

Public participation is invited on each agenda item prior to the Board's deliberation. **When called upon, please approach the microphone and state your name and the address where you live. Kindly limit your remarks to three (3) minutes.**

Workshop Meeting with Teska Associates

**VILLAGE OF VILLA PARK
Village Hall, Board Chambers
20 South Ardmore Avenue
Villa Park, IL 60181**

Village Board of Trustees

May 20, 2019

6:30 PM

Village President Albert Bulthuis
Village Clerk Hosanna Korynecky
Village Trustees:

David Cilella, Nick Cuzzone, Christine Murphy, Kevin Patrick, Cheryl Tucker, and Robert Wagner

1. Call to Order - Roll Call

2. Presentation

Workshop on Route 83 Corridor Planning Study

A representative from Teska Associates will present current findings from the Existing Conditions Assessment on planning for the Route 83 corridor. Teska, on behalf of the Chicago Metropolitan Agency for Planning (CMAP), is seeking input on goals for the corridor and has scheduled this workshop to receive questions, comments and concerns.

[MEMO - Route 83 Community Workshop - Villa Park](#)

[Route 83 Existing Conditions Report 5.2019](#)

[Route 83 PowerPoint Presentation-Villa Park 5-20-19](#)

[Statement of Shared Goals - RT 83](#)

3. Public Comments

4. Adjournment

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.

Village Board of Trustees Agenda Item Report

Meeting Date: May 20, 2019

Submitted by: Kelly Kuechle

Submitting Department: Community Development

Item Type: Report/Presentation

Agenda Section:

Subject:

Workshop on Route 83 Corridor Planning Study

Suggested Action:

A representative from Teska Associates will present current findings from the Existing Conditions Assessment on planning for the Route 83 corridor. Teska, on behalf of the Chicago Metropolitan Agency for Planning (CMAP), is seeking input on goals for the corridor and has scheduled this workshop to receive questions, comments and concerns.

Background of Item:

Financial Impact:

Personnel Impact:

Recommendation:

Resolution:

Attachments:

[MEMO - Route 83 Community Workshop - Villa Park](#)

[Route 83 Existing Conditions Report 5.2019](#)

[Route 83 PowerPoint Presentation-Villa Park 5-20-19](#)

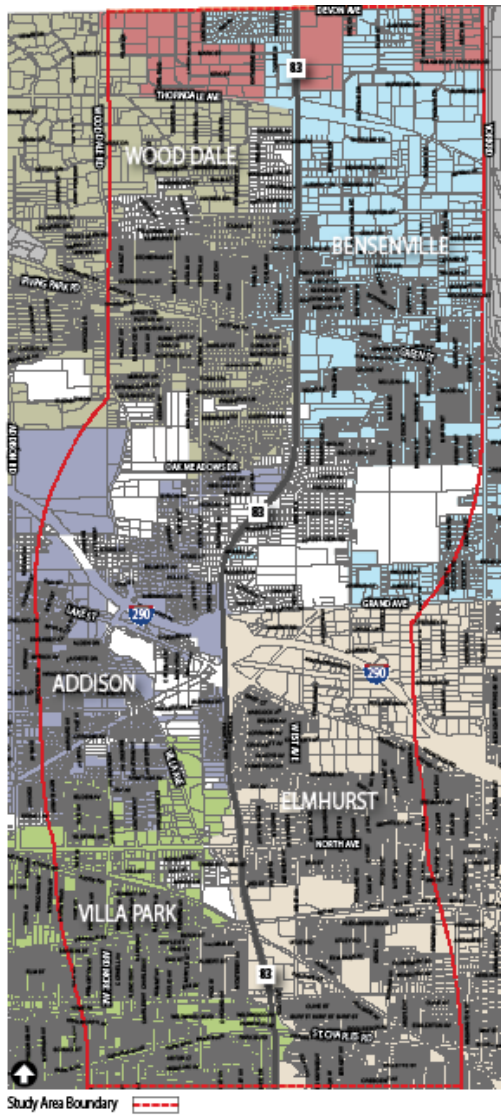
[Statement of Shared Goals - RT 83](#)

Memorandum

To: Patrick Grill, AICP - Director of Community Development, Village of Villa Park
From: Michael Blue, FAICP - Principal, Teska Associates, Inc.
Date: May 1, 2019
RE: Route 83 Corridor Land Use Plan – Village Board Workshop



Last year, the Chicago Metropolitan Agency for Planning (CMAP) engaged a group of consultants, led by Teska Associates, to conduct a land use plan for the Route 83 Corridor (working with DuPage County and five communities: Villa Park, Wood Dale, Bensenville, Addison and Elmhurst). The corridor Study Area is a mile either side of Route 83 and runs to Devon on the north and St. Charles Road on the south).



Route 83 Corridor Land Use Plan: Study Area

When complete, the Route 83 Corridor Land Use Plan will be an update of the DuPage County Land Use Plan and is aimed at reviewing land use designations of unincorporated properties. The plan's intent is to develop consensus on how best to plan for the future of those sites and surrounding areas. The plan also is weighing issues and opportunities related to other matters along the corridor, including transportation and real estate markets.

To date, an Existing Conditions Report has been completed (available for review at the project website – www.PlanRoute83.org) and highlights issues related to land use, transportation, environment, and key development sites.

Key findings of the Existing Conditions Assessment include:

- ❖ Most unincorporated parts of the study area are now and are expected to remain residential.
- ❖ Some commercial properties in the corridor have development challenges such as: limited access, floodplain, and small or narrow lots.
- ❖ North / south pedestrian and bike access are from a network of local and regional trails parallel to Route 83.
- ❖ Route 83 provides access to regional destinations and is noted as an asset for businesses.
- ❖ There is perceived value to annexing unincorporated areas. Annexation can provide enhanced services to properties, ensure development reflects local preferences, and help address property maintenance issues.

- ❖ Annexation is not generally considered overly burdensome by corridor communities in regard to providing services; but it is not anticipated that all unincorporated residents and businesses will favor incorporation.
- ❖ Route 83 is not seen as a part of any of the adjacent communities. Rather, it is commonly viewed as a highway running alongside each town and as a barrier to east / west travel. It is often avoided – making it even less associated with people’s daily activities.
- ❖ Route 83 provides key access to major employment centers, particularly to industrial-related jobs located in the northern area of the corridor and to O’Hare, providing a benefit to both area residents and employers.
- ❖ Due to traffic volumes and limited access or crossings, Route 83 creates a significant barrier for pedestrians and bicyclists. Even driving around the corridor can be challenging unless one, “knows where they’re going”.
- ❖ Commercial (retail and industrial) markets are very different than just a few years ago. Logistics (transporting goods), especially over the last mile from a nearby warehouse to the customer, is the focus of commercial development today.

What’s Next: As we enter the next phase of the project, the focus turns toward community input and engagement with two primary tasks. The first is to visit with the elected officials of each corridor community to hear their goals for the corridor. Second, two community open houses will be held to invite questions, comments, and concerns of residents in the area. The Open Houses are scheduled for the 16th (Elmhurst) and 23rd (Bensenville) of this month, publicity is already being distributed.

In meeting with the Villa Park Village Board on May 20th, we welcome the opportunity to present this update about the corridor plan. We also will review draft common goals for the corridor (these statements, as were presented to the Steering Committee previously, are attached). Lastly, we will ask the President and Trustees to share their aims for the Route 83 Corridor, objectives for that part of the study area in Villa Park, and thoughts on key development parcels in the area.

Thanks again to you, staff, and the Village Board for your time and consideration.

A graphic on the left side of the title block. It features a black road with white dashed lines curving upwards. Overlaid on the road is a large orange location pin with a white circle in the center. The pin is positioned behind a blue banner that contains the text 'ROUTE 83'.

MIDUPAGE COUNTY

ROUTE 83

CORRIDOR PLAN

EXISTING CONDITIONS REPORT

January 18, 2019

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SECTION 1

INTRODUCTION

First and foremost, Route 83 is one of the primary arterial roadways connecting communities within DuPage County and across the region. Route 83 is also a connector in the broadest sense of the word, not only making physical links to other major roads but also connecting residents to homes, families to services, employees to jobs, patrons to shops, students to schools, businesses to goods and materials, and people to recreational, social, spiritual, and educational opportunities. These connections are crucial to enhancing lives of people, businesses, and organizations.

The Route 83 Corridor is characterized by a distinct array of uses, from employment centers and business districts to open spaces and residential neighborhoods. While the corridor runs through multiple municipalities, certain portions of the corridor developed in unincorporated areas within DuPage County. Therefore, long-term planning must respect the interplay between unique character of each community and the desired lifestyles of current residents and property owners within unincorporated areas. In addition, corridor planning must provide for improved functionality of Route 83 as a regional arterial roadway, including compatibility with surrounding land uses, and economic development.

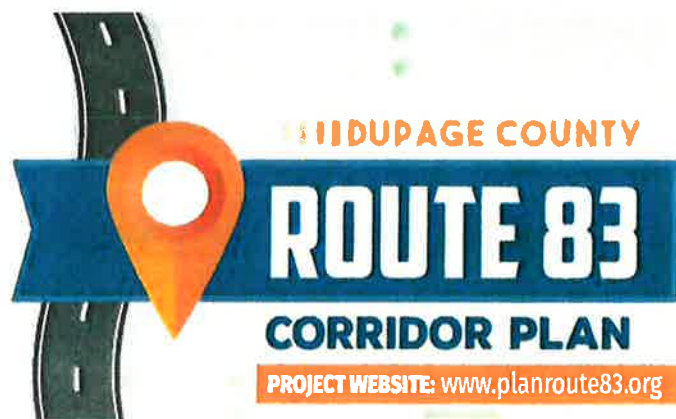
While Route 83 is primarily viewed as a roadway carrying auto and truck traffic, the Route 83 Corridor Plan will consider ways to enhance mobility and access for public transit, pedestrians, bicycles, and other nonmotorized transportation means. Improved mobility for pedestrians and bicyclists is critical to connectivity to the parks, forest preserves, and other recreational facilities in the region, as well as businesses, employment centers, and anchor institutions across DuPage County.

Focusing on the future land use of unincorporated properties, the intent of this study is to address the long-term economic development and growth management of the Route 83 Corridor. With the amount of unincorporated land within County jurisdiction shrinking, the role of County government is also evolving in terms of planning for and delivering services to the residents and businesses of unincorporated areas. As a result, the County's has identified two primary corridor planning goals:

CORRIDOR PLANNING GOALS

LAND USE & DEVELOPMENT: Continue working towards making the County's land development regulations consistent with those of neighboring municipalities.

MANAGEMENT OF UNINCORPORATED AREAS: Examine the services provided by the County to determine the most efficient delivery of services, continue to provide services where it is shown to be cost effective to do so, and, if it is not cost effective, facilitate alternatives with other providers of services.



STUDY AREA

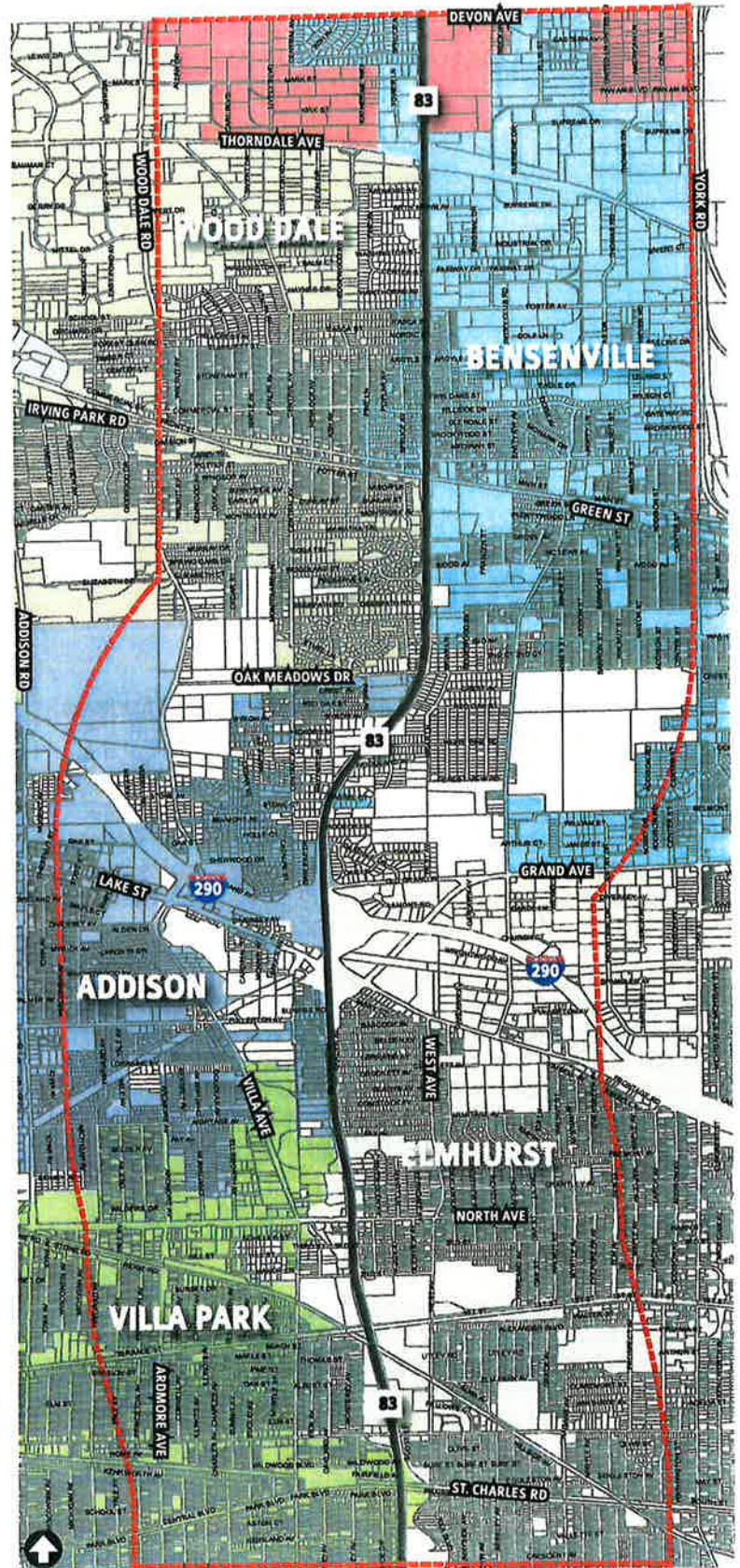
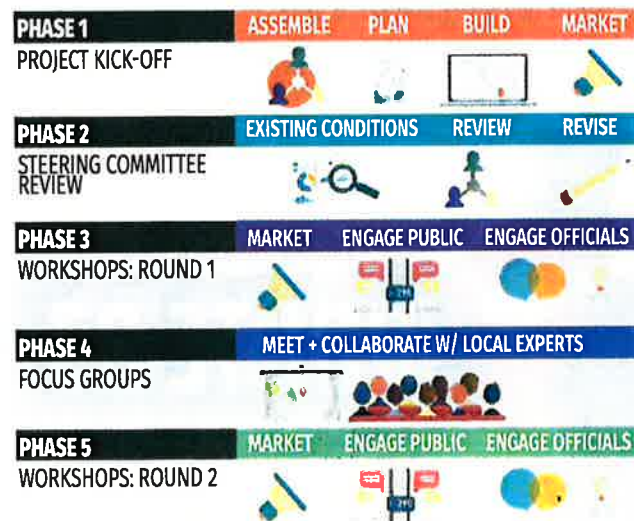
As illustrated in Figure 11, Route 83 is a north-south arterial road with the plan study area stretching from Devon Avenue on the north to St. Charles Road on the south. Encompassing land within one-mile of Route 83, the study area touches upon the following communities: Wood Dale, Elk Grove Village, Bensenville, Addison, Elmhurst, and Villa Park. The study area is comprised of approximately 5 square miles (3,200+ acres) of unincorporated land, which is the primary focus of the Route 83 Corridor Land Use Plan.

PLANNING PROCESS

To ensure the Route 83 Corridor Land Use Plan will integrate the ideas, thoughts, and concerns of communities along the Route 83 Corridor, the planning process includes an interactive outreach plan to engage local residents, businesses, property owners, and stakeholders. The project's phase-by-phase approach to the outreach plan is summarized in the graphic below.

At this initial stage of the project, the Consultant Team has worked closely with DuPage County, municipal and CMAP staff to conduct the following engagement activities and plan additional activities throughout the project, particularly in the next phase to develop corridor strategies.

- ☐ PROJECT LAUNCH
- ☐ STEERING COMMITTEE MEETING #1
- ☐ MEETINGS W/MUNICIPAL STAFF
- ☐ KEY PERSONS INTERVIEWS



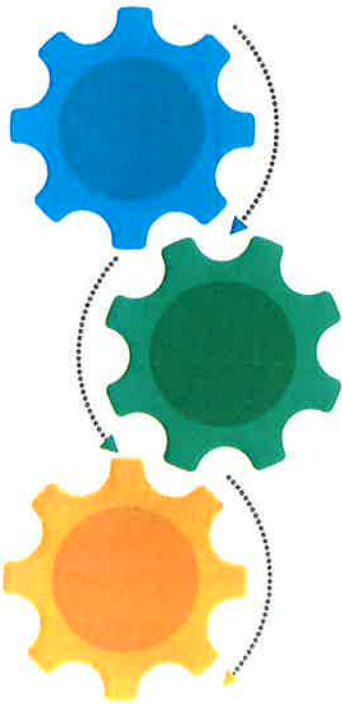
Study Area Boundary

FIGURE 11
STUDY AREA MAP

SECTION 2

CORRIDOR PLANNING ISSUES & OPPORTUNITIES

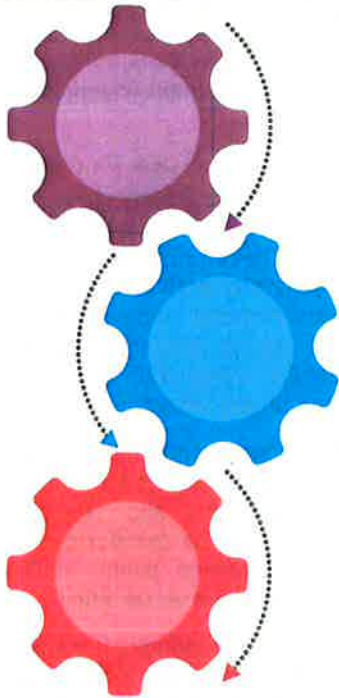
Evaluation of the Route 83 Corridor quickly hones in on the roadway having many benefits to local communities (and the Chicago region) and that it creates a number of challenges for those communities, their residents, and local businesses. This “double edged” sword” perspective of the corridor is basic to understanding its unique character and how it relates to the surrounding communities. Prime lessons learned in assessing existing conditions and interviewing local stakeholders are summarized below with the issues and opportunities related to the corridor.



- The Route 83 corridor is acknowledged as a resource to study area communities. The significant volume of traffic (including truck traffic) with access to corridor and nearby businesses, along with access to regional destinations, provides a benefit to businesses and residents of the area.
- Communities and the County see value to annexation of unincorporated areas. This can help provide services to residents and businesses, ensure development reflects local preferences, and help to address property maintenance issues.
- Annexation was not generally considered overly burdensome by corridor communities in regard to providing services; but it is not anticipated that all unincorporated residents and businesses will favor incorporation
- Route 83 is not seen as a “part” of any of the adjacent communities. Rather, it is commonly viewed as a highway running alongside each town and as a barrier to east / west travel. It is often avoided – making it even less associated with people’s daily activities.
- Route 83 provides key access to major employment centers, particularly to industrial-related jobs located in the northern area of the corridor and to O’Hare, providing a benefit to both area residents and employers. However, improved access to transit will require greater investment in transit service along with connecting pedestrian and bicycle infrastructure.
- Due to traffic volumes and limited access or crossings, Route 83 creates a significant barrier for pedestrians and bicyclists. Even driving around the corridor can be challenging, with several people noting “you have to know where you’re going”.
- Commercial (retail and industrial) markets are very different than just a few years ago. “Build it and they will come” retail is a thing of the past. Logistics (transporting goods), especially over the “last mile” from a nearby warehouse to the customer, is the focus of commercial development today.
- From a residential development standpoint, townhomes are the strongest part of the market.



The Route 83 Corridor is characterized by a unique mix of land uses. For example, this area around the North Avenue intersection includes residential neighborhoods, commercial businesses, industrial sites, public/institutional uses, parks, and open spaces.



- Most of the unincorporated parts of the study area are, and are expected to remain residential. Lake Street for Addison, North Avenue for Elmhurst, and North Avenue for Villa Park are commercial areas of significance. Two areas in Wood Dale have potential for industrial redevelopment.
- Commercial properties that may have development potential along the corridor each have challenges: difficult access, floodplain, small and /or narrow lots, etc.
- Pedestrian and bike access north and south, parallel to the corridor, is supported by a network of local and regional trails.
- Bicycle and pedestrian crossing opportunities shown in the DuPage County IL 390 Bike-Ped Plan will require modernization of intersection geometrics, signals, pedestrian accommodations and pedestrian signal equipment.
- Included in the DuPage Area Transit Plan under "J-Route", Pace views Routes 83 as a potential opportunity for accommodating high-speed transit service, connecting residential areas to jobs.
- Being located near Route 83 and, in many cases, close to the Salt Creek, many key sites are greatly challenged by difficult traffic access and / or floodplains. In such cases, development or redevelopment may be impractical and/or require high costs.
- Key sites, as defined for this study, are different than in other land use studies. Those sites are often seen as the "best opportunity". Here, key sites appear to be those areas most desired to see change and in need of redevelopment to enhance the community. These will be important perspectives as this study looks at possible development of property.

SECTION 3

MARKET ASSESSMENT

This market assessment applies demographic and financial analysis with an understanding of trends to provide a context for the decisions that will be included in the study area plan. For example, dramatic shifts caused by baby boomer retirement and millennials forming families require new housing types. Also, Internet shopping has reduced the need for retail space and increased the demand for warehousing and delivery outlets. The result is a very competitive environment that extends beyond study area boundaries into a regional market where communities and projects are changing existing development patterns. To succeed in this market, plans must anticipate future trends to devise a development strategy and carve out a market niche that incorporates both this changing market and each of the study area community's aspirations. The plan must also respect the study area's development history and strengthen existing businesses.

The Route 83 Corridor spans a critical region that impacts the economies of adjacent communities. It is the main north-south arterial route falling between Interstates 355/53 and 294. For many users it is the preferred connection to the O'Hare cargo operations, and the recently announced plans for western cargo development could make that role even more important. This regional position complicates development decisions because there are yet to be realized plans to add western passenger access to O'Hare Airport. The nature of these changes points to Route 83 becoming an even more significant O'Hare access route in the future.

The focus here is on understanding potential user behaviors and development innovation to identify land use opportunities and provide plan guidance. By respecting the current conditions while understanding that planning decisions often dramatically shift future opportunities, this market assessment provides a framework for market interventions that move from immediate tactics, through potential lean development to dramatic, high investment opportunities to be identified in the final plan.



A clear understanding of the existing land use and national, regional, and local development trends are vital to preparing a corridor plan that supports appropriate existing uses and identifies market supported new residential and business opportunities.

This knowledge enables the Corridor Plan Steering Committee to identify land use policies that fit a future market positioning, and marketing strategy that improves the economic contribution of Route 83 to adjacent communities' tax base. The information that follows examines the conditions and trends that will guide future development along the corridor.

EXISTING POPULATION & EMPLOYMENT

The table in Figure 3.1 compares demographic and employment data in the study area to both the combined population of all study area communities and DuPage County. Although resident demographics are quite similar for all three populations, the ratio of jobs to residents is dramatically different in the study area and the residential density is lower than the density in surrounding communities.

	STUDY AREA	COMMUNITIES	DUPAGE	STUDY AREA % COMMUNITIES ¹	STUDY AREA % DUPAGE
Jobs	50,488	102,180	646,913		8%
Total Population	42,285	137,703	936,874		5%
Ratio of jobs/population	1.2	0.7	0.7	161%	173%
Population/Square Mile	2,827	3,881	2,783	73%	102%
Median Age	37.7	38.1	39.0	99%	97%
Average Household Income	\$104,401	\$100,715	\$116,502	104%	90%
Median Household Income	\$71,839	\$71,379	\$83,068	101%	86%
Per Capita Income	\$35,670	\$35,661	\$43,305	100%	82%
0 Vehicles Available	3.9%	4.3%	3.9%	92%	
Employees	50,488	102,180	646,913		8%
Median Home Value	\$272,101	\$278,670	\$296,146	98%	92%

49.4%

Share of jobs along the Route 83 Corridor study area that are within the municipalities that comprise the corridor



Notes:

1. The study area and DuPage County include data for unincorporated land, but the communities do not.

2. The Marketing Data appendix contains additional demographic data.

FIGURE 3.1
STUDY AREA POPULATION

Source: © 2017 Easy Analytic Software, Inc. (EASI®) All Rights Reserved, Alteryx, Inc.

Housing

The table in Figure 3.2 reveals that residential development is newer in the study area than the surrounding communities but not as recent as the overall development of DuPage County.

The housing age categories are designed to differentiate potentially historic properties built before 1950, from housing where needed repairs could exceed the cost of new construct and therefore tear down pressure exists, (housing built from 1950 to 1979) and relatively new houses built since 1980. Information shared by the County on code violations in unincorporated areas suggests that further study could reveal housing redevelopment possibilities.



	STUDY AREA	COMBINED	DUPAGE
Single Family	74.4%	72.3%	72.1%
Before 1950	20.1%	24.9%	43.6%
1950 to 1979	55.2%	57.4%	47.2%
Since 1980	24.8%	17.7%	9.2%
Median Home Value	\$272,101	\$278,670	\$296,146

FIGURE 3.2
RESIDENTIAL DEVELOPMENT

Source: © 2017 Easy Analytic Software, Inc. (EASI®) All Rights Reserved, Alteryx, Inc.

Jobs

As shown in Figure 3.3, examination of the jobs in the study area reveals that, although there still are more jobs per household in the study area than the surrounding communities and DuPage County, the number of jobs in the study area communities is declining (based on available data, it is not possible to isolate the employment loss in the study area).

