

ECONOMIC DEVELOPMENT

Background

A chief responsibility of the Village is to maintain and enhance property values for the benefit of residents, residential and commercial property owners, and the various governmental agencies providing services to, and depending on revenue from, properties in the Village. Economic development, as referred to under this Plan Element, contemplates the Village's desire to: 1) encourage and support appropriate non-residential uses that result in a more diversified tax base, 2) provide employment opportunities for Village and area residents, and 3) promote commercial areas which are in harmony with neighboring uses.

Due to its location, transportation facilities, natural resources, and thoughtful planning by its residents, the Village has historically maintained a commercial base in the Central Business District and has developed a commercial and light industrial base in its industrial parks located along Route 43. The Village's proximity to Chicago, the location of rail service, Routes 41, 43 and 176, as well as Interstate 94 to the west, provide a high degree of accessibility to the Village. Village residents have abundant shopping opportunities in neighboring communities and access to large retail and outlet stores within a short driving distance. Easy access to shopping outside of the Village has limited retail development in the Central Business District

Central Business District

The Village's Central Business District is bounded primarily by the Metra train station and Sheridan Road on the west, North Avenue on the north, Oak Avenue and the non-residential properties along East Scranton Avenue west of Evanston Avenue on the east, and the Village's property on the south side of West Scranton Avenue on the south. See the Central Business District Map included at the end of this section.

Even before the Village's incorporation in 1895, the Central Business District hosted commercial, governmental, recreational, cultural and transportation services for the benefit of the area residents. Continuation of these services and subsequent development of certain properties has resulted in the Central Business District serving as a significant focus for community life that helps to define and sustain the character and identity of the Village. As such, the Central Business District serves a unique and critical role in the Village.

Changing uses in the Central Business District have altered the character of the downtown area from primarily retail, to a mix of retail and service establishments. Such change was noted by the Village residents in the 1995 Community Survey through their suggestions for additional retail businesses.

Industrial and Commercial Corridor

The area is bounded primarily on the west by Route 43 south of Route 176 and by Route 41 north of Route 176 and the Union Pacific freight line on the east, with the exception of the Mariani property east of the tracks. Much of the Industrial and Commercial Corridor south of Route 176 was annexed to the Village in the late 1950's, while the properties to the north of Route 176 and east of Route 41 were annexed in the late 1980's. See the Industrial and Commercial Corridor Map included at the end of this section.

Many properties in the Industrial and Commercial Corridor host modern structures with sound uses. Several businesses have moved into the area since the 1986 Comprehensive Plan was adopted, including; Profile Plastics, Timberline Supply Limited, Liquid Controls, Mariani Landscaping, Karl Knauz Motors, Beer Across America, Deerpath Medical Associates, Consolidated Medical Labs and others. In addition, at the southeast corner of Routes 43 and 176, the Carriage Way retail shopping center operates under a use variation granted in 1988. The Industrial and Commercial Corridor also includes several uses which are incongruent with the zoning regulations and which exhibit substandard property condition and maintenance.

