senior housing (opportunity to remain in community for aging residents)
 - Mixed use, potentially limited amounts of retail
 - New open space, addressing shortage
 - Opportunity to realign Montrose Avenue

Village of Norridge: Land Use Map



PRELIMINARY RECOMMENDATION DIRECTIONS

- Land use and housing: redevelopment possibilities for older industrial properties adjacent to residential homes, and/or improved screening (possible conversion of industrial to multi-family in one location)
- Resource conservation: energy-efficiency retrofits in existing older housing (particularly for senior population)
- Parks and open space: new parks and improved connectivity to parks outside of the Village; specifically, improve connectivity along Irving Park Road (work with Forest Preserve regarding connections)
- Regional mobility: pedestrian improvements near major commercial areas; transit-supportive land use during redevelopments
- Other “aging in place” considerations: senior services, safety programs
- Other considerations to market and/or attract younger families: recreation centers, youth center/activities, bike trails, parks, regional access

RECOMMENDATIONS – TRAIL CONNECTIONS



DRAFT PLAN OUTLINE

Comprehensive Plan

- Introduction
- Vision / goals / objectives
- Summary of issues, challenges and opportunities – focusing on demographics, locational assets
- Recommendations – including implementation throughout
 - Land Use and Development
 - Residential
 - Commercial
 - Mobility
 - Community Facilities
 - Parks and Open Space
 - Image and Identity

After Comprehensive Plan Adoption - Follow-up Zoning Analysis and Updates

**HUMAN AND COMMUNITY DEVELOPMENT COMMITTEE
DISCUSSION QUESTIONS**

- How best to incorporate “aging in place” within plan recommendations?
 - Approach to transportation, parks and open space, building design or retrofits?
 - What beyond physical planning should be included?
 - Are any organizations willing to review drafts and meet separately to discuss?
- How to plan for anticipated demographic change?