The graph in Figure 3.4 compares jobs in the study area to employment in the combined communities, DuPage County, and the Chicago MSA. As this data reveals, both the study area and its combined communities have a greater concentration of manufacturing, wholesaling, and transportation jobs than DuPage County and the Chicago region. The table in Figure 3.5 uses CMAP's Community Profiles to document employment and land use by category. It suggests a logical relationship between the amount of industrial land and the manufacturing and wholesale trade jobs.

	STUDY AREA	STUDY AREA COMMUNITIES	DUPAGE COUNTY
Jobs	50,488	102,182	646,913
Jobs / Household	3.5	2.1	1.9
Private Sector Job Change, 2005-2015	-	-7,201	24,522

FIGURE 3.3
JOBS PER HOUSEHOLD

Source: © 2017 Easy Analytic Software, Inc. (EASI®) All Rights Reserved, Alteryx, Inc.

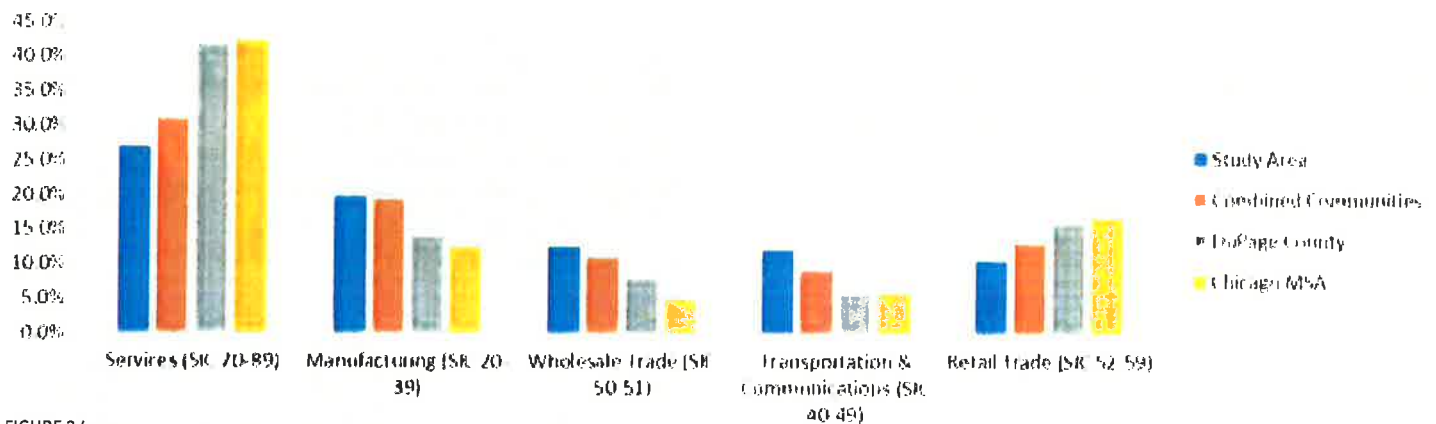


FIGURE 3.4
EMPLOYMENT BY SELECTED MAJOR BUSINESS CATEGORY

Source: Q2 2018 Dunn & Bradstreet business location records that have a valid telephone, known SIC code and D&B rating excluding businesses that operate from a residence.

	ADDISON	BENSENVILLE	ELMHURST	VILLA PARK	WOOD DALE
Manufacturing	6,253	4,581	1,996	991	2,474
Retail Trade	4,153	3,860	2,350	1,538	2,186
Wholesale Trade	1,560	2,415	-	-	1,291
% Industrial Land	19.9%	28.1%	7.8%	3.7%	18.4%
% Commercial Land	5.0%	3.8%	5.5%	9.5%	4.7%

FIGURE 3.5
EMPLOYMENT IN CORRIDOR COMMUNITIES

Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, Chicago Metropolitan Agency for Planning Parcel-Based Land Use Inventory

Summary

Although this data reveals that the study area is demographically like the surrounding communities, it also reveals differences in job growth and housing age. The loss of jobs in the study area communities is a trend that needs further consideration in plan making tasks, including an understanding of whether the study area communities support replacing manufacturing industries with uses such as housing or distribution.

As this project advances, it should create a collective vision for use transitions. Policy questions to consider include:

1. Should residential redevelopment be promoted?
2. What types of housing should be encouraged?
3. What is the optimal long-term balance between jobs and households?

The trend information that follows will be important input into these policy decisions.

EXISTING REVENUE BASIS

The study area communities obtain revenue through a variety of fees, property tax and sales tax revenue. The analysis that follows examines the current revenue from taxes on retail sales and property value. Both sales tax and property tax are categories that can be compared across communities and are impacted by land use and development policy decisions.

Municipal Sales Tax

Figure 3.6 illustrates the study area communities' municipal sales tax revenue growth since 2011. In 2017, this was a 1% tax on sales of \$3.7 billion in the combined communities. Besides this state mandated revenue to each community, study area communities all apply an additional ½ % to 1% home rule or non-home rule sales tax revenue on sales within the study area.

The table in Figure 3.7 reports the municipal sales tax revenue growth by municipality.

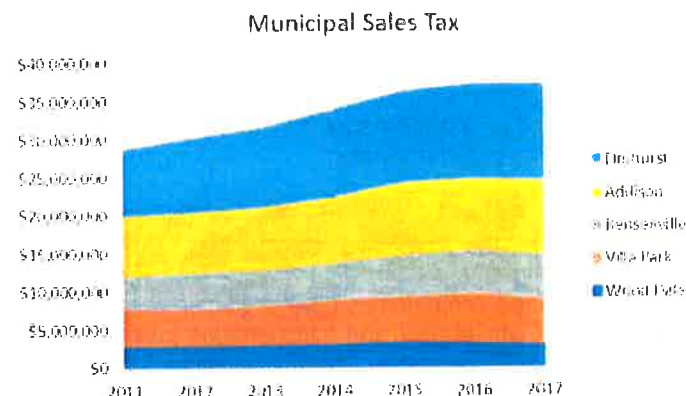


FIGURE 3.6
MUNICIPAL SALES TAX, 2011-17

Source: Illinois Department of Revenue, BDI



	2012	2013	2014	2015	2016	5 YEARS
Wood Dale	1.2%	2.5%	7.6%	4.3%	-2.5%	6.3%
Villa Park	0.2%	6.7%	11.1%	4.8%	6.5%	21.2%
Bensenville	11.8%	-2.6%	2.8%	7.8%	9.5%	19.0%
Addison	-0.4%	4.8%	5.3%	11.8%	-3.6%	24.2%
Elmhurst	11.5%	6.7%	9.3%	5.3%	2.8%	28.7%
Combined	5.3%	4.3%	7.4%	7.1%	2.2%	22.6%

FIGURE 3.7
MUNICIPAL SALES TAX REVENUE GROWTH

Source: Illinois Department of Revenue, BDI

Agriculture & Manufacturing Sales Tax

The 48,400 households in the study area communities on average are estimated to annually spend approximately \$33,500 each in Illinois taxable goods, providing sales of about \$1.6 billion. That suggests that the study area communities attract \$2 billion in spending from other communities. Although some of that spending occurs in the high-volume stores along Route 83 in Villa Park and Elmhurst, another important source is revealed by analyzing the Agriculture and Manufacturing sales tax categories. Figure 3.8 illustrates the \$1.2 billion in study area communities' sales in these categories.

A full list of the sales that fall into these categories is at:
<https://www.revenue.state.il.us/app/kob/terms.jsp>

Although these categories are notorious for classification errors, they generally cover sales taxes on landscape and construction equipment/materials, as well as items sold by manufacturers directly to consumers or businesses. Any warehouse that distributes directly to Illinois consumers pays all local sales taxes on those purchases to the municipality where it is located. As determined by a recent US Supreme Court decision, sales to consumers in other states are taxed at the other state's rates and those taxes are paid to that state.

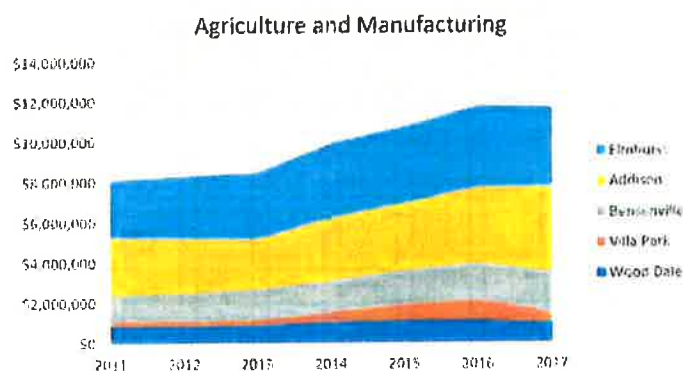


FIGURE 3.8
AGRICULTURE & MANUFACTURING SALES TAX, 2011-17

Source: Illinois Department of Revenue, BDI

Eating & Drinking Sales Tax

The Eating and Drinking Places category reveals sales taxes collected by restaurants as well as cafeterias and resident meals in institutions such as hospitals, colleges, and senior facilities. Purchasing power projections estimate that study area residents spend \$190 million on food and drinks away from home. Figure 3.9 illustrates the split of municipal sales taxes on the \$269 million in study area communities' restaurant sales.

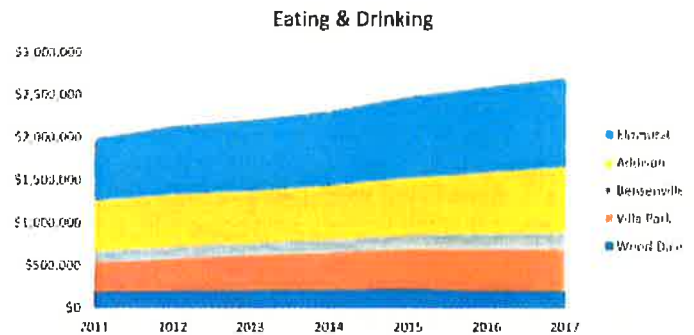


FIGURE 3.9
EATING & DRINKING SALES TAX, 2011-17

Source: Illinois Department of Revenue, BDI

Property Tax

The Equalized Assessed Value (EAV) of properties is the basis for calculating property taxes. Figure 3.10 compares the EAV's of study area communities to DuPage County and calculates the contribution of industrial and commercial land to total EAV.

Generally, schools, which are the primary beneficiaries of property tax revenue, strongly support maximizing commercial and industrial EAV because they generate revenue without costs from additional students. EAV increases with new development and redevelopment of aging properties. It declines as properties become vacant.

	ADDISON	BENSENVILLE	ELMHURST	VILLA PARK	WOOD DALE	DUPAGE COUNTY
2015 Equalized Assessed Value (EAV)	\$981 million	\$502 million	\$2,034 million	\$509 million	\$491 million	\$33,90 million
Acres	6,392	3,587	6,601	3,050	3,098	215,304
EAV/Acre	\$153,409	\$139,816	\$308,156	\$166,754	\$158,511	\$157,453
Commercial & Industrial EAV	\$407 million	\$292 million	\$288 million	\$118 million	\$208 million	\$8,276 million
% Total EAV from Commercial & Industrial	41%	58%	14%	23%	42%	24%

FIGURE 3.10
COMPARISON OF 2015 EQUALIZED ASSESSED VALUE (EAV)

Source: CMAP Community Data Snapshot



Summary

In many respects the combined study area communities are quite successful in establishing a strong tax revenue base. Although sales tax revenue to individual corridor communities varies, the Route 83 region is very successful in attracting taxable sales. Receipts significantly exceed the amount spent by residents both because Route 83 provides the traffic counts desired by high volume retailer and warehousing and manufacturing offer non-store sales tax. As this study continues, gaining a better understanding of the connection between distribution facilities and taxable goods is important. The communities with higher industrial and commercial property percentages offer a desirable basis for lower residential property taxes. As this study progresses, policy questions to consider include:

1. What types of redevelopment will increase the EAV supporting property tax revenue?
2. What policies will attract manufacturers and warehouses that provide sales tax revenue?
3. How does the potential Western access to O'Hare impact tax revenue?

PREPARING FOR THE FUTURE

As stated in this report's Planning Issues and Opportunities section, most of the unincorporated areas being studied are, and are expected to remain, residential. However, before planning a residential future it is worth examining the possibilities of capitalizing on location in the North DuPage Industrial Submarket, an important element of the nation's most active port, Chicago.

CBRE's 2018 Chicago Industrial Outlook included Figure 3.11 and described Chicago's port as, "In addition to the highly established class A railroad system, O'Hare International airport, the third busiest in the world, provides direct freight service around the globe. The developed intrastate highway infrastructure is one of the best maintained systems in the United States, ranking only second behind New York, nationally. The Chicago metropolitan area is the principal inland port in North America."

The North DuPage Industrial Market is a major component of the Chicago Inland Port that sets the overall economy of the study area as it provides employment, daily commercial activity, and reasons for residents to locate in study area communities. The still developing program for the western expansion of O'Hare Airport is central to the future of all commercial and residential markets.

The information that follows looks at the demand and configuration of potential future development by category.

BUSIEST NORTH AMERICAN PORTS
BY MILLIONS OF 20-FT EQUIVALENT UNITS (TEU), 2016

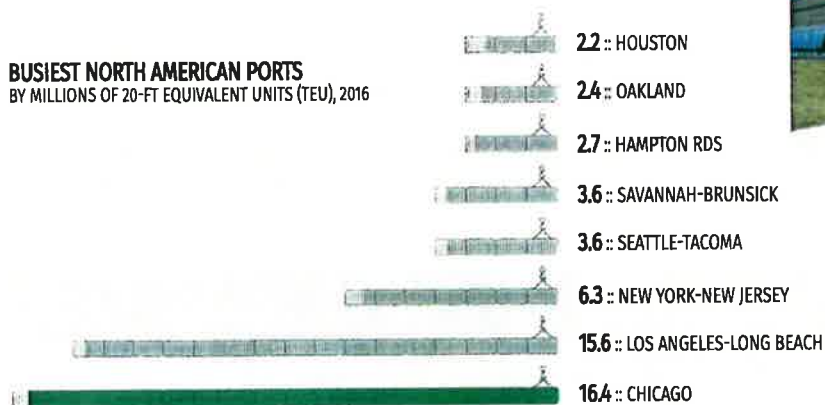


FIGURE 3.11
BUSIEST NORTH AMERICAN PORTS, 2016

Source: CBRE's 2018 Chicago Industrial Outlook

Retail

Retailers are offering their customers the opportunity to browse and place orders online with the quick-in-store same day pickup option. This is online shopping without having to wait for your item to ship. For large format retailers, this trend translates into having smaller and fewer stores, because the consumers shop at home and will travel to obtain their goods. Thus, display areas or a large sales floors are no longer needed. Following this trend, more than 10,000 national chain stores are expected to close this year. Smaller and often independent retailers responded to this change by creating an Internet presence and increasing sales by attracting business from a larger market. Additionally, local independent retailers report losing sales to more aggressive Internet participants.

The challenge for this study is determining which now vacant or under performing study area strip centers can accommodate new formats, which were not imagined when Route 83 buildings were constructed and its regulations were established.

Preparing for these formats may require changes in physical space and occupancy policies. The new space possibilities include:

- Splitting space for smaller stores
- Allowing stores within a store
- Expecting shorter leases
- Allowing seasonal businesses
- Reserving Parking for Buy Online Pick-up In Store (BOPIS)

Another possibility is redevelopment to accommodate e-commerce delivery.



Warehouse and Logistics Buildings

E-commerce has also changed industrial logistics and warehouse design. The changes include the need for larger warehouse spaces and smaller, infill logistics properties that can accommodate same day shipping. According to Jon Pharris, president of industrial developers and owner CapRock Partners, "Warehouse space design is already different than it was five to 10 years ago. For example, prior to the e-commerce evolution, industrial developers would maximize every square foot of a property and build the largest building possible on a parcel of land, leaving little room for employee parking. However, e-commerce tenants require significantly more parking availability for their employees, especially during the peak season, approximately Aug. 1 through Dec. 31. E-commerce users generally do not use as many dock high doors as a typical industrial tenant. They are converting their unused truck courts to expand parking availability and create employee amenity areas." <https://caprock-partners.com/the-rapid-change-underway-with-industrial-logistics/>.

The fastest developing category, known as "Last Mile Distribution," is misnamed because it generally serves the larger, approximately 30-minute drive time. These logistics businesses must accommodate semi-trucks delivering from million square foot product warehouses. Their core business involves employees sorting and loading panel trucks in an area that is generally less than 50,000 square feet. Additional employees drive the delivery trucks dispatched to homes. This means that as much as 40% of these site's area is reserved for employee parking and truck access. For the study area, this new development format may provide an opportunity, especially for businesses that collect sales taxes at this last point before goods are delivered to customers. It also could support adding employee amenities and sales of gasoline and services to the delivery vehicles.

The Table in Figure 3.12 confirms the opportunity for additional industrial, warehouse and logistics buildings. With a vacancy rate at 2.2% to 3% and availability that adds sublease only slightly higher, there is unmet demand from businesses actively seeking this commercial real estate product. The challenge is delivering attractive new construction at a cost that makes the market rate lease rate of \$6.50 per square foot an acceptable return on investment.

Submarket	Rentable Building Area (Sq. Ft.)	Availability Rate (%)	Vacancy Rate (%)	User Sales (Sq. Ft.)	Leasing Activity (Sq. Ft.)	Net Absorption YTD (Sq. Ft.)	Under Construction (Sq. Ft.)	Average Net Asking Lease Range (\$/Sq. Ft./Yr.)	
N DuPage County (6)	43,199,479	5.1	3.0	442,867	1,528,526	1,482,133	183,296	5.50	to 6.50
O'Hare (7)	109,557,247	4.4	2.2	1,128,454	2,317,936	-1,701	844,230	4.00	to 8.25
Chicago Metro Area Subtotal	1,170,241,970	5.3	3.5	12,068,115	26,032,532	15,287,281	11,432,666	5.01	

FIGURE 3.12

STUDY AREA MARKET CONDITIONS, 2018 Q3

Source: CBRE Research, 2018 Q3

Restaurants

In addition to sales and unit growth, there are broader industry trends, reflecting new customer, or guest, behaviors, and transforming operations. These broader market trends include the three highlighted below. These trends point to future study area hospitality for a food truck park and highlight the importance of capitalizing on superior access by accommodating food delivery.

Off-Premises Sales: Off-premises sales was cited as the most important 2018 trend for full-service restaurants. Online orders represent about 43% of all food deliveries. Typical of ordering and delivery options for established restaurant locations is Grubhub's, which illustrates the accelerating growth with the number of diners who've purchased on its platform in the past 12 months up 67% in the third quarter. The expansion of off-premises options reflects ongoing growth in curbside pick-up, drive-thru's, catering, and delivery for restaurants of all formats.

Emerging Restaurant Formats: New competitors for traditional restaurants, regardless of format, continue to emerge. The rise of grocerants, grocers serving food and drinks in a dedicated dining area within their store, provides flexibility for consumers and allows for selling higher margin products (foods prepared on-site and wine, beer, or cocktails). Movie grills allow moviegoers to have dinner and drinks at the movie theater, again providing consumer flexibility while attracting larger audiences. In addition, many limited service, fast casual restaurants are morphing throughout the day--starting as out coffee shops in the morning, serving lunch, and ending up as wine or whiskey bars, typically with a small food menu.



Food Trucks: Food trucks test markets, and many establish themselves in places where markets were uncertain. With start-up costs ranging from a few thousand dollars for a leased truck to low six figures for an elaborate, customized mobile kitchen, there were 4,046 food trucks in the U.S. in 2017, nearly twice the number of 2008. But projected annual revenue growth is 3% from 2017 to 2022, compared to 7.3% from 2012 to 2017, when revenue totaled nearly \$1 billion. Food Truck and operators leverage social media to connect with customers beyond simply noting their location.



Office

Office properties are typically divided into three main categories: Class A, Class B and Class C. While there aren't any all-encompassing rules to these classifications, they are typically based on quality factors such as building age, amenities, and aesthetics.

- **Class A buildings** are generally either new developments or properties that have undergone significant improvements and renovations in recent years. The building's common areas will have high-quality finishes and amenities such as covered parking, fitness centers, leisure areas, on-site mailing office and restaurants or cafeterias.
- **Class B buildings** can be found in major commercial areas but are more commonly found in the suburbs. Age is a common factor contributing to a building being considered Class B, as it is usually older than their Class A counterparts. Oftentimes, a Class B office building was originally Class A but has been downgraded due to age and deterioration. These properties typically have good amenities, management companies, and tenants, and they can even be brought up to Class A standards with common area renovations and amenity upgrades.
- **Class C properties** are typically very dated, with minimal amenities and located in less desirable places. These properties are sometimes slow to lease even though they are less expensive than Classes A and B. Class C offices can also appeal to small, start-up tenants as such a property's lower rents allow tenants to allocate more financial resources towards growth.

The Chicago suburban office market is organized by region, and the study area is composed of a portion of the O'Hare region, north of 290, and the East West Tollway region, south of 290. The table in Figure 3.13 reports the study area market conditions at the end of the third quarter 2018.

For 10 years, there has been little new suburban office built as companies moved to the Loop in search of young technology savvy employees and the space needed per employee declined due to open offices and telecommuting. As Figure 3.13 illustrates there currently is no office space under construction in either market. Office development is a weak opportunity that will be driven by special considerations such as a company owner wanting to locate closer to a distribution or manufacturing business.

Submarket	Rentable Building Area (Sq. Ft.)	Direct Vacant (Sq. Ft.)	Direct Vacancy Rate (%)	Sublease Vacancy Rate (%)	Total Vacancy Rate (%)*	Q3 2018 Net Absorption (Sq. Ft.)	2018 Net Absorption (Sq. Ft.)	Under Construction (Sq. Ft.)	Gross Asking Lease Rates (\$/Sq. Ft./Yr)
East-West Tollway	39,262,210	6,311,025	16.1	1.7	17.8	(75,257)	169,911	-	23.74
Class A	12,272,961	1,535,748	12.5	1.7	14.2	(63,174)	108,890	-	28.79
Class B	19,107,524	3,412,074	17.9	2.0	19.8	(107,275)	(40,029)	-	22.59
Class C	7,881,733	1,363,203	17.3	1.0	18.3	93,142	101,053	-	17.26
O'Hare	13,151,165	1,905,437	14.5	0.4	14.9	4,610	41,495	-	27.01
Class A	7,085,712	719,430	10.2	0.5	10.7	(11,312)	(44,899)	-	33.69
Class B	3,307,565	728,366	22.0	0.2	22.2	6,960	53,845	-	23.03
Class C	2,757,892	457,641	16.6	0.3	16.9	13,962	37,749	-	17.71

FIGURE 3.13
STUDY AREA MARKET CONDITIONS, 2018 Q3

Source: CBRE Research, 2018 Q3

Residential

As reported in the Planning Issues and Opportunities section, residential uses are an important component of study area land use, with single-family homes being the most common residential type. Although adding more single family residential in the area would continue this historical pattern, it also continues the conflicts with the commercial uses and fails to provide denser residential that better capitalizes on the important role Route 83 plays as a regional connector.

Redevelopment in these single-family neighborhoods is complicated because traditional redevelopment projects, commercial, industrial and multi-family residential, require assembly of numerous owners' adjacent properties. An alternative is to encourage density by allowing an innovative housing product that is emerging in walkable, urban neighborhoods, Missing Middle Housing. Missing Middle Housing consists of multi-unit housing types such as duplexes, fourplexes, bungalow courts, and mansion apartments that are not bigger than a large house and therefore can be redevelopment of a single-family lot. The term was coined by architect and urban planner Daniel Parolek, Principal and Founder of Opticos Design, Inc., to describe a common feature of pre-1950 neighborhoods that was "missing" in later suburbanization, such as, the study area neighborhoods. When missing middle products are added to neighborhoods with primarily single-family homes, they provide diverse housing choices and, can generate density to support pedestrian amenities, transit and locally-serving commercial businesses. They encourage redevelopment by adding value through income producing rental units and fit with a multi-generational living trend. The smaller units also offer starter housing for newly formed families.



Summary

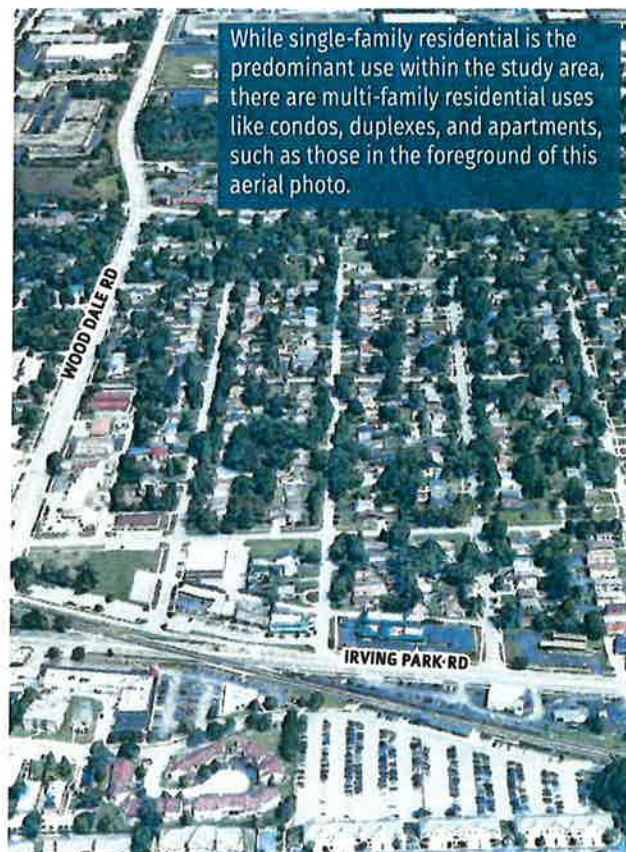
The study area is a large and diverse collection of land uses that developed in a regional economy that differed greatly from today's e-commerce and inland port dominated environment. The study area communities have many choices. Although it is important to be flexible in this economy, which is being transformed by business and life style changes, there are opportunities to collaborate and guide new uses in a manner that enhances the region.

As this project advances, it will examine uses on specific parcels to create a collective vision for use transitions. Policy questions to consider include:

1. Can the value of manufacturing, distribution, and office properties be enhanced by providing nearby worker housing that solves today's employee challenge?
2. How can the changes in truck traffic and amenities driven by e-commerce be accommodated in the study area?
3. Which existing properties may be appropriate for redevelopment?