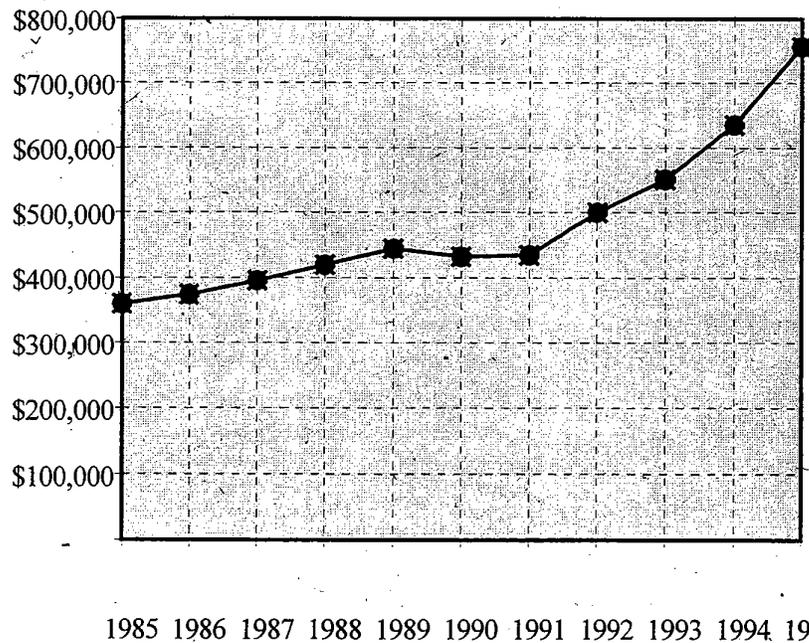
Inventory

The Central Business District and the Industrial and Commercial Corridor provide the Village with its sales tax revenue. The table and chart below illustrate the increase in sales tax revenue over the past 10 years. The Village enjoyed a substantial annual increase in sales tax revenue since 1992.

Lake Bluff Sales Tax Revenues			
Fiscal Year	Revenue	% Change	% Change in CPI
1984/85	\$359,606		
1985/86	\$373,673	4%	-.9%
1986/87	\$395,570	6%	3.2%
1987/88	\$419,453	6%	3.5%
1988/89	\$444,775	6%	4.7%
1989/90	\$432,451	-3%	5.2%
1990/91	\$434,793	.5%	3.1%
1991/92	\$500,191	15%	2.9%
1992/93	\$550,923	10%	2.7%
1993/94	\$635,342	15%	2.7%
1994/95	\$756,610	19%	2.5%

Sources: Lake Bluff Finance Dept.

Lake Bluff Sales Tax Revenue



The following table illustrates the current (June 1996) multi-family properties found in the Central Business District.

MULTI-FAMILY PROPERTIES		
Address	Number of Units	Current Use
52 - 66 Center	8	Multi-Family
28 Center	2	Multi-Family
34 Center	3	Multi-Family
20 E. Scranton	2	Multi-Family
30 E. Scranton	4	Multi-Family
38 E. Scranton	4	Multi-Family
39 E. Scranton	2	Multi-Family
41 E. Scranton	2	Multi-Family
105 E. Scranton	2	Multi-Family
106-108 E. Scranton	6	Multi-Family
111 E. Scranton	2	Multi-Family
615 Sheridan	6	Multi-Family
612-616 Oak	4	Multi-Family
35 E. North	4	Multi-Family
41 E. North	4	Multi-Family
105 E. North	6	Multi-Family
TOTAL	61	

The following table illustrates the current (June 1996) government and public properties found in the Central Business District.

PUBLIC PROPERTIES		
Current Use	Location	Ownership
Public Notice Board	Scranton	Municipal
Village Hall	40 E. Center	Municipal
Public Safety Building	45 E. Center	Municipal
Vacant	Adjacent Village Market	Municipal
Open Space	Village Green	Municipal
Post Office	20 Scranton Avenue	Private

Industrial and Commercial Corridor

Elements of the Industrial and Commercial Corridor are described below.

Lake Bluff Industrial Park

The Lake Bluff Industrial Park includes areas zoned Light Industrial located along Carriage Park Avenue, Albrecht Drive, North Shore Drive, Sherwood Terrace, and Sherwood Drive east of Waukegan Road (the "Industrial Park"). There is a total of 41 lots, 5 of which are vacant. The most recent developments in the Industrial Park include the development of Lot 11 as Enterprise Point in 1996 and the Carriage Way Shopping Center which opened in 1989. Enterprise Point is a 247,000 square foot "build to suit" warehouse. The Carriage Way Shopping Center, at 72,000 square feet, includes a full service grocery store, six retail and service businesses and three restaurants.