MISSING MIDDLE TYPE:

Duplex "Idealized," two units



SECTION 4

TRANSPORTATION, MOBILITY, & INFRASTRUCTURE

ISSUES & OPPORTUNITIES

Evaluating adequacy of the transportation network relies on understanding overall mobility. This section will discuss several key components and analyzes current conditions along the corridor regarding ease of travel, barriers, safety, gaps, linkage to other modes of travel, and connections to adjacent land uses. These items give an overall picture of the issues and opportunities facing IL 83 and lay the groundwork for creating a corridor that safely and efficiently accommodates all modes of travel.

Multi-Modal Network

- Route 83 is mostly viewed by the adjacent communities as a regional highway traveling near their community, and certainly not considered a hospitable pedestrian or bike corridor.
- Route 83 could provide an opportunity for higher-speed transit services, linking residential areas to employment centers (jobs-housing connections).
- Infrastructure improvements such as traffic signal queue jumps, bus shoulder lanes, and intersection improvements at major arterials would support increased transit access and efficiency.
- The Route 83 corridor generally ranks low in terms of transit access. Many areas of the corridor have higher employment, but lower transit access to these jobs, especially in areas not served by Metra, the O'Hare cargo area and north of I-290. Areas near Metra stations and O'Hare Airport have the highest level of transit access.
- Route 83 serves as a major regional north/south Class 2 truck route. Heavy trucks have an impact on the safety and design of the roadways, but also the economies of each community and quality of life of their residents.



7

Miles of length covered by the Route 83 Corridor from Devon Avenue to St. Charles Road

60,000

Average number of cars that travel along Route 83 each day

42,285

Total population within the study area

50,488

Jobs located within the study area

- Pedestrian facilities along the Route 83 corridor and adjacent areas are limited, with a lack of sidewalks, protected/safe roadway crossings, and pedestrian-friendly infrastructure.
- The combination of regional bike/ped trails and local community active transportation plans create an overall study area bike/ped network, although IL 83 is a barrier to overall connectivity.

Connectivity & Access

- Route 83 is the main north-south arterial between I-355 and I-294 and provides a foundation for moving autos and trucks. It is a wide, six-lane roadway with posted speed limits of 45 miles per hour or higher. Overall, the roadway is designed to move the greatest number of cars in the most efficient way possible.
- Route 83 provides for efficient travel by cars and trucks between major employment areas in Wood Dale and Bensenville to the north and Elmhurst to the south, while connections by other modes are lacking between Route 83 and area residents, making it difficult for residents to get to these jobs.
- Limited pedestrian and bicycle access exist between Route 83 and adjacent residential or commercial areas.
- The Salt Creek Trail provides a critical north-south bike/ped spine throughout the corridor along with connections to other county/regional facilities such as the Salt Creek Greenway (through DuPage and Cook Counties), Great Western Trail, Prairie Path, and the Elgin-O'Hare Bike/Ped Path.

Sustainability

- Route 83 experiences capacity issues at and south of IL 64. In general, except for I-290, the study area experiences more congestion on the south end toward IL 64.
- Employment opportunities exist throughout the corridor but are generally more concentrated in the north/northwest areas near Wood Dale, Bensenville, and O'Hare, and at the southern area in Elmhurst. The range of transportation choices for travel to those jobs are limited.
- Transit ridership, in general, is higher to the south in Elmhurst and to the north in Bensenville, as a reflection of higher population and employment densities in these areas.
- The Route 83 corridor is a difficult environment for transit to compete with autos given the traffic volumes, speeds, and congestion.
- Bus routes, Metra service, and frequent service are limited through much of the corridor mid-section (generally between IL 390 and I-290), reflective of the overall transit demand.
- Lower residential densities, adjacent land use design and lack of connectivity between communities are barriers to supporting transit.
- Safety concerns affecting the Salt Creek include flooding and locations where the trail crosses east-west roadways at grade.

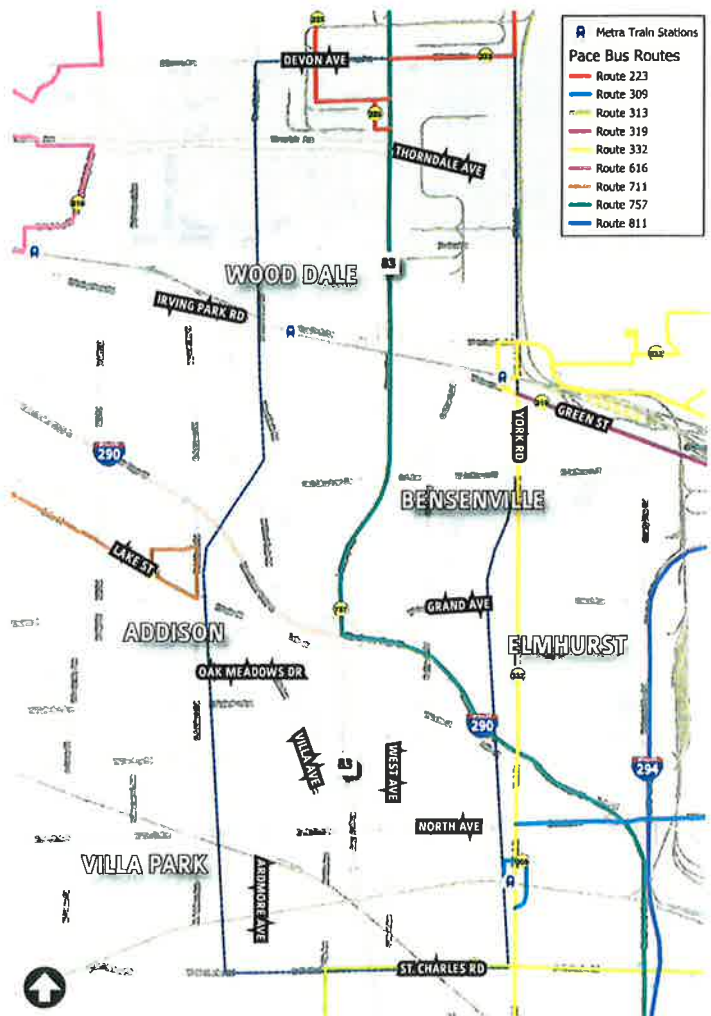


FIGURE 4.1
PUBLIC TRANSIT NETWORK

ROUTE 83 CORRIDOR OVERVIEW

Route 83 is a north-south route under the jurisdiction of the Illinois Department of Transportation (IDOT) and classified as a Strategic Regional Arterial (SRA) route. Route 83 extends from the Wisconsin border on the north to the Indiana border on the south and east. As an SRA route, the primary function of Route 83 is to promote the movement of through vehicle trips in the region. Whether the destination is on Route 83 within the study limits or in the many neighboring communities, this route is likely to play a role in how residents, business owners/employees, visitors, and patrons travel.



As shown in the Study Area Map in Figure 1.1 on page 2, the corridor study area starts at Devon Avenue in the north and extends south to St. Charles Road, while also covering areas one mile east or west from Route 83 itself. The corridor within the study area is roughly 7 miles long and is one of the main north-south principal arterials in the region, carrying between 30,000 and 60,000 cars daily. Furthermore, there are a multitude of roadways that intersect with Route 83 and are key to movement throughout the study area. York Road, Tonne Road/Wood Dale Road/ Villa Avenue, Devon Avenue, IL 390, Irving Park Road (IL 19), I-290, Lake Street (US 20), North Avenue (IL 64), and St. Charles Road all carry sizable volumes of traffic and impact operations along the Route 83.

Route 83 provides a good foundation of infrastructure for efficient mobility by cars, trucks, and PACE's bus system, but is lacking in bicycle and pedestrian accommodations. The roadway is comprised of a six-lane section, which generally consists of three lanes of travel that are separated in each direction; most major intersections providing separate left-turn lanes. Posted speed limits range from 45-50 miles per hour and the roadway is designed to move the greatest number of cars in the most efficient way possible. Within the study area, I-290 and North Avenue west of Route 83 are the only other roadways that provide six-lane sections, which confirms Route 83's identity as an auto-dominated corridor that currently acts as a barrier to bicyclists and pedestrians. The rest of the major roadways within the study area generally provide four-lane sections, two travel lanes in each direction. Exploring the identity of Route 83 should continue throughout the project and discussion between stakeholders with local knowledge will prove highly beneficial.

As mentioned above, Route 83 provides access to many intersecting arterials and one interstate (I-290), which allows for excellent regional mobility. This kind of regional access throughout Chicagoland allows Route 83 to be the main north-south thoroughfare for many of the communities that it touches. For this region it is imperative that Route 83 and its supporting roadway network are a well-connected system that can provide for all modes of travel. This project seeks to support DuPage County with increasing the multi-modal functionality and safety of the network, while still maintaining Route 83's integrity as an efficient automobile and freight thoroughfare. The following sections explore transit usage, bicycle and pedestrian accommodations, truck/freight routes, and vehicular characteristics along the corridor in order to lay the groundwork for creating a more balance network.

TRANSIT AND NON-MOTORIZED TRANSPORTATION

Transit Service

Transit services in DuPage County are planned, programmed, implemented, and/or operated by a combination of agencies: DuPage Dept. of Transportation, Pace, Metra, CMAP, RTA, and DuPage Mayors & Managers. This section summarizes existing services and planned initiatives.

A combination of Pace bus routes and Metra commuter rail lines provides the backbone of transit services along the Route 83 corridor study area, as described in the following table.

SUB-PLANNING AREA(S)	MUNICIPALITY	METRA COMMUTER RAIL	PACE ROUTE(S)
1, 2, 3	Wood Dale	MD-West	711, 757
4	Bensenville	MD-West	319, 332, 757
3, 6	Addison	-	711
7, 8	Villa Park	UP-West	301, 313
8	Elmhurst	UP-West	313, 332

FIGURE 4.3

IL 83 CORRIDOR TRANSIT ASSETS



Existing Pace Service

Two routes provide key north-south transit service: Route 332 – York Road and Route 757 – Oak Park-Schaumburg Limited, which travels along IL 83 between I-290 and Oakton Street in Elk Grove Village. Pace service is summarized in the table below.

PACE ROUTE		COMMUNITIES SERVED	AVERAGE RIDERSHIP		
NO.	NAME		WEEKDAY	SATURDAY	SUNDAY
223	Elk Grove - Rosemont CTA	Elk Grove Village	2,005	672	529
301	Roosevelt Road	Villa Park, Elmhurst	1,690	691	383
313	St. Charles Road	Villa Park, Elmhurst	1,053	648	420
319	Grand Avenue	Bensenville	524	237	-
332	River Road - York Road	Elmhurst, Bensenville	570	325	347
711	Wheaton - Addison	Addison	224	-	-
757	Oak Park - Schaumburg Limited	Bensenville, Wood Dale, Elk Grove Village	181*		

* Rush only; peak direction

FIGURE 4.4

SUMMARY OF CURRENT PACE SERVICE

Source: Pace; RTAMS

Average daily boardings are illustrated below in the south and north segment corridor maps (Figure 4.5). Higher ridership activity occurs to the south in Elmhurst and to the north in Bensenville and Elk Grove Village, generally as a reflection of the amount of service provided in those communities. Similarly, the eastern edge of the corridor shows higher ridership than the western edge, reflective of the major destinations served by transit.

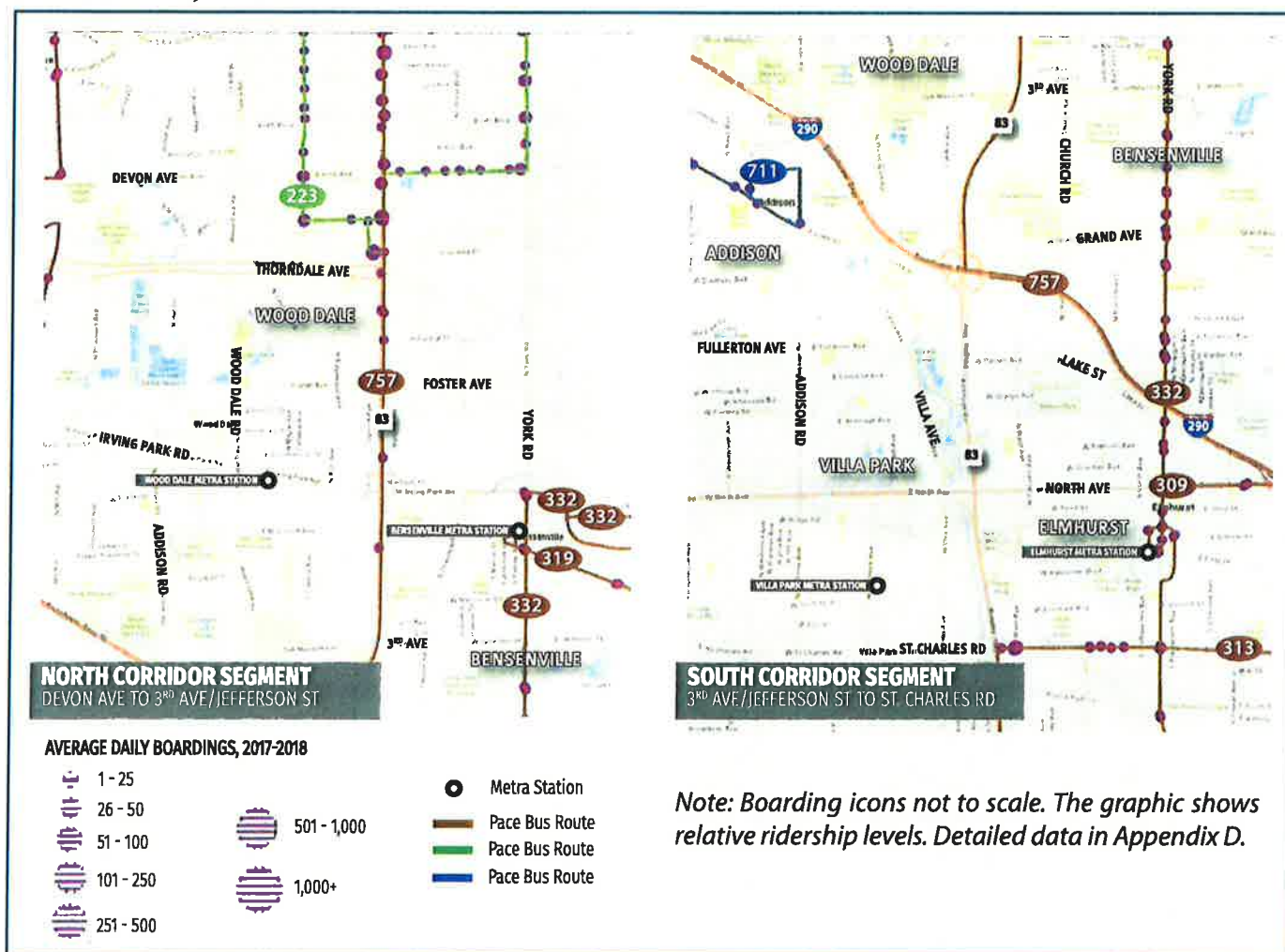


FIGURE 4.5
AVG DAILY BOARDINGS, NORTH & SOUTH SEGMENTS

Metra Commuter Rail Service

Metra service in or near the IL Route 83 corridor is provided via stations located in Wood Dale, Bensenville, Elmhurst and Villa Park. Station characteristics are presented in Figure 4.6 and 4.7.

STATION	RAIL LINE	FARE ZONE	AVG WEEKDAY BOARDINGS		PARKING	
			2014	2016	CAPACITY	% USE
Wood Dale	MD-W	D	608	625	464	87%
Bensenville	MD-W	D	433	357	202	83%
Elmhurst	UP-W	D	2,313	2,344	1,247	92%
Villa Park	UP-W	D	841	828	496	99%

FIGURE 4.6

METRA WEEKDAY BOARDINGS & PARKING

Source: Metra, Commuter Rail System Boarding/Alighting Counts, 2014, 2016; Metra, Station Parking Capacity/Utilization

STATION	RAIL LINE	MODE OF ACCESS (%)					
		DRIVE ALONE	WALK	DROP OFF	*CAR-POOL	**BUS	BIKE
Wood Dale	MD-W	68%	11%	13%	6%	0%	1%
Bensenville	MD-W	43%	40%	13%	0%	1%	1%
Elmhurst	UP-W	53%	22%	14%	5%	0%	5%
Villa Park	UP-W	59%	18%	13%	3%	0%	1%

* Driver and passenger
** CTA and Pace buses

FIGURE 4.7

METRA WEEKDAY BOARDINGS & PARKING

Source: Metra, Modes of Station Access, 2016



TRANSIT PLANNING INITIATIVES

PACE IL ROUTE 390 TOLLWAY CORRIDOR SERVICE STUDY, 2017

Sponsored by Pace and the Illinois Tollway, this study was to evaluate and identify public transit service options, and provides preliminary steps towards identifying opportunities for Pace to expand its service in response to the Tollway's Elgin O'Hare Western Access (EOWA). The report builds on key roadway and transit proposals to identify and evaluate corridors in the study area. Further, the study provides an implementation and financial plan for future service on the most promising corridors, determined through quantitative analysis and guidance from Pace and local stakeholders.

Starting with identification of potential "Corridors of Interest," the study identified and proposed 14 corridors that are most promising for implementing future transit service, as shown the following graphic. Both Route 83 and York Road are among these 14 corridors. The Route 83 corridor had previously been designated for development as part of the future Pace ART "Pulse" network. York Road is one of nine additional corridors deemed appropriate for further analysis. As part of the study, an overall Transit Propensity Index score was calculated to indicate higher than average transit use. The study concluded that central part of the Route 83 study area not only had a low transit index, but also generates limited east-west trips, which is consistent with findings in this analysis.

PACE COOK DUPAGE AREA RAPID TRANSIT INVESTMENT, 2014

Pace initiated the Cook DuPage Area Rapid Transit Investment Plan project to identify a locally preferred strategy for introducing arterial rapid transit (ART) investment in western Cook County and DuPage County. This study reconciles numerous previous planning recommendations for the study area with Pace's ART strategy and identifies priorities for subsequent project development activities. Preliminary implementation plan strategies provide direction to Pace and its community and agency partners in implementing near-term ART initiatives.

The multi-tiered ART network consists of near-term routes, long-term routes and local route changes and additions. The routes developed for the arterial rapid transit network that travel in or through the Route 83 study area include:

Near Term Routes

- York Road: Northwest Transportation Center to Oakbrook Center
- York Road: Rosemont CTA Blue Line Station to Oakbrook Center

Long Term Routes

- Illinois Route 19 / Irving Park Road: Rosemont CTA Blue Line Station to Hanover Park
- Elgin-O'Hare Western Access: Rosemont CTA Blue Line Station to Hanover Park
- Ogden Avenue / IL Route 83: Rosemont / Northwest Transportation Center to Naperville

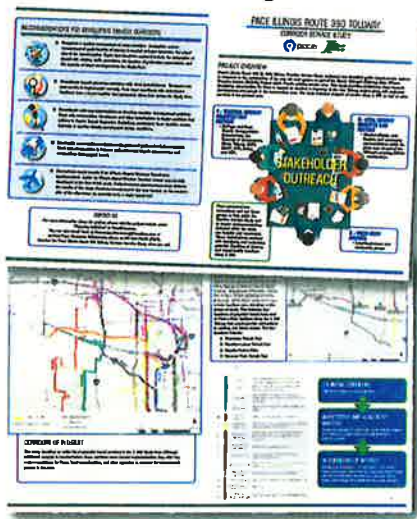
TRANSIT PLANNING INITIATIVES CONTINUED

DUPAGE TRANSIT CONNECTIVITY STUDY, 2016

DuPage County initiated the DuPage Transit Connectivity Study to assess business' public transit needs by identifying first and last mile transportation gaps. The goal is to make DuPage County jobs more accessible by improving commuting options, to improve employee attraction and retention for DuPage County employers, and to sustain that accessibility. <http://www.rtams.org/reportLibrary/3999.pdf>

Transit Service Summary / Impact on Route 83

The location of transit services (Metra and Pace) are more dominantly focused on the north and south sections of the corridor. Bus routes, Metra service, and frequent service are limited through much of the corridor mid-section (generally between IL 390 and I-290), reflective of the overall transit demand. Many factors influence transit use. Primarily, demand for transit requires population and employment densities that can support transit. Additionally, the pedestrian and bicycle environment connecting to transit services must be safe, convenient, and accessible. Pace's IL 390 Tollway Corridor Study considered these factors in evaluating potential corridors for improved transit service, including the Route 83 corridor. Overall, Route 83 ranked low in terms of connectivity, access, and safety. Specifically, the study noted that there is a lack of pedestrian facilities, few locations for safe crossing, few signalized intersections with limited access at certain locations along Route 83, and single family residential neighborhoods separated from the corridor by walls, fencing, and/or highway access roads.



Recent Pace initiatives continue to develop alternatives to better connect areas with higher residential densities to employment centers. Alternatives consider both north-south and east-west travel and connections to key industrial areas and the O'Hare area. As CMAP has previously documented, many areas of the corridor have higher employment, but lower transit access, especially in areas not served by Metra.

While Route 83 is mostly viewed by the adjacent communities as a regional highway traveling near their community and not a hospitable pedestrian or bike corridor, there could be an opportunity for higher-speed transit services traveling on Route 83. Infrastructure improvements such as traffic signal queue jumps, bus shoulder lanes, and intersection improvements at major arterials would support increased transit access and efficiency.

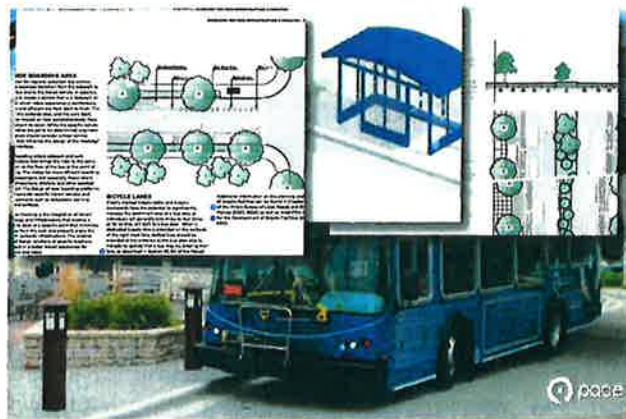
Transit Supportive Infrastructure

First mile/last mile connections linking transit service with origins or destinations are key to facilitating easy use of transit, as every transit rider begins and ends their trip as a pedestrian or bicyclist. The quality and efficiency of the pedestrian environment is critical to determining mode of travel. To enhance access to transit, transportation projects should support both pedestrians and bicyclists, and as a result, will support the transit customer. The pedestrian system includes sidewalks, street crossings, pedestrian signals, and multi-use trails. On-street bike lanes or off-street bike paths allow bicyclists safer access to the transit stop. Improving the connectivity of these elements with transit services and the varying land uses is critical to improving overall mobility and ease of travel, while decreasing auto dependency. Likewise, shuttle services between Metra stations and employment centers can provide first/last mile connections for suburb-to-suburb or reverse commute travelers. Shuttle service between the Elmhurst Metra station and Oak Brook was recently initiated using Chariot, a new flexible transit service. The City of Wood Dale is also considering shuttle services as a result of the DuPage Transit Connectivity Study.

Linking transit, housing, and land use, a focus of CMAP's GO TO 2040 is carried forward in the newly approved ON TO 2050. ON TO 2050 continues support of compact, walkable communities that support transit, improve the health of residents, and promote a high quality of life. Planning for transit-supportive land uses involves enhancing pedestrian and bike connections to transit, making it easier and safer for employees and residents near transit corridors to walk or bike to rail or bus stations.

Pace has published transit-supportive guidelines to foster reliable, efficient, convenient, and accessible transit. The guidelines present planning principles and design standards that may be implemented by municipalities, designers, engineers, and others responsible for public rights-of-way and developments served by these rights-of-way. The guidelines are intended to promote a built environment that supports all modes of movement related to transit to create a more effective regional transit service.

The RTA'S Access to Transit program is a tool that provides funding for small-scale capital projects to improve access to the regional transit system for pedestrians and bicyclists.



Transit Supportive Guidelines

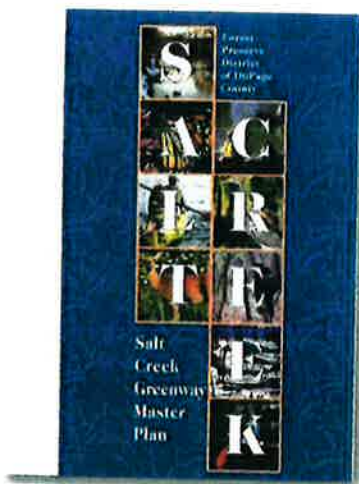
Non-Motorized Travel

Trails for bicyclists and pedestrians are provided on a regional, county, and local level, as described below.

Salt Creek Greenway Trail

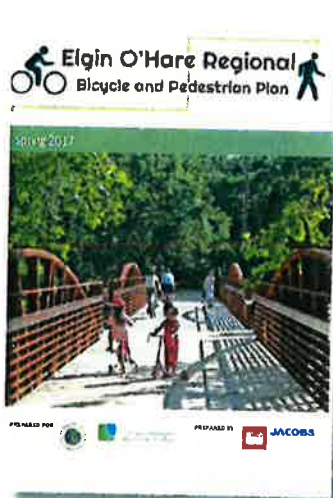
The Salt Creek Greenway is a 35-mile trail, starting from Busse Woods in Cook County on the north, passing through eastern DuPage and curving southeast into Cook County at the south end. It is part of an intergovernmental effort by the Forest Preserve District of DuPage County and includes the County, park districts, and municipalities. The trail connects six eastern DuPage communities including Wood Dale, Addison, Villa Park, Elmhurst, Oak Brook, and Oakbrook Terrace.

The trail also connects to Wood Dale and Hinsdale's bikeway system and the Illinois Prairie Path. The Salt Creek Trail is one component of the Salt Creek Greenway Master Plan. Construction of the Salt Creek Greenway within DuPage County, spans from the northern boundary of DuPage County to Ogden Avenue. This section provides a key north-south spine for bicycle travel. While most of the trail is safe and accessible, challenges remain related to flooding and crossing arterial roadways.



Elgin-O'Hare Bike/Ped Plan

The Elgin O'Hare Regional Bicycle and Pedestrian Plan provides a guide for future investments in bicycle and pedestrian infrastructure and programming to provide safe, comfortable, and convenient nonmotorized travel for the area's residents, businesses, and visitors. These facilities will increase connectivity with existing bicycle and pedestrian infrastructure, improve bicycle and pedestrian access to transit and other key destinations and enhance the overall quality of life in communities within and near the study area.



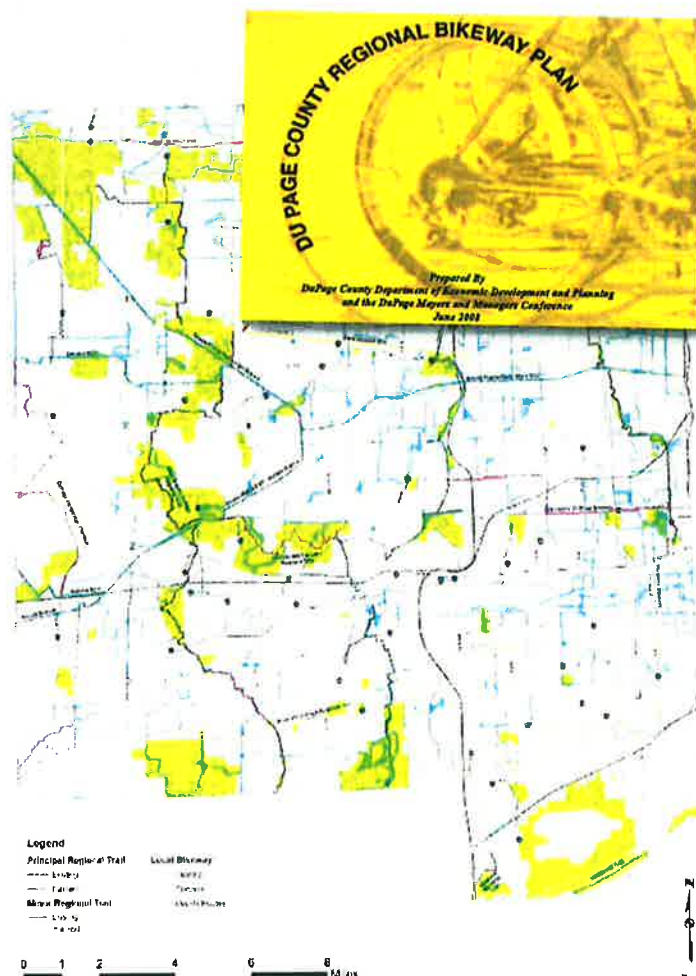
DuPage County Regional Bikeway Plan

The most recent bicycle plan is the 2008 DuPage County Regional Bikeway Plan. It was created under a partnership between the DuPage County Board and the DuPage County Mayors and Managers Conference. The County and Conference worked to bring all bikeway implementation agencies in DuPage together to update the previous plan and reflect changes due to development that had occurred since 1984. Included in the planning process were municipalities, park districts, the Forest Preserve District of DuPage County, DuPage County Division of

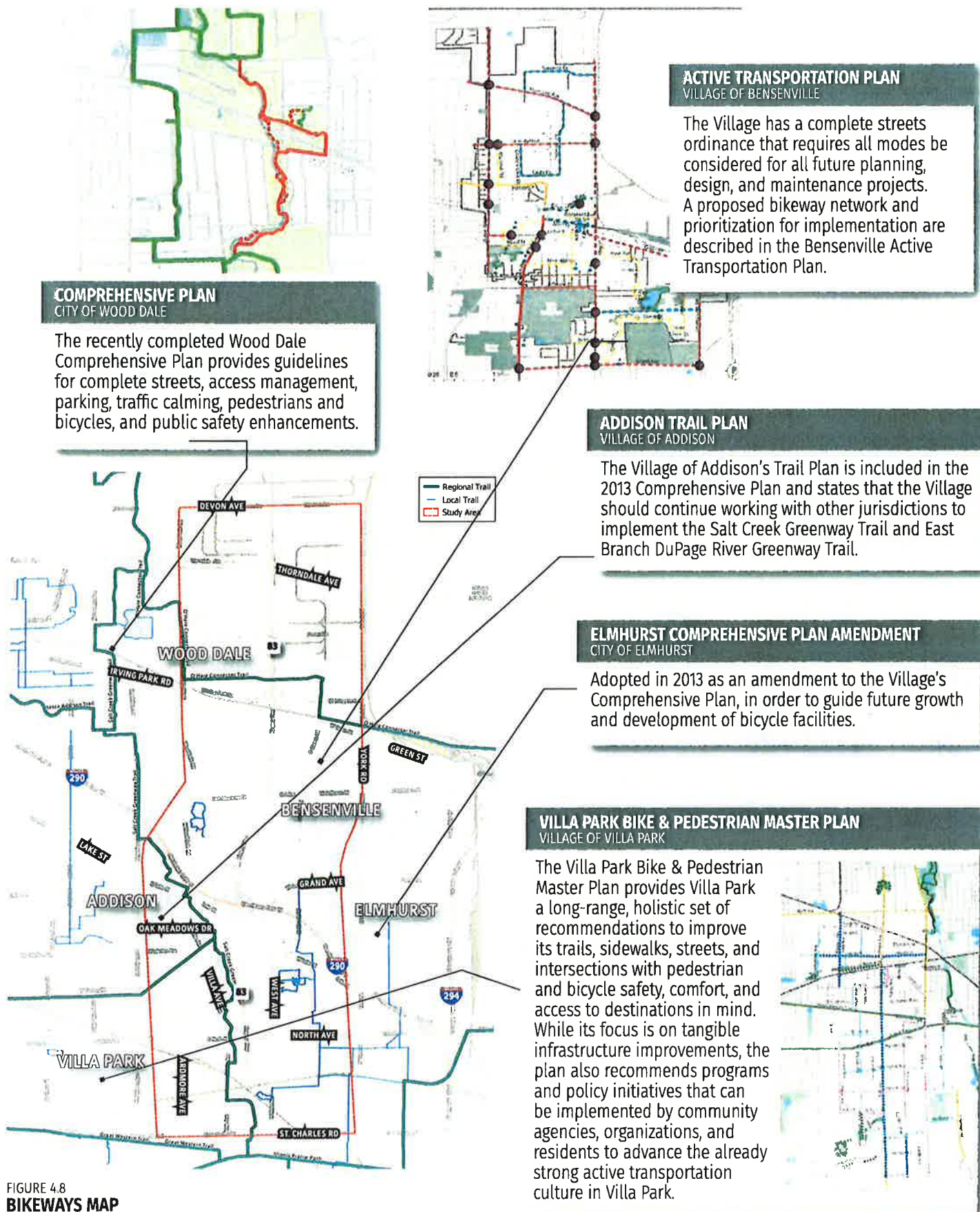
Transportation, townships, and the public / trail users. The County also has a Healthy Roads Initiative that directs the inclusion of "bicycle friendly roadway designs where practical and desirable in all major roadway expansion projects beginning preliminary engineering design in 2008 or subsequently thereafter." In 2017, the County created a web-based mapping application, DuPage Trails App (<https://www.dupageco.org/trailmap/>) that provides users with critical information about the County's regional trail system. As part of the DuPage County Regional Bikeway Plan, the DuPage County Regional Commission produces a map of existing and proposed bikeways in DuPage County. Bikeways include local and regional multi-purpose off-road trails and paths. An update to the County Bikeway map was created in 2018, as shown below.

Northeastern Illinois Regional Greenways and Trails Plan

The officially adopted Northeastern Illinois Greenways and Trails Plan (RGTP) is a long-range, multi-jurisdictional plan which envisions a network of continuous greenway and trail corridors, linked across jurisdictions, providing recreational and transportation opportunities. CMAP coordinates planning for trails and greenways and uses the RGTP to guide funding decisions for the Transportation Alternatives (TAP) program. For DuPage County, the highest priorities include the regional trails in the County's 2008 adopted regional bikeway plan. Those trails with connections to communities along the IL 83 corridor include: Illinois Prairie Path, Great Western Trail, Salt Creek Greenway Trail, O'Hare Connector, Addison Connection, and Elmhurst-Northlake Connector.



COMMUNITY ACTIVE TRANSPORTATION PLANS



Ped/Bike Summary – Impact on Route 83

The Salt Creek Trail provides a critical north-south bike/ped spine throughout the corridor along with connections to other county/regional facilities such as the Salt Creek Greenway (through DuPage and Cook Counties), Great Western Trail, Prairie Path, and the Elgin-O'Hare Bike/Ped Path. Further, most adjacent communities have, or are developing active transportation plans and bike/ped infrastructure improvements, a key component in the overall bike/ped network for the study area.

To create a more connected and dependable bike/ped network, locations for critical east-west connections should be considered at potential locations:

- Foster Ave.
- Irving Park Road
- Green Street
- Oak Meadows Dr.
- Grand Ave.
- North Ave.
- St. Charles Road

Safety concerns affecting the Salt Creek include flooding and locations where the trail crosses east-west roadways at grade. Flooding occurs where arterial roadways travel overhead, closing the trail at times. As roadway improvements are considered in the corridor, improvements to the bike/ped network should also be considered such as grade separated crossings over Route 83, at-grade intersection improvements, and connections to adjacent land uses and transit services.

FUNCTIONAL CLASSIFICATION

The roadways within the study area are classified according to the character of service they are intended to provide. This functional classification process recognizes a hierarchy of roadways and the fact that they do not function independently, but as a system-wide supportive network. The hierarchy classifications, as defined by the Illinois Department of Transportation (IDOT), found within the area are illustrated in the exhibit below in Figure 4.9.

EXPRESSWAYS/TOLLWAYS

- IL-390 - Elgin-O'Hare
- I-290 Extension

PRINCIPAL ARTERIALS

- Route 83
- Thorndale Ave
- North Ave

MINOR ARTERIALS

- Devon Rd
- Wood Dale Rd
- York Rd
- Irving Park Rd
- Lake St
- St. Charles Rd

Minor arterials are designed to "feed" traffic to the principal arterials. This then helps to provide enhanced access to the broader arterial and interstate network. Maintaining each level within the network is important, as inefficiencies tend to "spill-over".



FIGURE 4.9
FUNCTIONAL CLASSIFICATION EXHIBIT

TRAFFIC VOLUME

In order to foster a complete streets approach and increase multi-modal functionality along Route 83, traffic volume, truck routes, and roadway jurisdiction are a few of the factors of roadway operations that must be analyzed. To date, public outreach and stakeholder interviews have identified Route 83 as a significant bicycle and pedestrian barrier. Looking at traffic volumes will help in confirming where to best provide the previously mentioned bicycle and pedestrians accommodations. Traffic volume measurements are taken in several ways, one standard being Average Daily Traffic (ADT). The ADT throughout the study area varies based on roadway type, as well as function. Along Route 83, traffic just north of Devon Avenue is roughly 32,100 vehicles per day (vpd) and as you move south the ADT steadily increases to end up at 62,400 vpd south of St. Charles Road. This sizable number of cars will certainly have an impact on motorists' progression along the corridor and bicyclists' or pedestrians trying to cross the corridor. It is important to note that the ADT data gathered is affected by the roadway network changes mainly north of I-290, such as the Elgin-O'Hare Expressway construction. These volumes are subject to change throughout the duration of the study. Another important consideration in traffic volumes is truck traffic, which is outlined in the section to the right.

The appendix provides a map displaying the ADT's of the roadways within the study area, which are subject to change over time due to network modifications.

TRUCK ROUTES

The study area has well-defined truck routes that direct heavy vehicles along roads outside of most downtowns and the many residential neighborhoods within each community. As summarized on the right, Illinois has three classes of routes, and truck drivers should be aware of how speed and weight limits may vary on these roads.

The exhibit in Figure 4.10 below illustrates designated truck routes. Due to the amount of truck traffic on Route 83, this topic should be a focus point in the planning process moving forward. The impact these vehicles have on not only the safety and design of the roadways, but also the economies of each community and quality of life of their residents should be discussion points for this plan. The following routes within the study area also experience truck traffic:

- Thorndale Ave (IL 390): 3,000 (expect this volume to increase with the completion of the corridor construction east of Route 83 as regional accessibility is enhanced)
- Irving Park Rd (IL 19): 1,350 west of Route 83 / 1,750 east of Route 83 (this route is not designated as a truck route, however, due to nearby construction, it is the only major east-west route north of I-290; expect these volumes to decrease with the completion of construction)
- Lake Street (US 20): 3,875 west of Route 83, 2,500 east of Route 83
- North Avenue (IL 64): 3,400 west of Route 83, 1,775 east of Route 83
- St. Charles Road: No truck data available (it is of note that St. Charles Road is designated as a local preferred route likely due to the amount of businesses located on the west side of Route 83 in Villa Park)

CLASS 1 ROUTE

This is an interstate type of route, and it is approved for load widths of 8'6" or less.

- I-290 (Eisenhower Expy)

CLASS 2 ROUTE

This is a major roadway, and it is approved for load widths of 8'6" or less. Trucks may be longer on Class 2 routes, but they may not have a base greater than 55 feet.

- Route 83
- Thorndale Ave (IL 390)
- Lake St (US 20)
- North Ave (IL 64)
- Central Ave near Wood Dale industrial park
- Church Road near Elmhurst industrial park

CLASS 3 ROUTE

This is a local road, and the maximum allowable load width is 8'0". Also, the wheel base may not be greater than 55 feet.

- No roadways within study area



FIGURE 4.10
DESIGNATED TRUCK ROUTES EXHIBIT

ROADWAY JURISDICTIONS

Roadway jurisdiction is an important factor with regard to roadway function and maintenance. Figure 4.11 summarizes all major roadways within the study area and their respective jurisdictions. With some major roadways shifting jurisdictions, the ability to make pedestrian and bicycle improvements, control access, or unify roadway character is more of a challenge and may require major coordination between multiple agencies. All agencies involved, whether it be state, county, or local should be involved in the planning process moving forward. Inclusive decision-making will help to ensure that plan recommendations reflect the needs of each participating stakeholder.

ROADWAY	JURISDICTION(S)
Route 83	IDOT
York Road	DuPage County north of IL 64, Bensenville & Elmhurst south of IL 64
Tonne Road/Wood Dale Road/Villa Avenue	DuPage County north of IL 64, Villa Park south of IL 64
Devon Avenue	DuPage County
Thorndale Avenue (IL 390)	DuPage County
Irving Park Road (IL 19)	IDOT
I-290	IDOT
Lake Street (US 20)	IDOT
North Avenue (IL 64)	IDOT
St. Charles Road	Villa Park west of Route 83, Elmhurst east of Route 83

FIGURE 4.11
ROADWAY JURISDICTIONS

VEHICULAR CHARACTERISTICS AND CONNECTIVITY

Another key consideration regarding roadway operations and the ability to increase multi-modal functionality is vehicular congestion and its relationship to both vehicle Level of Service (LOS) and transit/bicycle/pedestrian accommodations. Average delay and speed, as well as other factors, are key components used in determining the LOS for an intersection. In general, LOS A is considered the best rating, whereas LOS F is considered the worst. The various stages of LOS, as defined by the Highway Capacity Manual (HCM), are summarized in the appendix. DuDOT has provided the most current LOS for each intersection in both the northbound and southbound direction along the corridor, which can be seen in Figure 4.12. It should be noted that the DuDOT analysis incorporates extra intersections about three miles south of the study area boundaries to 22nd Street, while also excluding some intersections. IL 19 (Irving Park Road) and US 20 (Lake Street) are not shown as they are not at-grade intersections.

Typically, an intersection is designated as congested if level of service falls below LOS D. However, in more urbanized areas, some of the roadways may operate at lower levels of services, and in particular, individual turning movements. Figure 4.12 shows that the LOS along Route 83 generally gets worse toward the south near IL 64 (North Avenue). Furthermore, southbound movement along the corridor is more congested than northbound movement. Keep in mind that the data utilized here provide these ratings was collected as IL 390 network modifications being made, which means this is subject to change over the study lifetime.

The chart in Figure 4.13 displays the existing ADT's within the study area. When compared with the LOS ratings, a relationship can be seen, as more vehicles travel the road, congestion increases. It is the team's understanding that DuDOT is in the process of developing the most current ADT volumes along Route 83, as well as projections going out to the year 2040. This data will be incorporated into the study when available. Moving forward, coordination between all agencies to keep regularly updated traffic count information along the corridor would prove beneficial. This type of data and analysis should be one of the factors considered when making decisions on how to increase multi-modal connectivity along the corridor.

Intersection LOS Summary IL 83 Corridor Study - DuPage County			
Direction: Southbound		Direction: Northbound	
	Average LOS		Average LOS
16 Devon Ave	C	1 22nd St	E
15 Mark St	D	2 Hodges Rd	E
14 North Thorndale Ave	D	3 16th St	F
13 South Thorndale Ave	A	4 Riverside Dr	C
12 Foster Ave	C	5 St. Charles Rd	E
11 Hillside Dr	A	6 Elmhurst Crossing SC	A
10 Sherwood Dr/Grove Ave	B	7 DuPage Materials Entr	B
9 Oak Meadows Dr/Third Ave	C	8 IL 64/North Avenue	F
8 IL 64/North Ave	E	9 Oak Meadows Dr/Third Ave	A
7 DuPage Materials Entr	F	10 Sherwood Dr/Grove Ave	B
6 Elmhurst Crossing SC	F	11 Hillside Dr	A
5 St. Charles Rd	E	12 Foster Ave	C
4 Riverside Dr	D	13 South Thorndale Ave	B
3 16th St	C	14 North Thorndale Ave	D
2 Hodges Rd	F	15 Mark St	C
1 22nd St	F	16 Devon Ave	B
SUMMARY	E	SUMMARY	C

Source: DuDOT

FIGURE 4.12
INTERSECTION LOS SUMMARY

IL 83 Corridor Study - DuPage County

Road & Location	Existing Average Daily Traffic (ADT) All Vehicles
IL 83	
a) North of Devon Avenue	32,100
b) South of Devon Avenue	38,100
c) North of Irving Park Road	45,100
d) South of Irving Park Road	50,800
e) North of I-290	52,100
f) South of Lake Street (US 20)	54,200
g) South of North Avenue (IL 64)	65,900
h) South of St. Charles Road	62,400

Source: IDOT Existing ADT

Note: Volumes not officially recognized by DuDOT and subject to change over time

FIGURE 4.13
TRAFFIC COUNT SUMMARY

TRAFFIC CONTROL/INTERSECTION DESIGN & SIGNALIZATION

Traffic Control is determined, among other things, by volumes and intersecting roadways; pedestrian accommodations and crash data are also considered. Traffic control devices are an important component of public safety and efficient traffic movement. Traffic control is maintained by the agency with jurisdiction over the roadway. This also requires coordination and cooperation among agencies. Traffic signals are strategically placed along primary travel corridors to help promote traffic flow and public safety. Traffic signals range from state-of-the-art equipment including Emergency Vehicle Preemption (EVP), pedestrian countdown timers, and battery back-up to much older, pre-timed equipment with little or no pedestrian accommodations.

To facilitate progression and enhance the efficiency of the corridor it is important to know the location of all traffic signals and equipment. The following is a list of the 12 signalized intersections along the Route 83 corridor study area starting in the north with:

1. Devon Avenue,
2. Mark Street,
3. North Thorndale Avenue (IL 390)
4. South Thorndale Avenue (IL 390)
5. Foster Avenue
6. Hillside Drive
7. Sherwood Drive/Grove Avenue
8. Oak Meadows Drive/Third Avenue
9. North Avenue (IL 64)
10. DuPage Materials Entrance
11. Elmhurst Crossing Shopping Center
12. St. Charles Road

Along with Route 83, most of the east-west intersecting streets also provide traffic signals in the study area. Most of the traffic signals are located along either Tonne Road/Wood Dale Road/Villa Avenue and York Road, the other two major north-south roadways in the study area. Additionally, traffic signal locations are shown on the Traffic Signal and Crosswalk Locations Exhibit in the Appendix.

Signalization and separated left-turn lanes facilitate traffic onto and off of the corridor. However, there are many accesses to and from business or neighborhoods/homes situated along the corridor, which coupled with higher traffic volumes, cause motorists trying to enter Route 83 from a smaller side street to potentially cause congestion and collisions. Due to Route 83 being a major Strategic Regional Arterial (SRA) route, which requires more stringent requirements on access (500' min) and signal spacing (0.25 mi min), access management processes should be looked at throughout the corridor. Consolidating access to neighborhoods may improve traffic flow while also increasing safety for both motorists' and pedestrians as turning movements will happen in fewer areas along the corridor. As the planning process continues, potential areas for access consolidation will be identified.

Safety is a key transportation component that should be addressed within the corridor study for all modes of travel. The IDOT Crash Data (2014-2016) map depicted in the Appendix illustrates the crash location and density along the corridor. The major intersections along Route 83 that experience the most crashes are Devon Avenue, Thorndale Avenue (I-390), Foster Avenue, Hillside Drive, Grove Avenue, Third Avenue/Oak Meadows Drive, North Avenue, and St. Charles Road. In general, this is reflective of the higher amount of traffic turning onto and off of the corridor at these locations. However, there are also a lot of intermittent locations along the corridor that experiences some crashes, along with two fatalities. The IDOT Crash Data (2014-2016) map also separates out the crashes involving pedestrians and cyclists. Mark Street, Foster Avenue, Irving Park Road, Grove Avenue, Wood Street, and North Avenue all experienced a pedestrian or cyclist crash. This is an indicator that current conditions are unsafe for these modes of travel and enhancements to safety must be examined moving forward.





STORMWATER MANAGEMENT

Each corridor municipality regulates stormwater. It is of note that some of the unincorporated areas within the broader study area are currently being provided stormwater and sewer service by municipalities, while others are not. Flooding and stormwater management are key factors in assessing development and redevelopment in the study area. Therefore, understanding its impact on the corridor is essential.

While dealing with stormwater and sewer service management, it is important to know the areas most prone to flooding. The FEMA Flood Hazard Map depicts the flood zones that are found within the study area. They tend to be focused along the Salt Creek, which runs through Addison and Villa Park near the southwestern border of the study area. There are also small pockets closer toward the eastern edge in both Bensenville and Elmhurst.

DuPage County adopted a Countywide Stormwater and Flood Plain Ordinance in 1991, which is enforced by the municipalities and the County. The ordinance regulates floodplain management and governs the location, width, course, and release rate of all stormwater runoff channels, streams and basins within the County. In addition to managing and mitigating the effects of development on stormwater runoff, the ordinance incorporates the IDNR-OWR floodway permitting requirements (615 ILCS5/18g) and complies with the rules and regulations of the National Flood Insurance Program codified in Title 44 of the Code of Federal Regulations. The floodplain regulations help to reduce or eliminate flood losses and conserve and protect the natural and beneficial functions of each community's water resources. Annexing and providing the current unincorporated areas with stormwater and sewer "hook-ups" will benefit both parties involved. The residents will receive more efficient services due to standards of implementation and service required by each of the municipality's regulations.

Flooding not only occurs within the FEMA mapped floodplain along the Salt Creek, but can also occur within the residential neighborhoods and streets of each community. The creation of impervious surfaces throughout the Chicagoland region predates most modern stormwater management and infrastructure standards. The stormwater runoff from these areas can overwhelm local drainage systems and lead to urban flooding, such as ponding water in streets and yards, basement seepage, and sewer backups. In June 2015, the Illinois Department of Natural Resources (IDNR) published the report for the Urban Flooding Awareness Act. This comprehensive document seeks to increase awareness and provide avenues to addressing and mitigating urban flooding that otherwise is not always designated on FEMA floodplain maps. CMAP's GO TO 2050 plan includes a Regional Urban Flood Susceptibility Index map to help prioritize areas for planning and mitigation investment. The Route 83 corridor has areas of high susceptibility identified for both urban and riverine flooding. It is important to involve the FEMA floodplain maps, the Urban Flooding Awareness Act Report, and the Regional Urban Flood Susceptibility Index in the infrastructure planning of potential annexation areas. Each community taking the steps toward upgrading stormwater management systems and providing its residents with the greatest mitigation to flooding will prove beneficial.



FIGURE 4.14
FEMA FLOOD HAZARD MAP

SECTION 5

SUB-PLANNING AREA ASSESSMENTS

In order to assess the Route 83 Corridor in a manageable and organized manner, the Study Area is further evaluated into eight sub-planning areas, as illustrated in Figure 5.1. Each sub-planning area is comprised of a cluster of unincorporated parcels along the corridor, as well as adjacent incorporated parcels that help define the general context of the area.

Each sub-planning area emphasizes the diverse conditions, issues, and opportunities that characterize various sections of the Study Area. For example, Area 1 is defined by a distinct campus of public/institutional uses next to a burgeoning employment center with industrial and office uses. On the other hand, Area 6 is a primarily residential area adjacent to the Wood Dale Grove Forest Preserve.

Utilizing existing data from the County, the corridor communities, transportation agencies, and other relevant organizations, the planning approach for the Route 83 Corridor will be built upon a solid baseline of information from which to develop strategies that guide land use decisions, multimodal mobility, development, and growth management. The sub-planning area assessments in this section evaluate the local character, land use, zoning, transportation, and environmental attributes that define each area.

In addition, the approach integrates feedback from stakeholders to ensure the plan is reflective of those who use the Route 83 Corridor.