The following table illustrates the current (June 1996) occupants of the Industrial Park along Route 43:

Address	Business
910 Sherwood Drive	Multi-Tenant (9)
915 Sherwood Drive	Timberline
916 Sherwood Drive	Employees Life Comp/Bruce and Bruce
918 Sherwood Drive	Pharmanutrients
921 Sherwood Drive	Brent America
924 Sherwood Drive	Crane Fullview Door
925 Sherwood Drive	Clark Reports
999 Sherwood Drive	ITEC
1001 Sherwood Drive	SMEDBO Inc.
1 Sherwood Terrace	DBA Products
37 Sherwood Terrace	Multi-Tenant (16)
42 Sherwood Terrace	Multi-Tenant (12)
49-51 Sherwood Terrace	Multi-Tenant (9)
900 North Shore Drive	Lake Bluff Office Center
910 North Shore Drive	Master Control System
917 North Shore Drive	Berger Industries
927 North Shore Drive	Clarín
930 North Shore Drive	Hansen Associates
945 North Shore Drive	Lake Bluff Racquet Club
940 - 950 North Shore Drive	Multi-Tenant
960 - 970 North Shore Drive	Multi-Tenant (6)
990 North Shore Drive	ROSOS Chemical
41 Waukegan Rd	Buehler
65 Waukegan Rd.	Profile Plastics
71 Waukegan Rd	Deerpath Medical

101 Waukegan Rd	Carriage Point Multi Tenant (11)
201 Waukegan Rd	Carriage Way Shopping Center
305 Waukegan Rd	Gocky's Roadside Inn
45 - 85 Albrecht Drive	McShane Building Multi-Tenant (4)
86 Albrecht Drive	ELE Soiltest
105 Albrecht Drive	Liquid Controls
950 Albrecht	ULINE
101 Carriage Park Avenue	Carriage Point
905 Carriage Park Avenue	Associated Research
930 Carriage Park Avenue	Shepard Chevrolet

Auto Dealerships

Shepard Chevrolet and Karl Knauz Motors are important contributors to the sales tax base in the Village. These two dealerships are both located in Limited Industrial zoning districts.

Village Light Industrial Properties North of 176 Along Route 41

The DeMarie Industrial Park is located north of Route 176 and east of Route 41 and consists of 3.7 acres and approximately 15 businesses. The DeMarie Industrial Park was annexed by the Village in 1988. Several new businesses opened in 1995 and 1996, including an auto body shop and a paint supply store. The United States Post Office moved its sorting operations from the Central Business District to this location in 1996.

Tenants as of November 8, 1995	Address
U. S. Post Office	35 Skokie Highway Lake Bluff, IL 60044
Inter-Pro Auto Body	417 West Washington Street Lake Bluff, IL 60044
Spcci	421 1/2 West Washington Street Lake Bluff, IL 60044
Thybonny Paint	413 West Washington Street Lake Bluff, IL 60044
North Shore Catering	419 West Washington Street Lake Bluff, IL 60044
Yandell Construction	101A Skokie Valley Lake Bluff, IL 60044
Koetz Plumbing	101B Skokie Valley Lake Bluff, IL 60044
C.R. Ebert Jr. Roofing	101M Skokie Valley Lake Bluff, IL 60044
S and S Racing	102 Skokie Valley Lake Bluff, IL 60044
Super Suds Hand Wash	? Skokie Valley Lake Bluff, IL 60044
97 Skokie Valley (Lower Level)	Lake Bluff, IL 60044
Frank De Marie (Upper Level)	97 Skokie Valley Lake Bluff, IL 60044
North Shore Waste Control	103 Skokie Valley Lake Bluff, IL 60044
Ancient Tree	104A Skokie Valley Lake Bluff, IL 60044
Atlas Concrete	104 Skokie Valley Lake Bluff, IL 60044
North Shore Waste Control*	105 Skokie Valley Lake Bluff, IL 60044

*Annexed separately, not part of the DeMarie Industrial Park.

The Sydney Services Property, located on the east side of Route 41, north of the Rockland Mobile Home Park, was annexed by the Village in 1988. This property was subsequently rezoned Light Industrial and a variation was granted to reduce the front yard setback along Route 41 from 100 to 50 feet. This property is home to several business including landscaping and cleaning services. One of the northern most parcels within the Village, on the west side of Route 41, is a vacant property which is triangular in shape and is located north of the EJ&E railroad line. The lot is approximately 8.3 acres and is currently zoned Light Industrial.