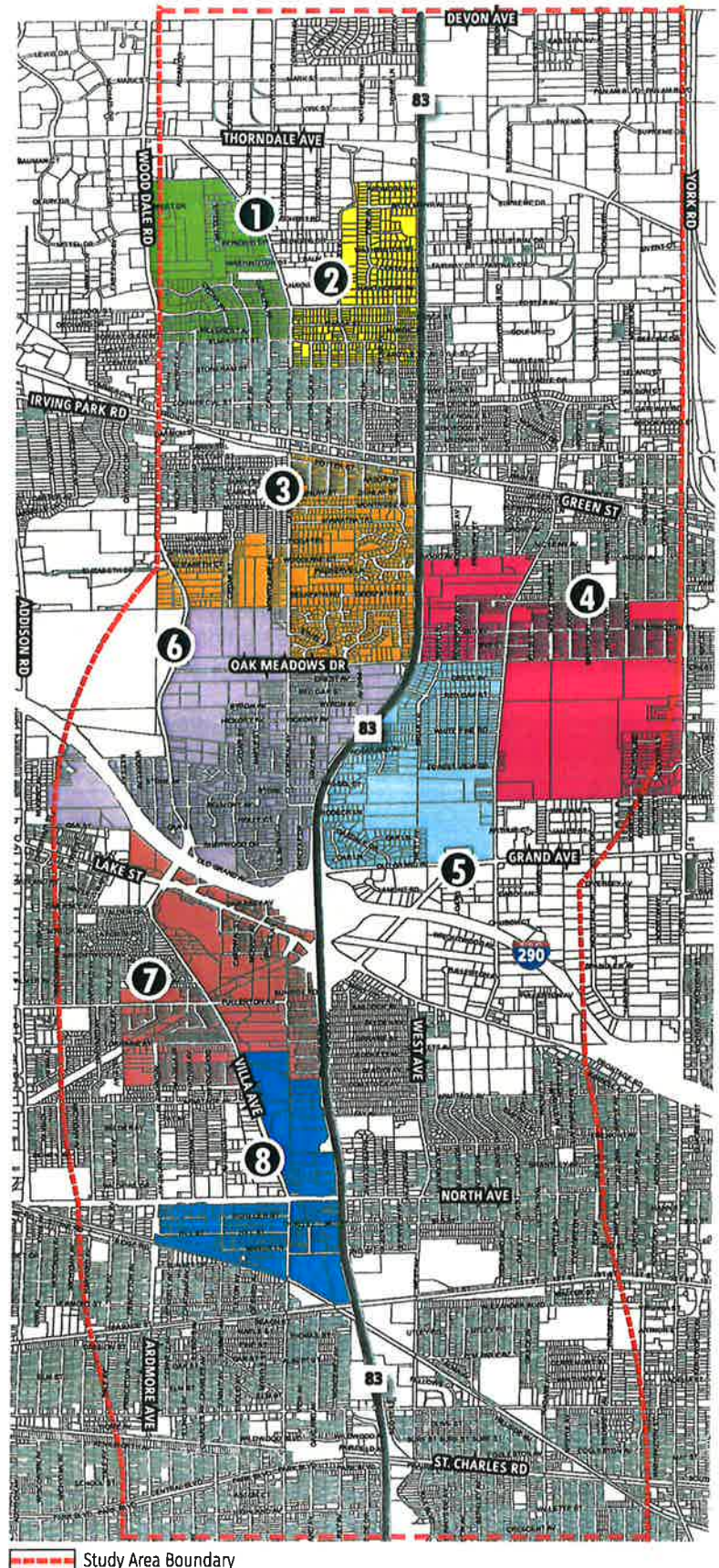


FIGURE 5.1
SUB-PLANNING AREAS

SUB-PLANNING AREA 1

LOCATION

Sub-Planning Area 1 is located in the northern part of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 1 is generally bounded by Thorndale Avenue on the north, Central Avenue on the east, Elmhurst Street on the south, and Wood Dale Road on the west. Roughly half of Area 1's is unincorporated parcels. Area 1 is completely located within the City of Wood Dale, with the unincorporated parcels carving out a presence within the City's incorporated area.

AREA CHARACTER

The unincorporated portion within sub planning area 1 is surrounded by the City of Wood Dale. The area largely consists of well-maintained single-family housing, with very few undeveloped lots. The tree lined streets create a neighborhood environment, but the lack of sidewalks on the local roads may limit safe pedestrian access to nearby Wood Dale Junior High School and the surrounding attractions like Central Park and Franzen Grove Park.



JURISDICTIONS

Water: DuPage Water Commission

Grade School Districts: Wood Dale District 7

High School Districts: Fenton District 100

Community College Districts: College of DuPage District 502

Park Districts: Wood Dale

Fire Protection Districts: Wood Dale

Special Police Districts: Wood Dale Police Department;
DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Wood Dale

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 45; Illinois Senate District 23



Sub-Planning Area 1 Aerial

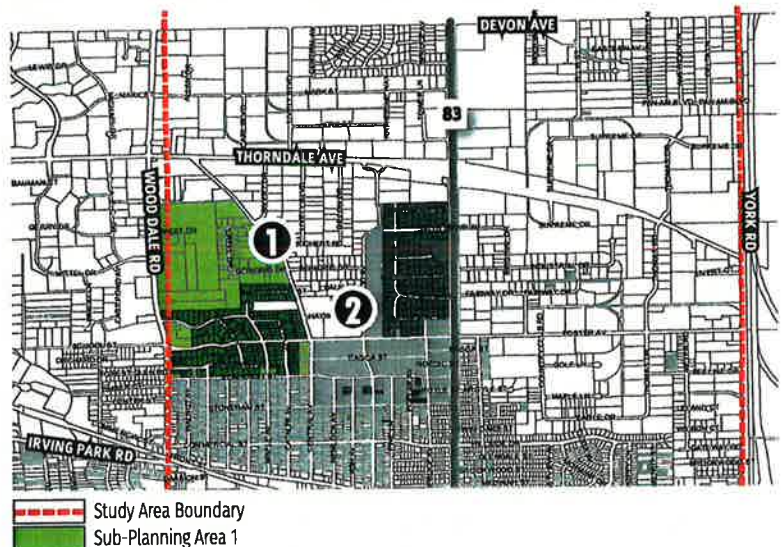


FIGURE 5.2
LOCATION MAP | SUB-PLANNING AREA 1

SUB-PLANNING AREA 1



FIGURE 5.3
EXISTING LAND USE MAP | SUB-PLANNING AREA 1

Existing Land Uses

The unincorporated area in the southern half of Area 1 is mostly comprised of single family homes. The surrounding incorporated areas are generally composed of: an industrial park; a pet kennel and spa; Wood Dale Junior High School; Franzen Grove Park; and an informal campus of public/institutional uses, including Wood Dale Fire Department Station #68 (Headquarters), Wood Dale School District #7 Offices, and the Wood Dale Park District's Recreation Complex.



FIGURE 5.4
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 1

Zoning

As shown in the Existing County Zoning Map in Figure 5A1.3, all unincorporated parcels in Area 1 are zoned R-3 (Single Family Residence District), which is consistent with the single family homes that comprise the area. The only notable conflict between the existing use and underlying zoning is the pet kennel and spa covering two parcels along Catalpa Avenue. Per the DuPage County Zoning Ordinance, a pet kennel is allowed in the R-3 zone as a conditional use: "Pets - more than four (4) pets over four (4) months of age on a residential lot owned by a resident of the lot." However, if the parcels are annexed into Wood Dale, such a use may be characterized as a non-conforming under the City's zoning code, depending on the zoning district(s) to which the two parcels may be assigned upon annexation.

SUB-PLANNING AREA 1



FIGURE 5.5
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 1

Transportation Network Characteristics



BIKE/PED ROUTES: Salt Creek, IL 390, Central, Wood Dale routes, and Bensenville routes; potential to install sidewalks on local annexed rights-of-way



COMMUTER RAIL: Wood Dale Metra Station [SOUTH]



BUS: Pace Route 757 [EAST ALONG ROUTE 83]



POTENTIAL INTERSECTION IMPROVEMENT(S): Wood Dale Road/Foster Avenue/School Street intersection, including bike/ped improvements; Central Avenue/Sivert Drive intersection; check all-way stop warrant as safety enhancement



OPPORTUNITIES:

- Provide possible N-S bike connector route along Edgewood Avenue between IL 390 & Hillside Drive
- Improve access management along Central Avenue, including consolidation of drives
- Monitor traffic/truck volumes for potential improvement areas along Wood Dale Road/Central Avenue as regional access improves with IL 390 completion

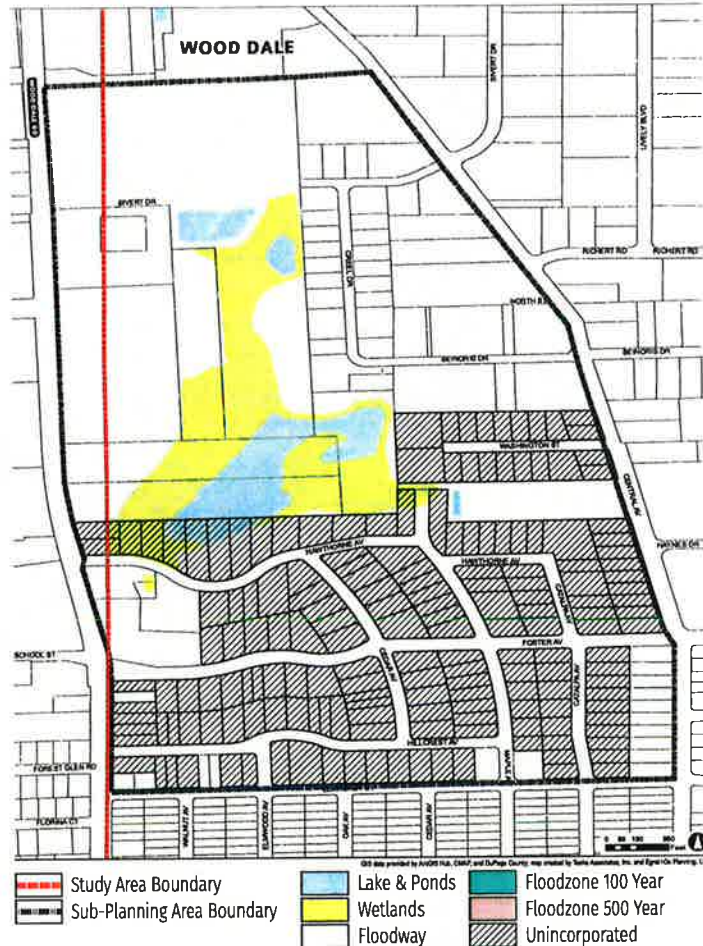


FIGURE 5.6
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 1

Environmental Conditions

Wetlands and water bodies are the largest environmental condition in sub planning area 1. This is at Franzen Grove Park, which abuts existing single family housing. Although a majority of the unincorporated parcels are not within the park's wetland boundary, the unincorporated parcels along the north side of Hawthorne Avenue are impacted. The remaining parcels surrounding Franzen Grove Park are either already developed or designated open space and are an amenity to the area. (It is noted that Dupage County shows the wetlands area as heavy industrial in it's Master Plan but the intent is to preserve the environmental character of the sub-planning area 1).

SUB-PLANNING AREA 1

Future Land Use Analysis

The maps in Figure 5.7 compare the future land uses¹ in Area 1 as designated by DuPage County and the City of Wood Dale. Future land use designations between DuPage County and Wood Dale are relatively consistent in terms of maintaining a single family residential neighborhood in the southern half of Area 1. In the northern half, the County is consistent with Wood Dale's overarching plan for expanding existing industrial uses, which is the general development pattern in this stretch of Route 83. One notable exception is the difference in land use along Washington Street: the County recommends single family residential, while Wood Dale recommends industrial. There are also instances where the County designates public/institutional uses and open spaces in different locations than Wood Dale.

¹ Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale's future land use designations is more recent deriving from their 2018 Comprehensive Plan.

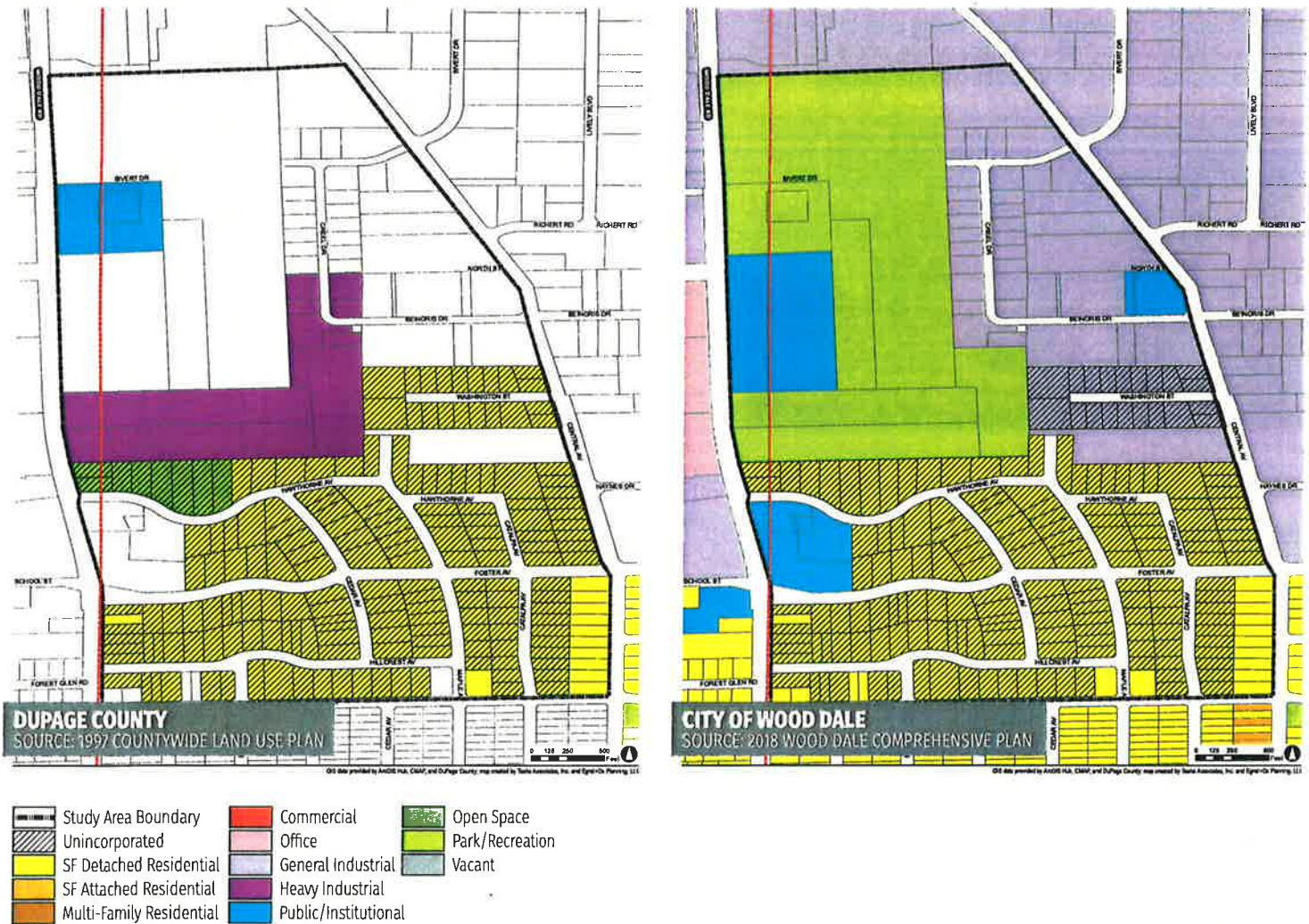


FIGURE 5.7
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 1

SUB-PLANNING AREA 2

LOCATION

Sub-Planning Area 2 is located in the northern segment of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 2 is generally bounded by Thorndale Avenue on the north, Route 83 on the east, Stoneham Street on the south, and Central Avenue and Edgewood Avenue on the west. About half of Area 2's coverage encompasses unincorporated parcels, mostly in a concentrated section north of Foster Avenue with a dozen scattered parcels to the south. Area 2 is primarily located within the City of Wood Dale, with a small portion situated in the Village of Bensenville. The unincorporated parcels lay along the outer perimeter of each municipality.

AREA CHARACTER

The unincorporated parcels within sub planning area 2 are developed with single family homes, except one vacant lot and a parcel designated as open space. Connectivity throughout the planning area is limited due to Route 83 to the east and the industrial/manufacturing uses to the west. The major east/west access is Foster Avenue, where a limited number of small commercial businesses are located.



JURISDICTIONS

Water: -

Grade School Districts: Wood Dale District 7; Wood Dale District 2

High School Districts: Fenton District 100

Community College Districts: College of DuPage District 502

Park Districts: Wood Dale; Bensenville

[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]

Fire Protection Districts: Wood Dale; Bensenville 2

Special Police Districts: Wood Dale Police Department; Bensenville Police Department; DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Wood Dale; Bensenville

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: Congressional District 8; Representative District 77; Illinois Senate District 39



Sub-Planning Area 2 Aerial

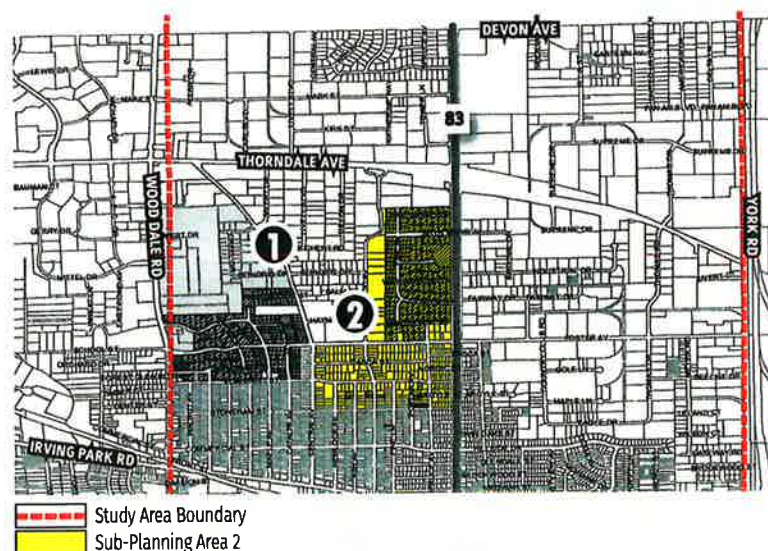


FIGURE 5.8
LOCATION MAP | SUB-PLANNING AREA 2

SUB-PLANNING AREA 2

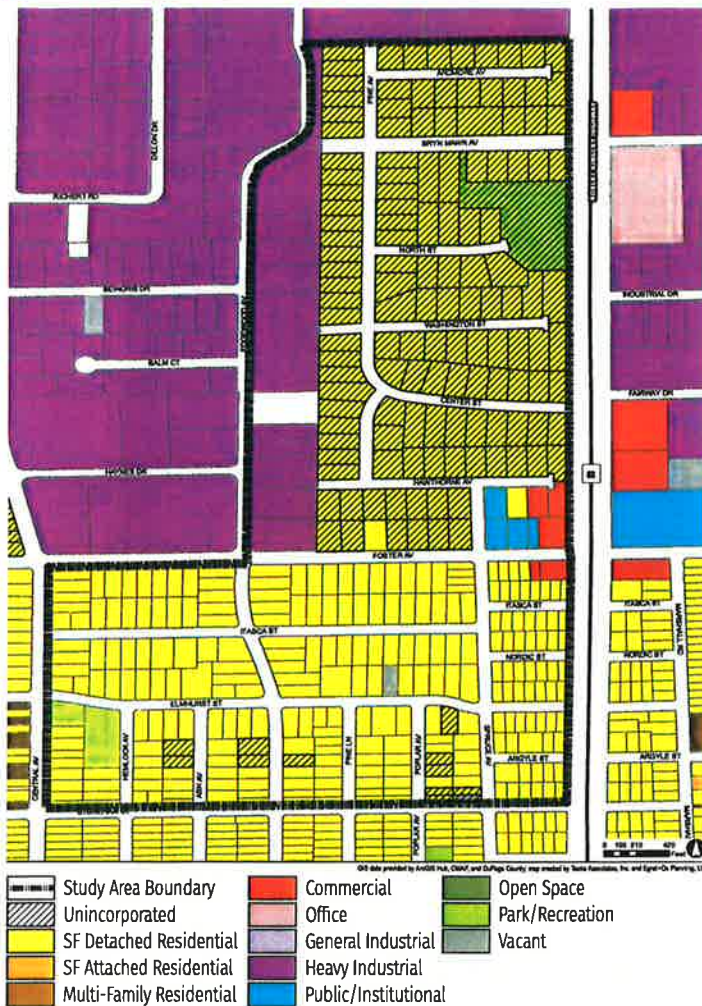


FIGURE 5.9
EXISTING LAND USE MAP | SUB-PLANNING AREA 2

Existing Land Uses

The unincorporated area in the northern portion of Area 2 is primarily comprised of single family homes. In addition, single family homes occupy the dozen scattered unincorporated parcels in Area 2's southern section. The incorporated areas are generally composed of single family homes, although the following non-residential uses are also included: an industrial park along Edgewood Avenue; a McDonald's, Shell gas station, and Subway at the Route 83/Foster Avenue intersection; and Central Park to the southwest.

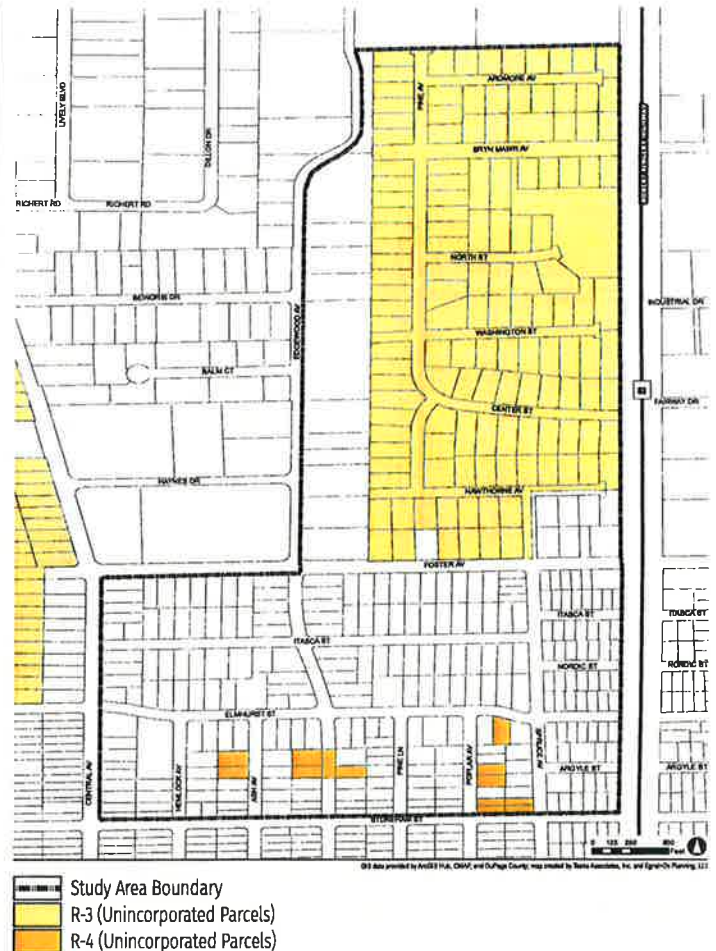


FIGURE 5.10
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 2

Zoning

As shown in the Existing County Zoning Map in Figure 5.10, most of the unincorporated parcels in Area 2 are zoned R-3 (Single Family Residence District), with a dozen parcels zoned R-4 (Single Family Residence District). This is primarily consistent with the single family homes that comprise the area. While R-3 and R-4 are both intended for single family residences, the notable differences between the two districts are varying lot size requirements for single family detached dwellings served with private septic and public water (as opposed to public sewer and private well). There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 2



FIGURE 5.11
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 2

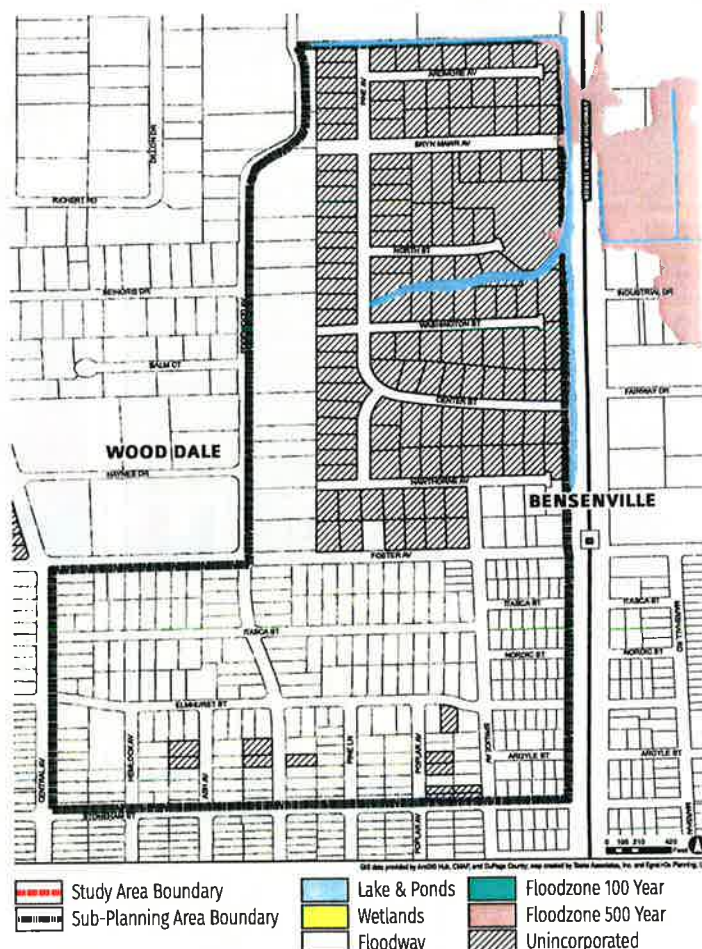


FIGURE 5.12
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 2

Transportation Network Characteristics



BIKE/PED ROUTES: IL 390, Central and Wood Dale routes; potential to install sidewalks on local annexed rights-of-way



COMMUTER RAIL: Bensenville Metra Station [SOUTHEAST]



BUS: Pace Route 757



POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/Foster Avenue intersection, including additional capacity at Foster Avenue approaches; Route 83/Bryn Mawr Avenue intersection, including potential traffic signal



OPPORTUNITIES:

- Provide possible N-S bike connector route along Edgewood Avenue between IL 390 & Hillside Drive
- Improve transit waiting areas, especially in industrial area north of Foster Avenue
- Determine access west of Route 83 if area redevelops
- Reduce noise pollution from Route 83 via increased natural/unnatural barriers on abutting residential property

Environmental Conditions

Area 2 is in the City of Wood Dale (most of the subarea) and the Village of Bensenville (along and east of Spruce Avenue). There are minimal environmental conditions on the planning area from floodplains or wetlands. A portion of the unincorporated area, between North Street and Washington Street, has a stream running, roughly, between residential lots located on those streets.

SUB-PLANNING AREA 2

Future Land Use Analysis

The maps in Figure 5.13 compare future land uses² in Area 2 as designated by DuPage County, the City of Wood Dale, and the Village of Bensenville. DuPage County and the two municipalities are consistent in maintaining single family residential uses south of Foster Avenue. Bensenville and the County also continue the single family residential neighborhood north of Foster Avenue. However, Wood Dale diverges by recommending industrial uses north of Foster Avenue, which is the City's overarching plan to expand existing industrial uses in this area. Industrial and employment growth is the general development pattern along this particular stretch of Route 83.

² Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale and Bensenville's future land use designations are more recent deriving from their 2018 and 2015 Comprehensive Plans, respectively.

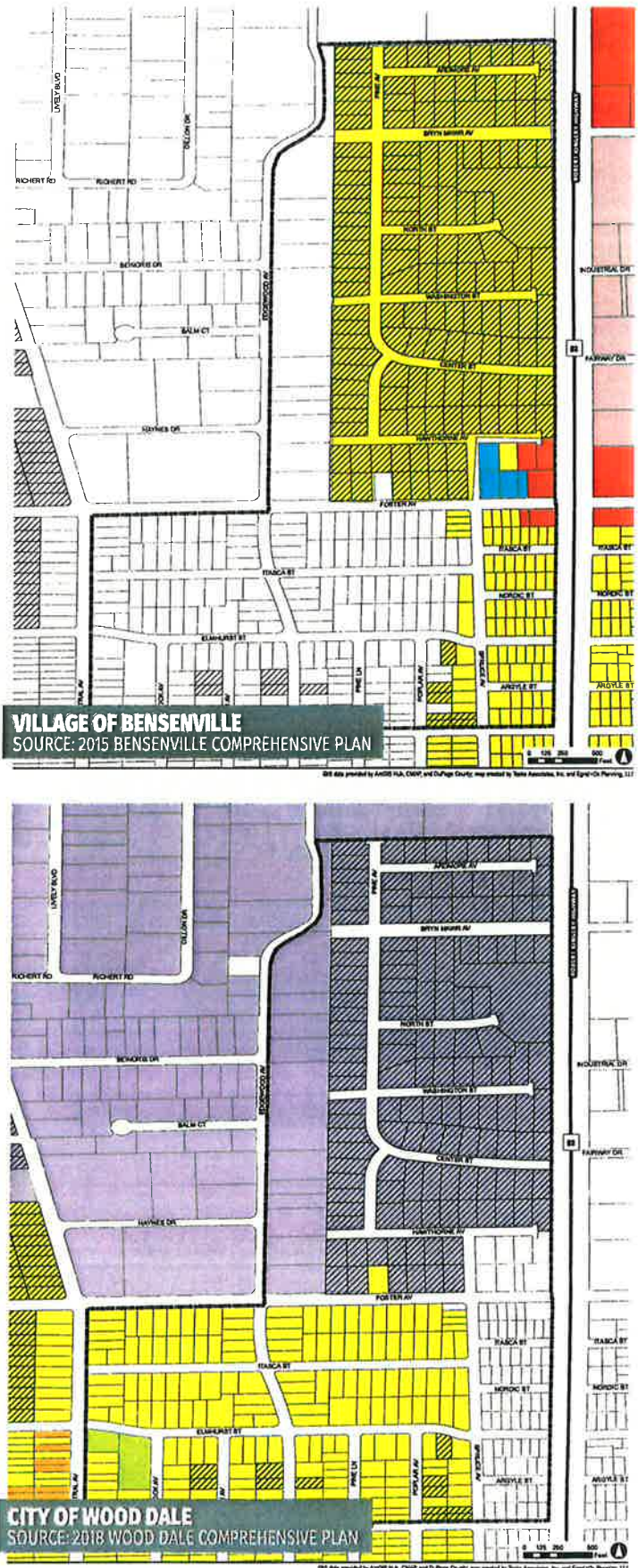


FIGURE 5.13
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 2

SUB-PLANNING AREA 3

LOCATION

Sub-Planning Area 3 is located in the central portion of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 3 is generally bounded by the Milwaukee West Railroad on the north, Route 83 on the east, Oak Meadows Drive on the south, and Wood Dale Road on the west. The unincorporated parcels are generally scattered across Area 3, with primary concentrations west of Central Avenue and along Route 83 between Montrose Avenue and Oak Meadows Drive. Area 3 is completely located within the City of Wood Dale, with the unincorporated parcels located around the City's southeastern boundary.

AREA CHARACTER

The unincorporated parcels of this sub area consist of single family housing, vacant parcels and open space. Overall, the area has a single family character and several open spaces. Some of the unincorporated open space is connected to the Wood Dale Grove Forest Preserve, the majority of that preserve area being outside of sub planning area 3. The remaining unincorporated parcels are vacant and have the potential to be developed.



JURISDICTIONS

Water: DuPage Water Commission

Grade School Districts: Wood Dale District 7; Wood Dale District 2

High School Districts: Fenton District 100

Community College Districts: College of DuPage District 502

Park Districts: Wood Dale; Bensenville

[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]

Fire Protection Districts: Wood Dale; Addison

Special Police Districts: Wood Dale Police Department; DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Wood Dale; Bensenville

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 45, 77; Illinois Senate District 23, 39

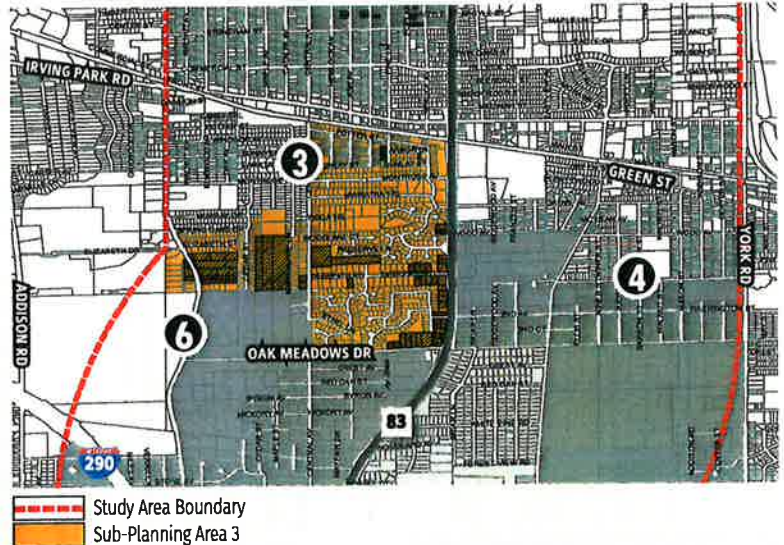


FIGURE 514
LOCATION MAP | SUB-PLANNING AREA 3

SUB-PLANNING AREA 3

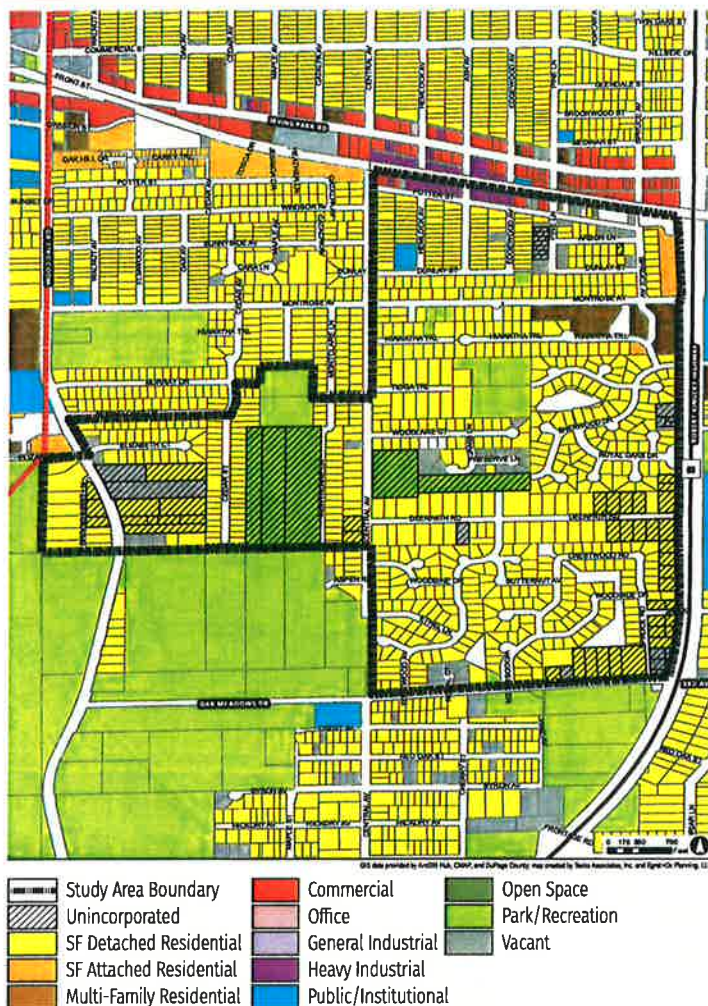


FIGURE 515
EXISTING LAND USE MAP | SUB-PLANNING AREA 3

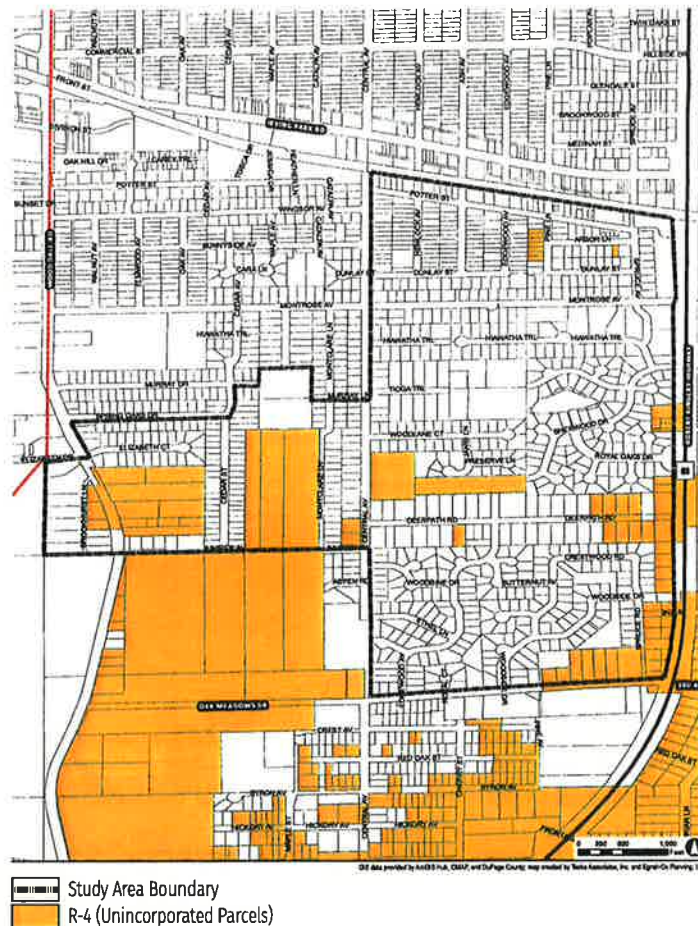


FIGURE 516
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 3

Existing Land Uses

A majority of Area 3, including many of the unincorporated areas, is comprised of single family homes. Significant tree cover characterizes several of the unincorporated parcels, particularly through the center of Area 3 between Montrose Avenue and Juniper Avenue/Deerpath Road. In addition to single family homes, the incorporated areas are generally composed of the following residential uses: townhouses and apartment buildings along Route 83 and Montrose Avenue; Agape Family Church; and a strip of automotive businesses along Potter Street. The Wood Dale Metra Station is nearby outside Area 3 to the northwest. Wood Dale Grove Forest Preserve is also located beyond Area 3 to the south, with its heavy tree coverage showing some continuity with the significant tree cover in the unincorporated areas.

Zoning

As shown in the Existing County Zoning Map in Figure 516, all unincorporated parcels in Area 3 are zoned R-4 (Single Family Residence District), which is primarily consistent with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 3

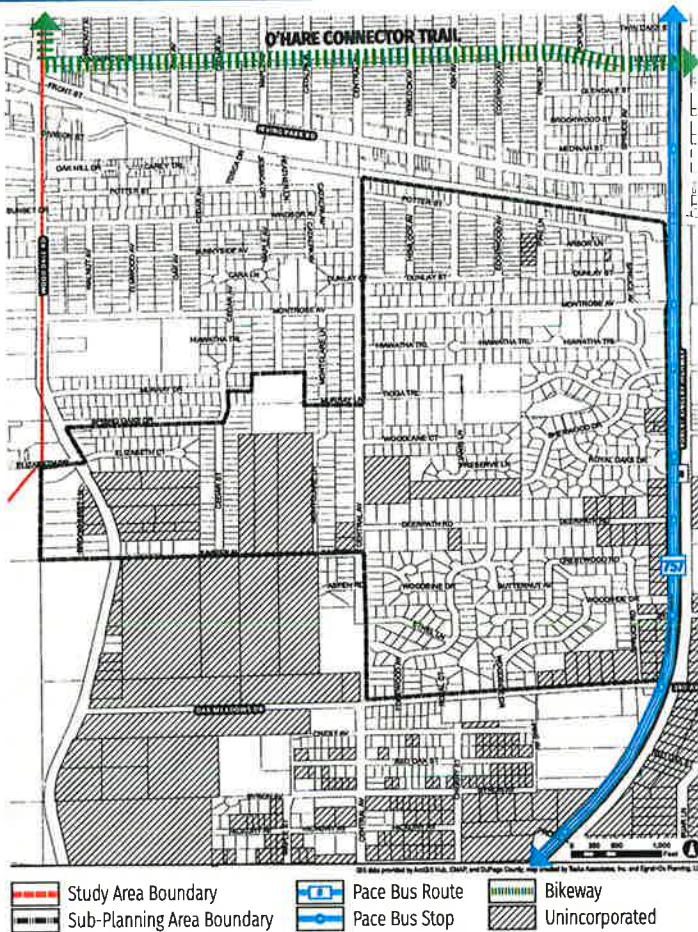


FIGURE 517
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 3

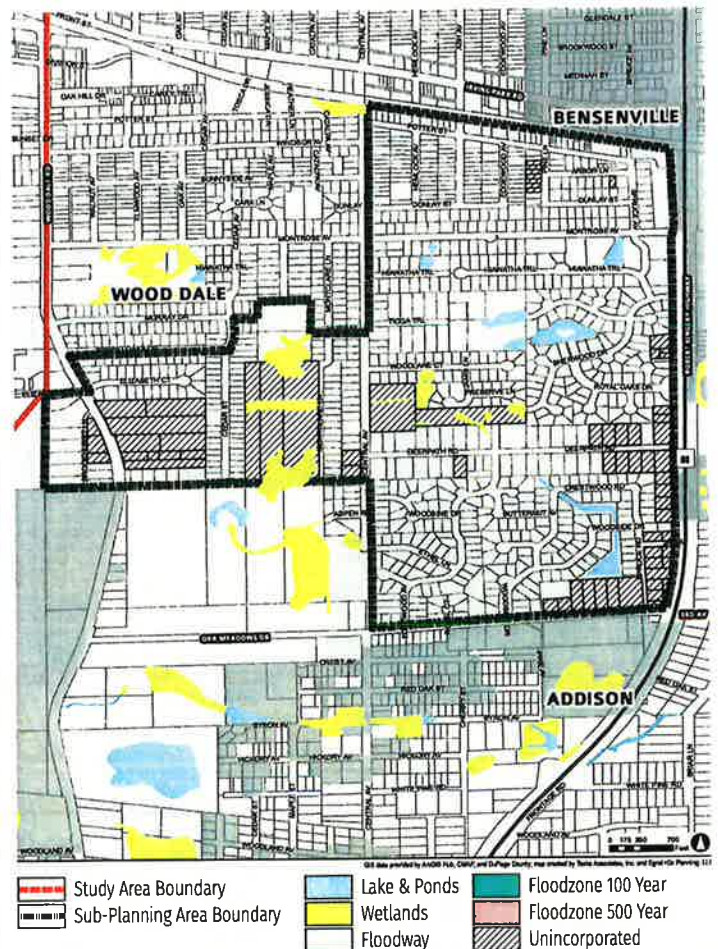


FIGURE 518
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 3

Transportation Network Characteristics



BIKE/PED ROUTES: Salt Creek, IL 390, Central routes, and local routes in Addison and Wood Dale



COMMUTER RAIL: Wood Dale Metra Station [NORTH]



BUS: Pace Route 757; possible bus queue jump at Route 83 and Oak Meadows Drive; improved bus stop waiting areas



POTENTIAL INTERSECTION IMPROVEMENT(S): 3rd Avenue/ York Road intersection



OPPORTUNITIES:

- Create subarea-wide sidewalk/path plan, such as along 3rd Avenue/Oak Meadows Drive
- Explore alternate access/ramp opportunities for Route 83/Irving Park Road interchange
- Utilize good connectivity to support neighborhood/dog park opportunity on the east side of Central Avenue between Woodlane Court and Deerpath Road

Environmental Conditions

Area 3 has minimal environmental conditions. The largest wetland impacts would be on the unincorporated parcels associated with the Wood Dale Grove Forest Preserve, and the open space parcels just east of the forest preserve. There are classified water bodies and areas located within the single family neighborhoods, but those are established as part of the overall stormwater management system and includes landscaped amenities, such as benches and paths to be used by the surrounding neighborhoods.

SUB-PLANNING AREA 3

Future Land Use Analysis

The maps in Figure 5.19 provide a comparison of the future land uses³ in Area 3 as designated by DuPage County and the City of Wood Dale. Comparing the two maps, DuPage County and Wood Dale are consistent in maintaining a single family residential use pattern with significant open space throughout Area 3. Wood Dale also recommends commercial uses along Potter Street at the far north end of the sub-planning area.

³ Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale's future land use designations is more recent deriving from their 2018 Comprehensive Plan.

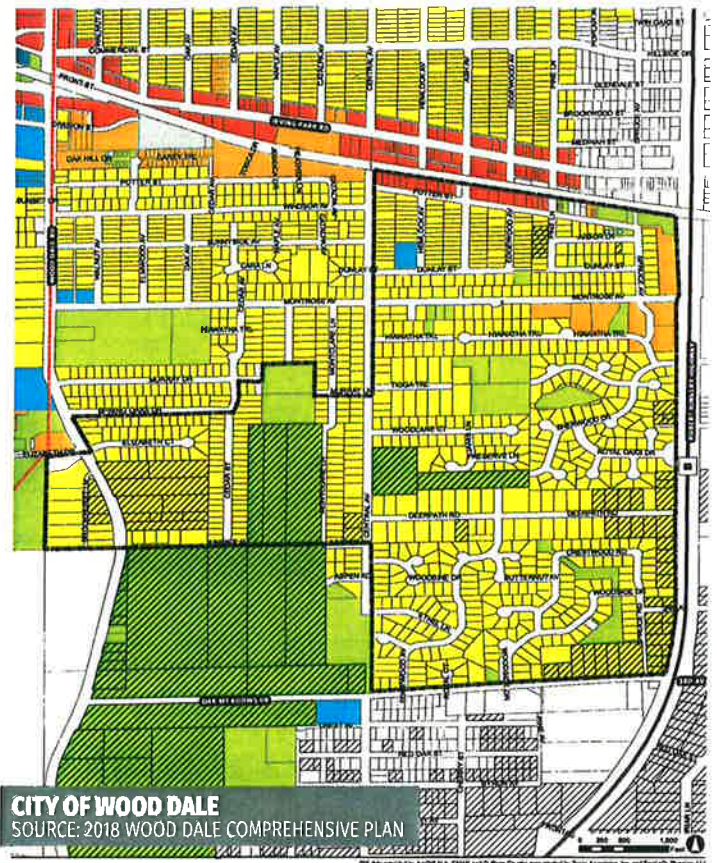
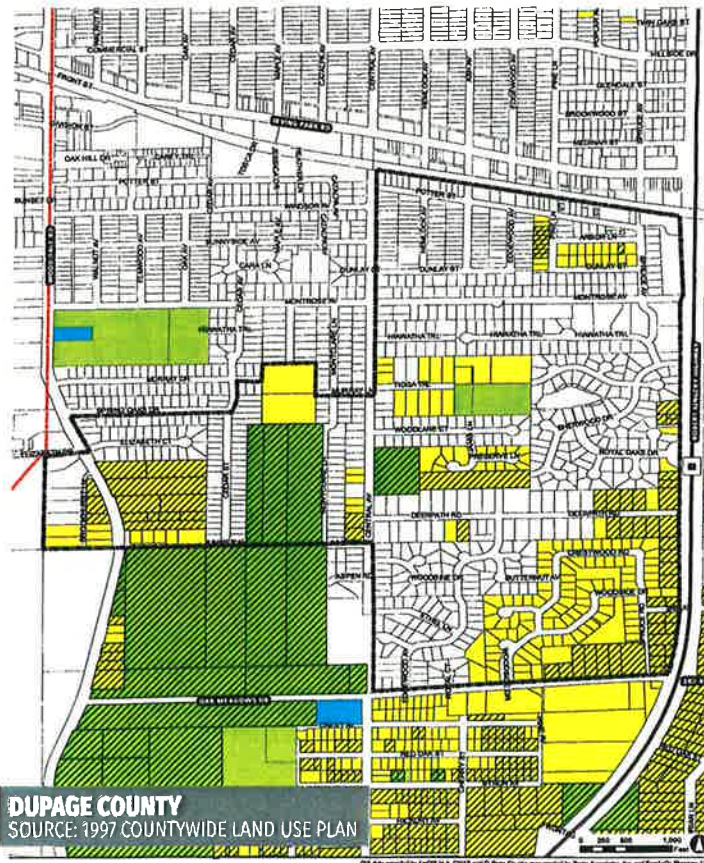


FIGURE 5.19
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 3

SUB-PLANNING AREA 4

LOCATION

Sub-Planning Area 4 is located in the central portion of the Route 83 Corridor study area. Situated along the eastern side of Route 83, Area 4 is generally bounded by Wood Avenue on the north, York Road on the east, Third Avenue and Belmont Avenue on the south, and Route 83 on the west. Most of the unincorporated parcels are located in the northwest section of Area 4. Six relatively large parcels in Area 4's southern section are occupied by White Pines Golf Club, which was recently annexed by the Village of Bensenville. Area 4 is located at the southwest section of Bensenville.

AREA CHARACTER

This sub planning area is located in the Village of Bensenville. The White Pines Golf Club, which has been incorporated into the Village since the outset of this project, contributes an open space character to this area. The planning area largely consists of single family housing and includes a wide variety of amenities, such as the Bensenville Water Park and Splash Pad, recreational parks, walking paths and playgrounds for children. In addition to the recreational amenities, the planning area also includes institutional uses, such as the Bensenville Community Public library, Blackhawk Middle School and WA Johnson Elementary School. The remaining unincorporated parcels in the area are mainly single family housing.