Economic Development - Goal, Objectives and Policies

GOAL: Enhance and diversify the Village's revenue base.

Objective - Central Business District	Policies - Central Business District
<p>ED1. Develop the Central Business District primarily as a resident service center critical to maintaining the character and identity of the Village.</p>	<p>ED1-1. Evaluate the Central Business District through a Special Study Area. Examine land use patterns and consider public improvements, activities and other incentives to maintain vitality and encourage appropriate re-development. A moratorium on changes in use, or significant alterations to existing structures and/or uses, should be considered as part of a Special Study of the Central Business District. The Study should be completed within one year of the adoption of the Plan. <i>See the "Central Business District and Proposed Special Study Area Map" included below. See policy LU2-1 and H3-2.</i></p> <p>ED1-2. Review circulation and traffic patterns in the Central Business District as part of the Special Study Area described in ED1-1.</p> <p>ED1-3. Maintain a current inventory of uses, properties, and structures in the Central Business District.</p> <p>ED1-4. Encourage appropriate commercial and multi-family residential development and re-development that will diversify the Village's long-term revenue base without significantly increasing the demand for public services.</p> <p>ED1-5. Maintain and periodically review utilities and public improvements for condition and adequacy.</p>

ED1. Continued

ED1-6. Periodically review the zoning regulations to determine if they are meeting the needs of the Village and existing and potential Central Business District property owners.

ED1-7. Sponsor a dialogue among property owners, businesses, and the Chamber of Commerce. Support their efforts to enhance commercial opportunities in the Central Business District.

ED1-8. Establish Village oversight of the architectural appearance and landscaping of all commercial and multi-family properties in the Central Business District.

ED1-9. Maintain and enhance public and private improvements that support an appropriate transition from commercial and multi-family properties to the surrounding single-family residences.

ED1-10. Consider vacating Oak Street between the Post Office and convenience store to create additional parking or space for new retail or multi family residential space.

Central Business District and Proposed Special Study Area

Objective - Industrial and Commercial Corridor	Policies - Industrial and Commercial Corridor
<p>ED2. Encourage appropriate development and re-development in the Industrial and Commercial Corridor.</p>	<p>ED2-1. Evaluate a portion of the Industrial and Commercial Corridor through a Special Study Area. Examine land use patterns and consider public improvements, activities and other incentives, with specific attention to the re-design of the Route 41/176 interchange, to maximize retail/commercial land uses and encourage appropriate re-development. <i>See the "Industrial and Commercial Corridor and Proposed Special Study Area Map" included below and see policies LU9-1, AD1-4, AD2-8, TR3-2, and PS5-6.</i></p> <p>ED2-2. Encourage appropriate commercial and light industrial development and re-development that will diversify the Village's long-term revenue base without significantly increasing the demand for public services.</p> <p>ED2-3. Establish zoning and other controls and incentives to support placing auto dealerships on the south side of Route 176, east of the Carriage Way Shopping Center, and west of the Union Pacific freight line.</p> <p>ED2-4. Maintain a current inventory of commercial uses, and properties within the Industrial and Commercial Corridor.</p> <p>ED2-5. Maintain and periodically review utilities and public improvements for condition and adequacy within the Industrial and Commercial Corridor.</p>

ED2. Continued

- ED2-6. Periodically review the zoning regulations to determine if they are meeting the needs of the Village and existing and potential property owners.
- ED2-7. Sponsor a dialogue among property owners, businesses, and the Chamber of Commerce. Support their efforts to enhance commercial opportunities within the Industrial and Commercial Corridor.
- ED2-8. Intensify Village oversight of the architectural appearance landscaping, zoning and code requirements within the Industrial and Commercial Corridor.

Industrial and Commercial Corridor and Proposed Special Study Area