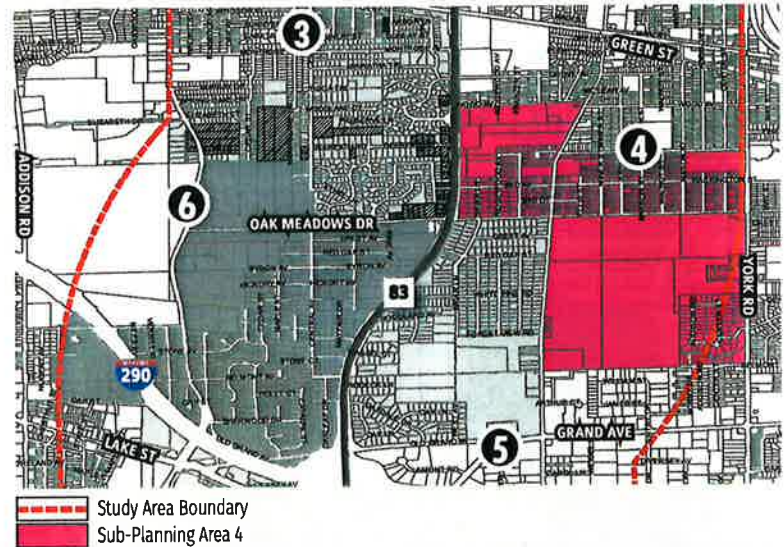
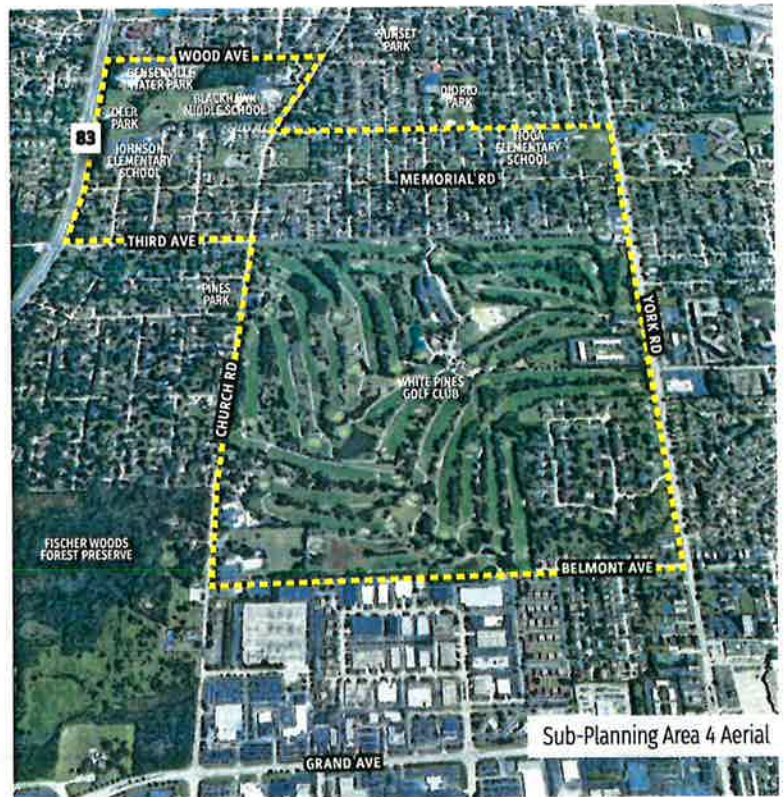


FIGURE 5.20
LOCATION MAP | SUB-PLANNING AREA 4

JURISDICTIONS

Water: DuPage Water Commission

Grade School Districts: Bensenville District 2

High School Districts: Fenton District 100

Community College Districts: College of DuPage District 502

Park Districts: Bensenville

Fire Protection Districts: Bensenville District 2

Special Police Districts: Bensenville Police Department;
DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Bensenville

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 39

SUB-PLANNING AREA 4

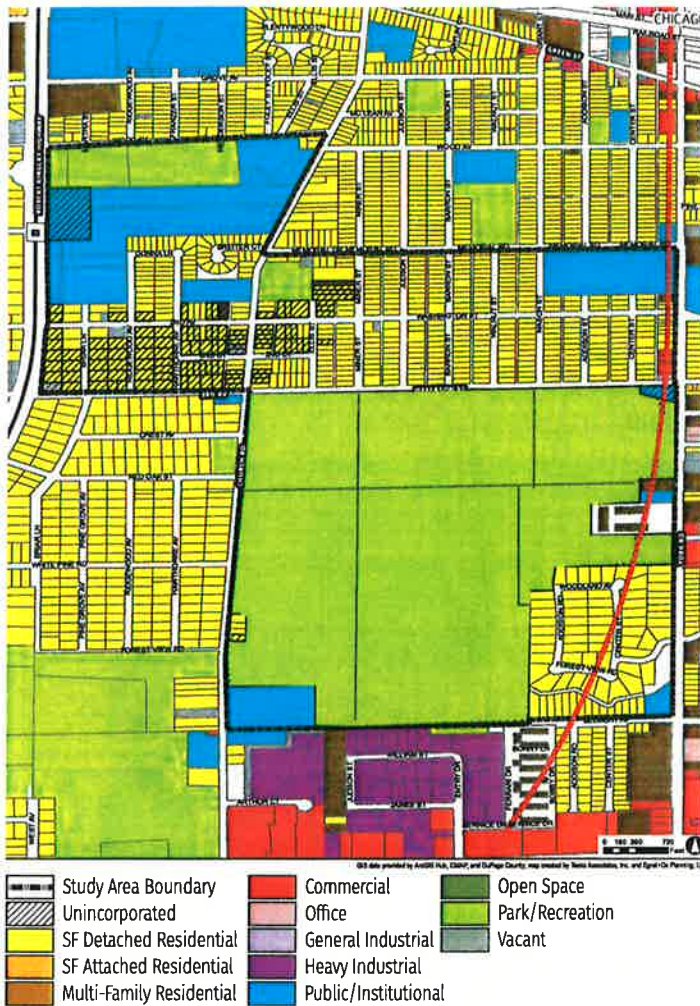


FIGURE 5.21
EXISTING LAND USE MAP | SUB-PLANNING AREA 4

Existing Land Uses

The recently incorporated White Pines Golf Club encompasses about half of Area 4. The remainder of Area 4 is comprised of single family homes and public/institutional uses. Other than the golf course, all but one of the other unincorporated parcels are occupied by single family homes. The exception is an unincorporated parcel along Route 83 that is a vacant church site. Regarding incorporated areas in Area 4, single family homes are the predominant use, along with a few apartment complexes. Public/institutional uses are also prevalent: Bensenville Park District's Water Park and Department of Buildings and Grounds; Bensenville Community Public Library; Blackhawk Middle School; Johnson Elementary School; First United Methodist Church; Tioga Elementary School; Bensenville Fire Department Station #17; Friedens Cemetery; Zion Concord Lutheran Church; and Grace Lutheran Church. Other non-residential uses include: scattered commercial businesses along York Street and two parks (Deer Park and Breiter Palm Park).

(The White Pines Golf Course is left in the sub-planning area as it has significant impact on the character of the area, but is no longer identified as unincorporated or considered a key site.)

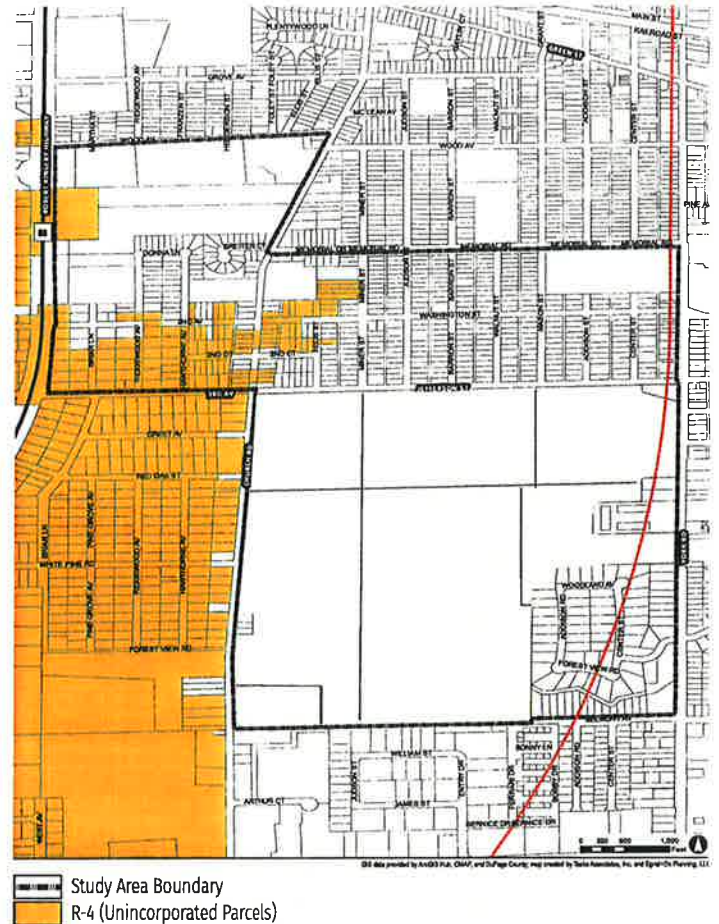


FIGURE 5.22
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 4

Zoning

As shown in the Existing County Zoning Map in Figure 5.22, the unincorporated parcels in Area 4 north of Third Avenue are zoned R-4 (Single Family Residence District), which is consistent with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

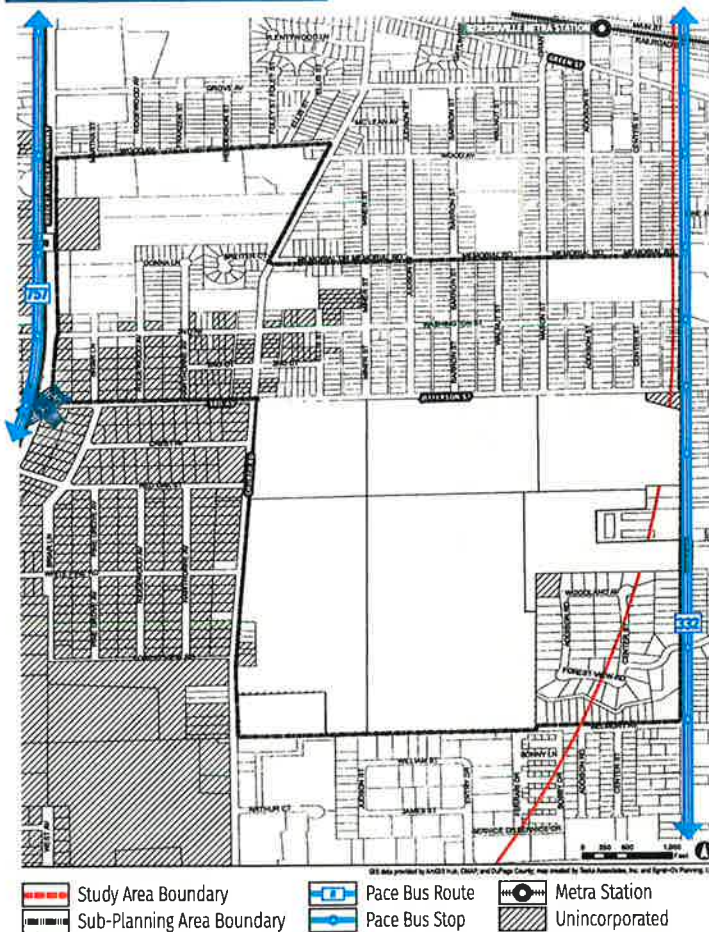
SUB-PLANNING AREA 4

FIGURE 5.23
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 4

Transportation Network Characteristics



BIKE/PED ROUTES: Oak Meadows Drive, Church Street, and Bensenville local routes



COMMUTER RAIL: Bensenville Metra Station (NORTH)



BUS: Pace Routes 757, 332, and 319; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue



POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/3rd Avenue intersection



OPPORTUNITIES:

- Provide stop bar striping improvements along 2nd Avenue/Washington Street

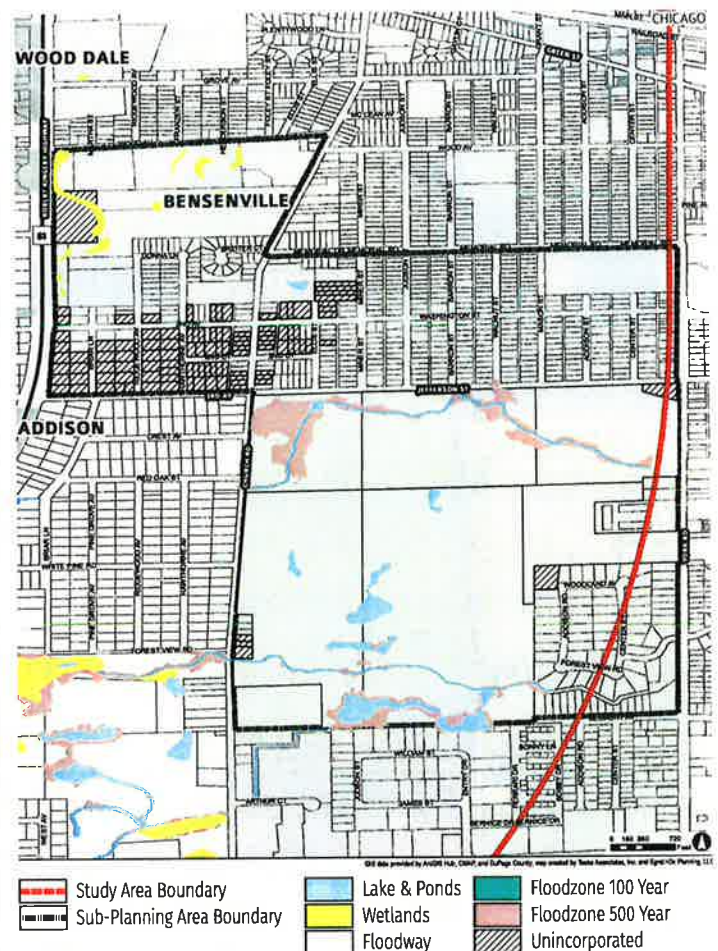


FIGURE 5.24
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 4

Environmental Conditions

There are minimal environmental conditions within sub planning area 4, most of the waterbodies and streams are within White Pines Golf Club.

SUB-PLANNING AREA 4

Future Land Use Analysis

The maps in Figure 5.25 compare of the future land uses⁴ in Area 4 as designated by DuPage County and the Village of Bensenville. DuPage County and Bensenville are generally consistent in maintaining a single family residential neighborhood north of Third Avenue. Bensenville also designates the section to the south for additional residential use and open space. While the golf course was originally established in the 1920s, DuPage County's Land Use Plan notably does not designate the golf course for open space; however, this is not considered to indicate an alternate use for the golf course in the future.

⁴ Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Bensenville's future land use designations is more recent deriving from their 2015 Comprehensive Plan.

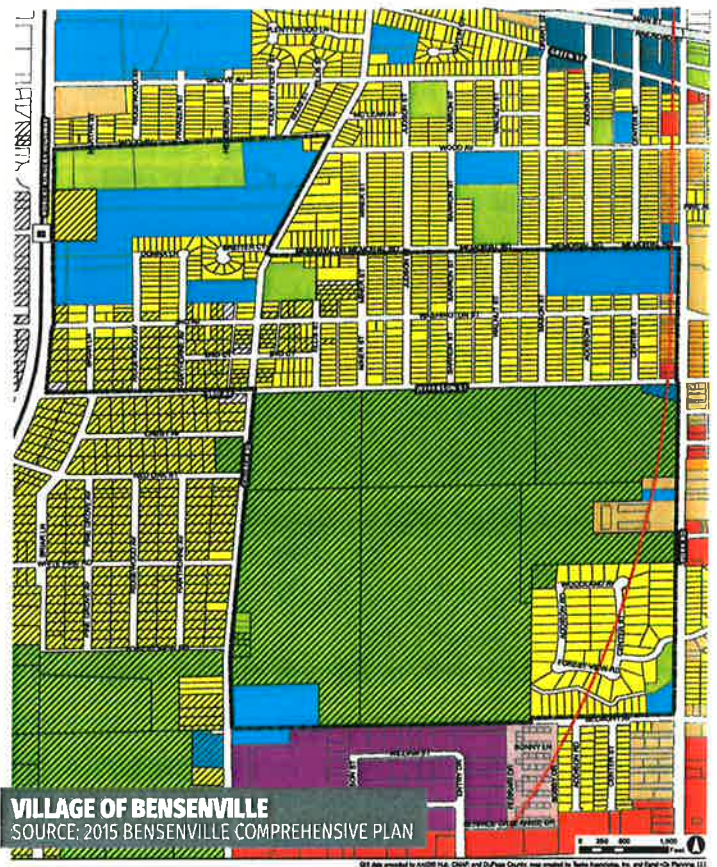
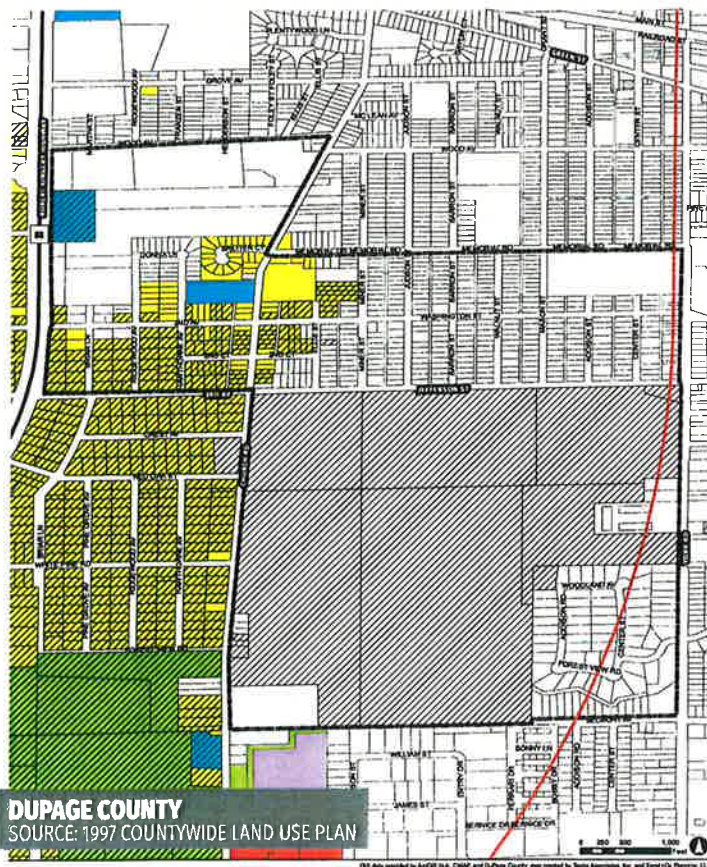


FIGURE 5.25
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 4

SUB-PLANNING AREA 5

LOCATION

Sub-Planning Area 5 is located in the central portion of the Route 83 Corridor study area. Situated along the eastern side of Route 83, Area 5 is roughly bounded by Third Avenue on the north, Church Road on the east, Old Grand Avenue on the south, and Route 83 on the west. A majority of Area 5 is unincorporated, with Fischer Woods Forest Preserve constituting almost half of the land coverage. Area 5 is located at the southwest section of the Village of Bensenville. The Route 83 interchange onto I-290 is also situated immediately southwest of Area 5.

AREA CHARACTER

Area 5 contains mostly unincorporated parcels; much of the area is designated as the Fischer Woods Forest Preserve. The remaining unincorporated parcels are neighborhoods of single family housing. The single family housing surrounds the forest preserve and abuts the Route 83 corridor, creating dead end streets and cul de sacs that limit connectivity and accessibility throughout the planning area, but do not diminish the solidly residential character. The Fischer Woods Forest Preserve adds a natural element to the neighborhood and can be accessed by foot.



JURISDICTIONS

Water: DuPage Water Commission

Grade School Districts: Bensenville District 2; DuPage County Unit District 205

High School Districts: Fenton District 100

Community College Districts: College of DuPage District 502

Park Districts: Bensenville

[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]

Fire Protection Districts: Bensenville District 1, 2

Special Police Districts: Bensenville Police Department; DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Bensenville

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 39

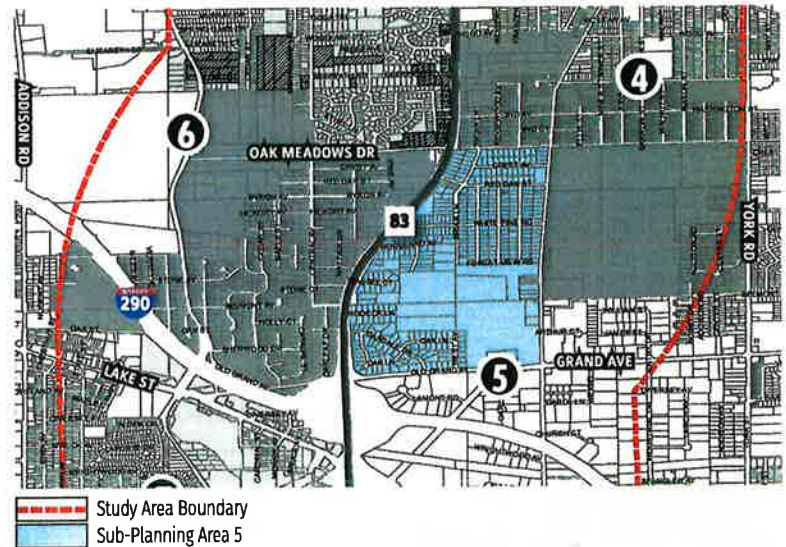


FIGURE 5.26
LOCATION MAP | SUB-PLANNING AREA 5

SUB-PLANNING AREA 5

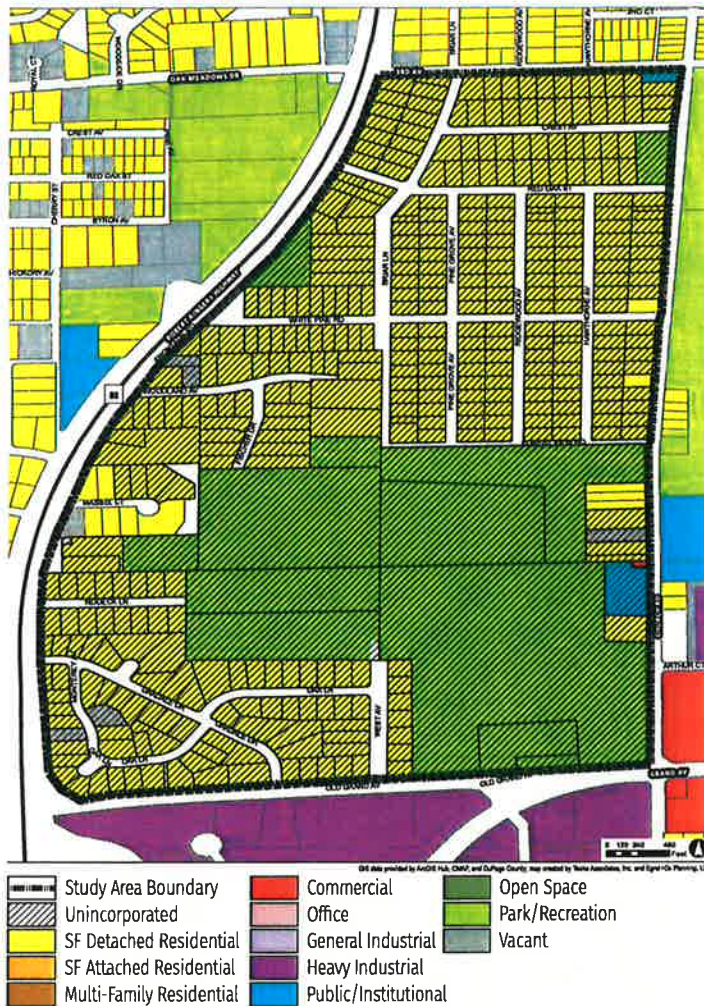


FIGURE 5.27
EXISTING LAND USE MAP | SUB-PLANNING AREA 5

Existing Land Uses

While a majority of Area 5 is covered by unincorporated parcels, about one-third of the area is occupied by Fischer Woods Forest Preserve, which comprises only seven of the unincorporated parcels. Single family homes make up the remainder of Area 5. Non-residential uses include: True Jesus Church; Pines Park; Churchville Cemetery; and Fischer Farm.

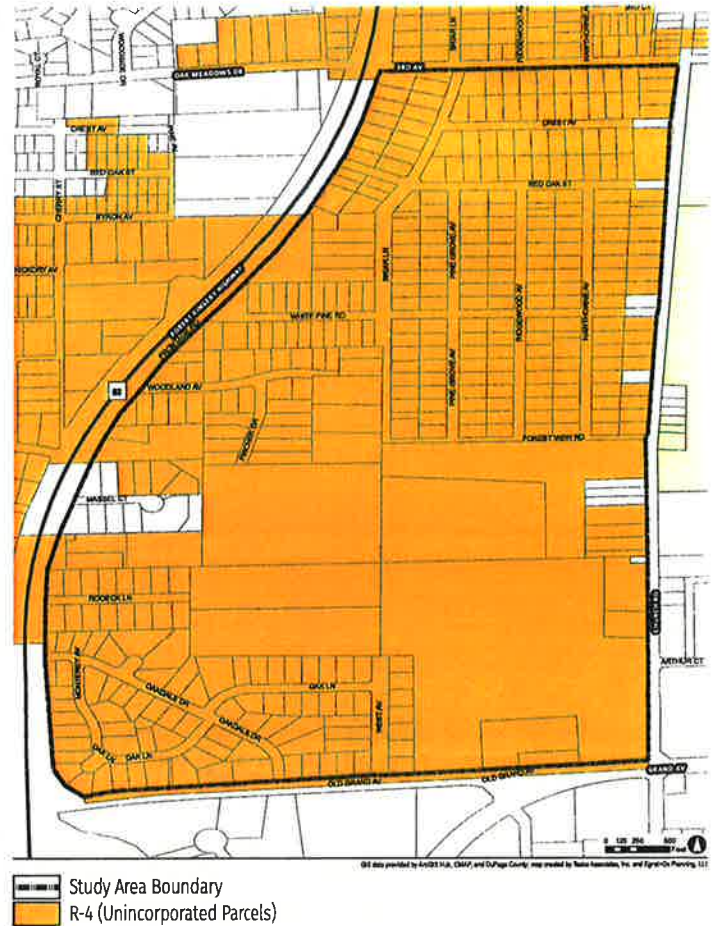


FIGURE 5.28
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 5

Zoning

As shown in the Existing County Zoning Map in Figure 5.28, all unincorporated parcels in Area 5 are zoned R-4 (Single Family Residence District), which reflects with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 5

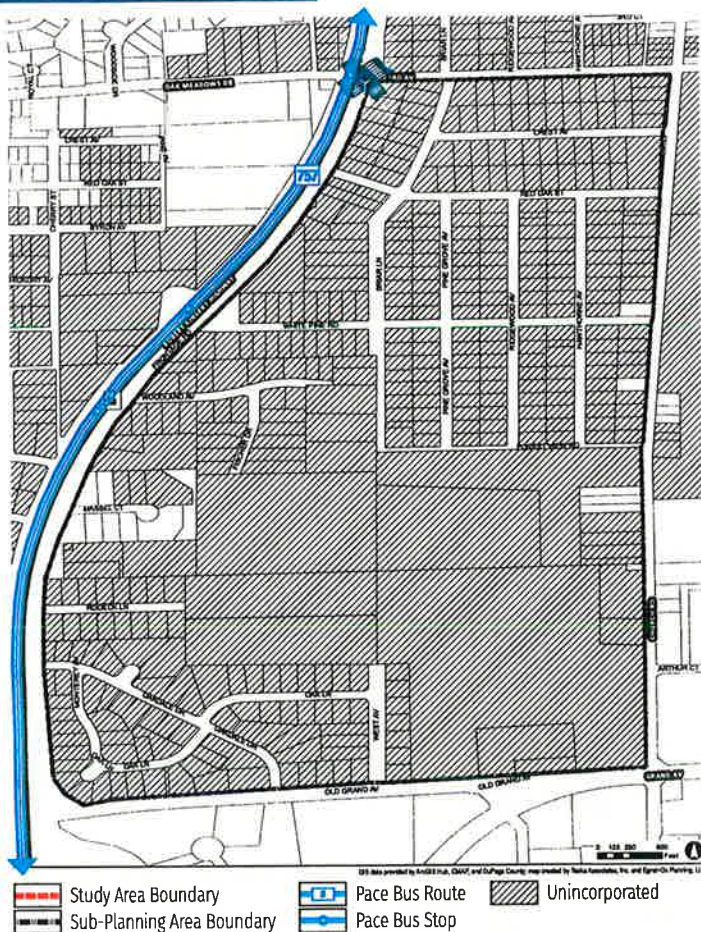


FIGURE 5.29
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 5

Transportation Network Characteristics



BIKE/PED ROUTES: Salt Creek, Oak Meadows Drive, Church Street, and Bensenville local routes; possible use of Old Grand Avenue/Frontage Road for bike/ped connections



COMMUTER RAIL: Addison Metra Station [SOUTH]



BUS: Pace Routes 757; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83



POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/3rd Avenue intersection



OPPORTUNITIES:

- Consolidate access with redevelopment
- Develop access policy for golf course redevelopment on York Road, Church Road, and 3rd Avenue

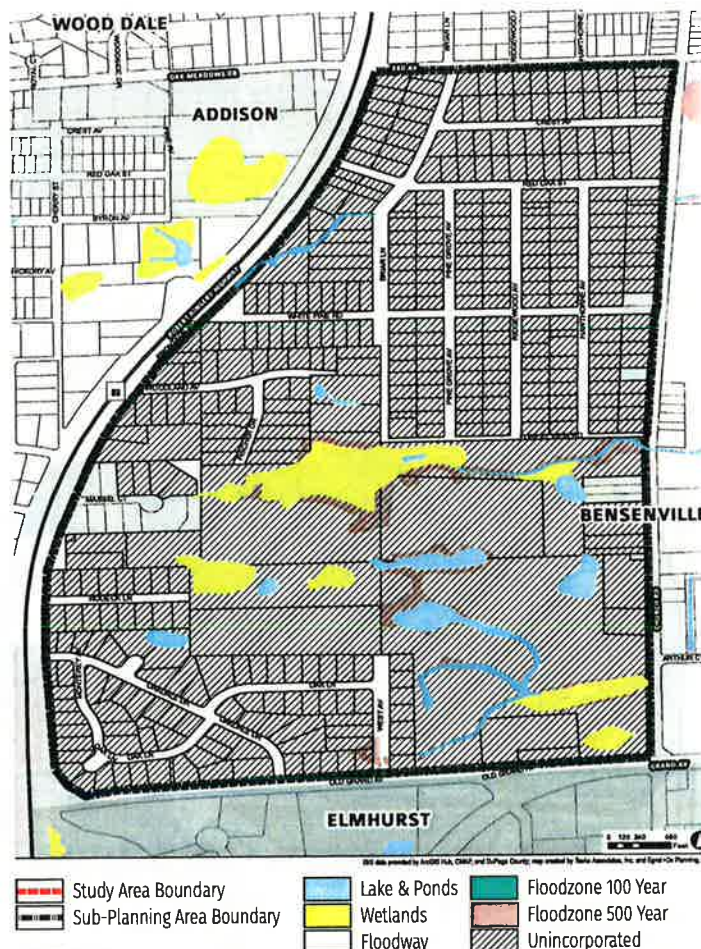


FIGURE 5.30
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 5

Environmental Conditions

All environmentally significant parcels in this area are associated with the Fishcher Woods Forest Preserve and have minimal flooding and wetlands effect on surrounding properties. The forest preserve contains wetlands, water bodies and streams, adding to the character of the area.

SUB-PLANNING AREA 5

Future Land Use Analysis

The maps in Figure 5.31 compare of the future land uses⁵ in Area 5 as designated by DuPage County and the Village of Bensenville. DuPage County and Bensenville are consistent in maintaining a single family residential neighborhood throughout the sub-planning area. In fact, the two future land use maps are almost identical to each other. In addition to residential uses, Fischer Woods Forest Preserve is a significant land use on the southern end of Area 5.

⁵ Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Bensenville's future land use designations is more recent deriving from their 2015 Comprehensive Plan.

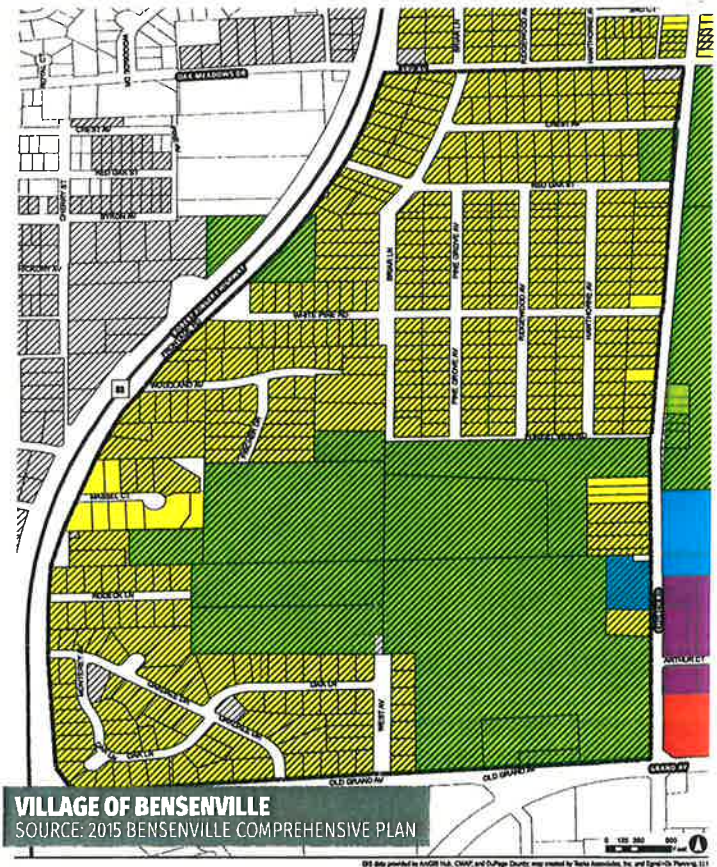
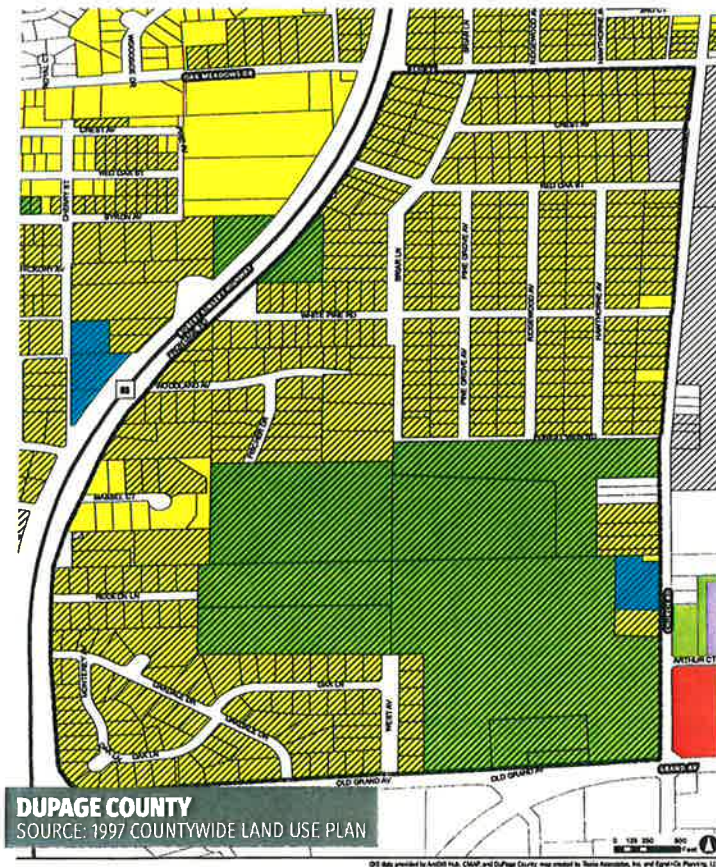


FIGURE 5.31
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 5

SUB-PLANNING AREA 6

LOCATION

Sub-Planning Area 6 is located in the central portion of the Route 83 Corridor study area. Located along the western side of Route 83, Area 6 is bounded by Juniper Avenue and Oak Meadows Drive on the north, Route 83 on the east, I-290 and Oak Street on the south, and Wood Dale Road and Chestnut Street on the west. Roughly three-fourths of Area 6 is covered by unincorporated parcels, with Wood Dale Grove Forest Preserve and intensive tree coverage constituting a significant portion of the unincorporated areas. Area 6 is primarily located at the northeast section of the Village of Addison, with a few parcels in City of Wood Dale. The Route 83 interchange onto I-290 is situated immediately southeast of Area 6.

AREA CHARACTER

Area 6 is mostly located within Addison with a small portion of the northern area in Wood Dale. The largest unincorporated area within the sub planning area is the Wood Dale Grove Forest Preserve. The Wood Dale Grove Forest Preserve expands south and is roughly 185 acres in total, with large water bodies and walking paths meandering through the area. The remaining unincorporated parcels are single family homes with pockets of wetlands within the single family neighborhoods. Many of the single family lots have large yards and are surrounded by mature trees and green space.



JURISDICTIONS

Water: DuPage Water Commission

Grade School Districts: Wood Dale District 2; Wood Dale District 4; DuPage County Unit District 205

High School Districts: Fenton District 100; DuPage High School District 88; DuPage County Unit District 205

Community College Districts: College of DuPage District 502

Park Districts: Bensenville; Addison

[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]

Fire Protection Districts: Wood Dale; Addison

Special Police Districts: Wood Dale Police Department; Addison Police Department; DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Bensenville; Addison

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 23, 39

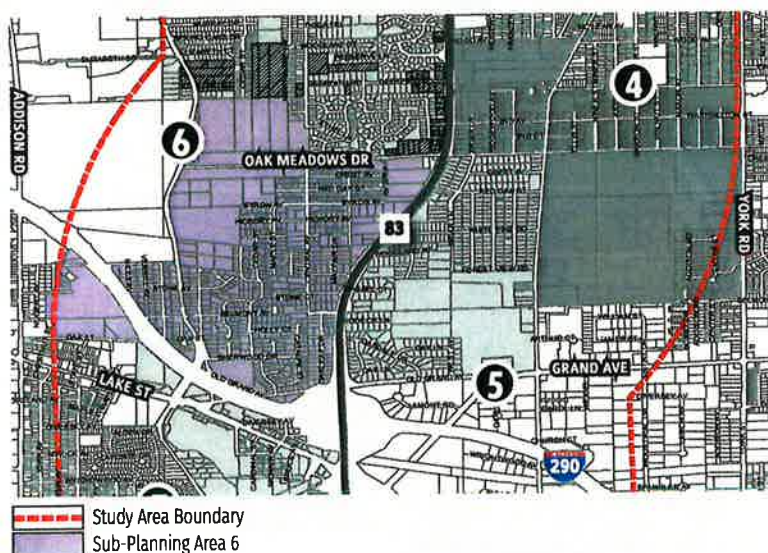


FIGURE 5.32
LOCATION MAP | SUB-PLANNING AREA 6

SUB-PLANNING AREA 6

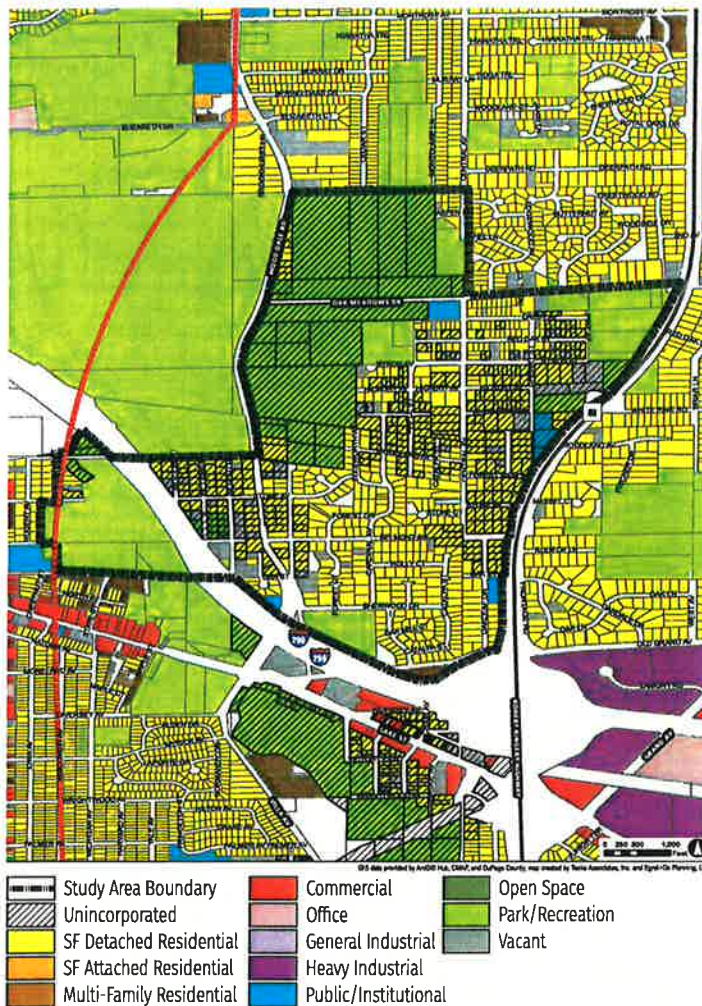


FIGURE 5.33
EXISTING LAND USE MAP | SUB-PLANNING AREA 6

Existing Land Uses

The unincorporated parcels in Area 6 are primarily comprised of single family homes and Wood Dale Grove Forest Preserve. Single family homes occupy a few of the surrounding incorporated areas, while parks, such as Oak Knoll Park and Addison Park District's Community Recreation Center and Park, and open spaces with significant tree coverage comprise most of the incorporated land coverage. Other existing uses in Area 6 include: First Baptist Church of Wood Dale; Jay Maldi Maa Temple; Grace Gospel Center; Sunny Place Church of God; and Iglesia Pentecostal Unida Vida Abundante.

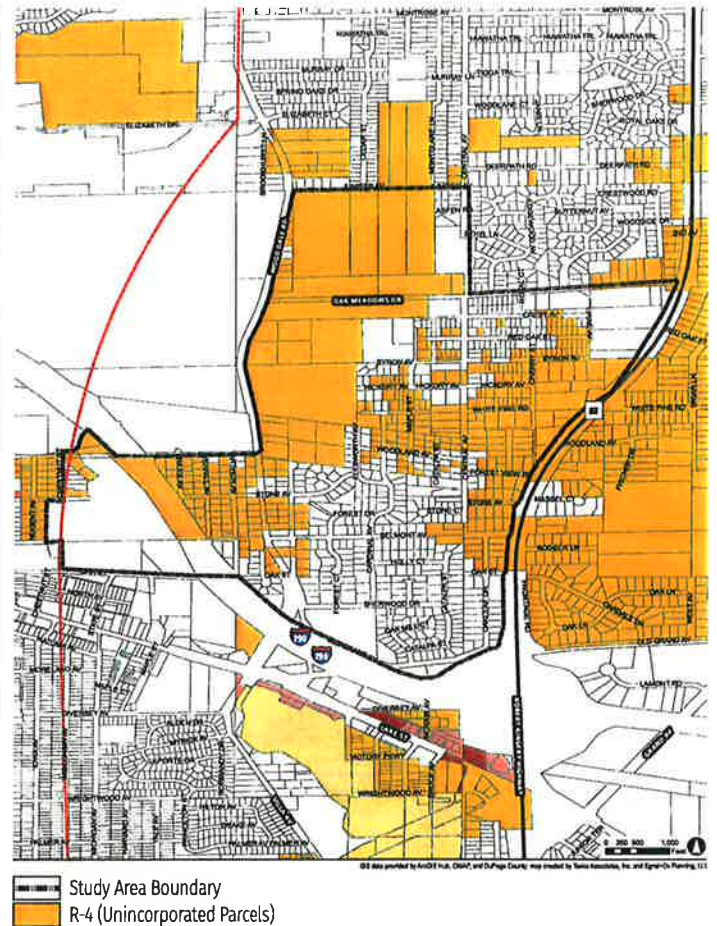


FIGURE 5.34
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 6

Zoning

As shown in the Existing County Zoning Map in Figure 5.34, all unincorporated parcels in Area 6 are zoned R-4 (Single Family Residence District), which is primarily consistent with the single family homes that comprise the area. There are no notable conflicts between existing uses and underlying zoning.

SUB-PLANNING AREA 6

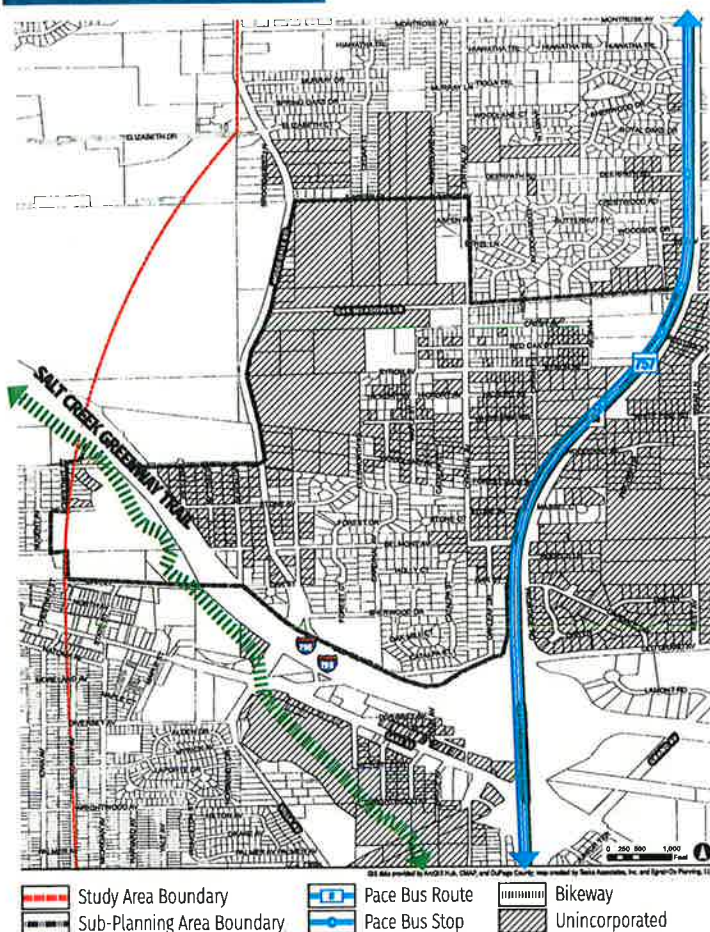


FIGURE 5.35
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 6

Transportation Network Characteristics



BIKE/PED ROUTES: Salt Creek, Oak Meadows Drive, Church Street, and Bensenville local routes; possible use of Old Grand Avenue/Frontage Road for bike/ped connections



COMMUTER RAIL: Addison Metra Station [SOUTH]



BUS: Pace Routes 757; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83



POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/3rd Avenue intersection



OPPORTUNITIES:

- Consolidate access with redevelopment
- Develop access policy for golf course redevelopment on York Road, Church Road, and 3rd Avenue

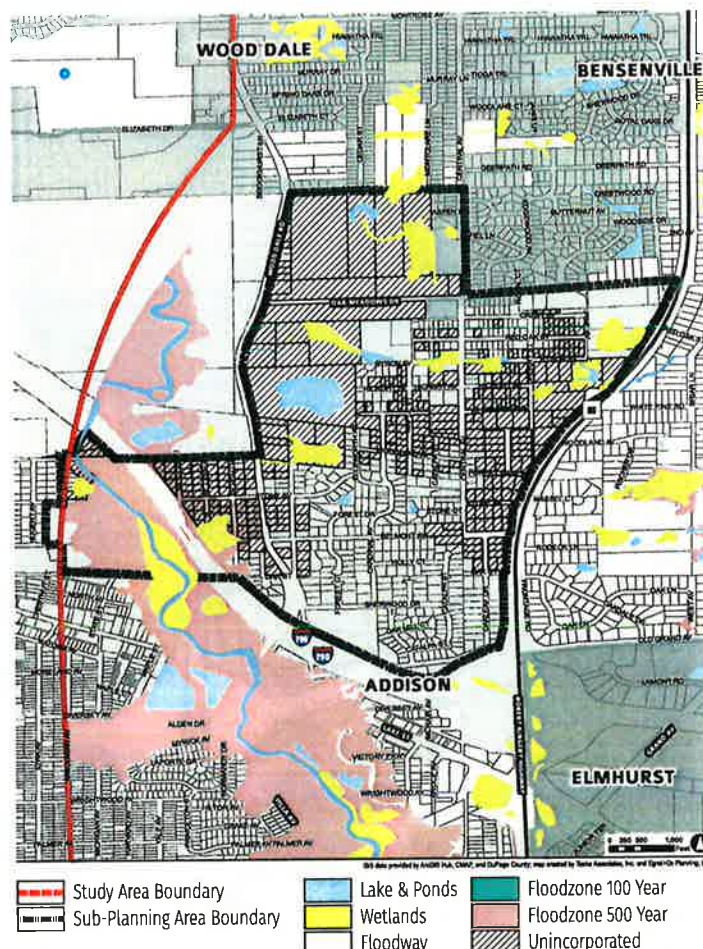


FIGURE 5.36
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 6

Environmental Conditions

Environmental characteristics associated with the unincorporated area is within the Wood Dale Grove Forest Preserve, which contain water bodies and wetlands. The remaining unincorporated parcels with environmental conditions are spread throughout the single family areas and are designated as parks/open space. Salt Creek touches the southwest corner of the planning area and causes some unincorporated parcels to be within the floodplain.

SUB-PLANNING AREA 6

Future Land Use Analysis

The maps in Figure 5.37 compare of the future land uses⁶ in Area 6 as designated by DuPage County, the City of Wood Dale, and the Village of Addison. DuPage County and the two municipalities are consistent in maintaining a single family residential character throughout most of the sub-planning area. In addition to residential uses, Wood Dale Grove Forest Preserve covers a significant portion of Area 6 on the north side. Most of the land use differences relate to the placement of open spaces. For example, Addison recommends significant open space coverage at the southwest corner of the Route 83/Oak Meadows Drive intersection, likely due to the heavy tree coverage in this area. DuPage County suggests single family residential at this corner. Wood Dale's plan does not cover this corner.

⁶ Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Wood Dale and Addison's future land use designations are more recent deriving from their 2018 and 2013 Comprehensive Plans, respectively.

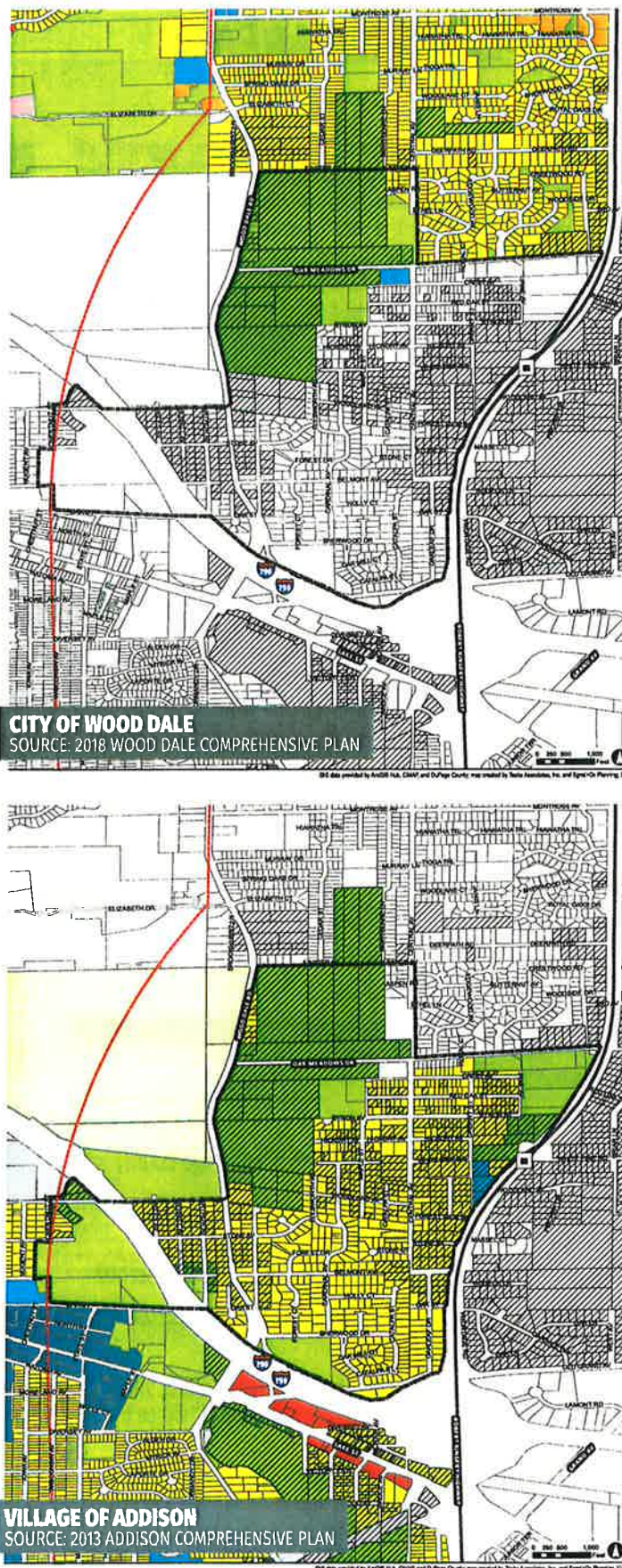


FIGURE 5.37

COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 6

SUB-PLANNING AREA 7

LOCATION

Sub-Planning Area 7 is located in the southern segment of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 7 is generally bounded by I-290 on the north, Route 83 on the east, Comstock Avenue on the south, and Yale Avenue on the west. Unincorporated parcels are distributed across Area 7, with the ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve constituting a significant portion of the unincorporated land coverage. Area 7 is mostly located at the southeast section of the Village of Addison, with a few parcels located within the Village of Villa Park. The Route 83 interchange onto I-290 is immediately northeast of Area 7.

AREA CHARACTER

Area 7 includes significant open space in the form of the Cricket Creek Forest Preserve. The preserve is nearly 208 acres, which is nearly all of the unincorporated parcels within the planning area. The forest preserve provides access to Salt Creek through 2 miles of trails, including connections to Salt Creek Greenway trail. The remaining unincorporated parcels contain small blocks of single family housing, and commercial parcels along the Lake Street, I-290 intersection. This commercial development along Lake Street currently doesn't have the feel of a unified commercial area, in part because some of the properties are in the Village, and some are unincorporated.



JURISDICTIONS

Water: DuPage Water Commission

Grade School Districts: Addison District 4; DuPage County Unit District 205

High School Districts: DuPage High School District 88; DuPage County Unit District 205

Community College Districts: College of DuPage District 502

Park Districts: Addison; Elmhurst

[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]

Fire Protection Districts: Addison

Special Police Districts: Addison Police Department; Villa Park Police Department; DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Addison; Villa Park

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: County Board District 1; Congressional District 8; Illinois Representative District 77; Illinois Senate District 39

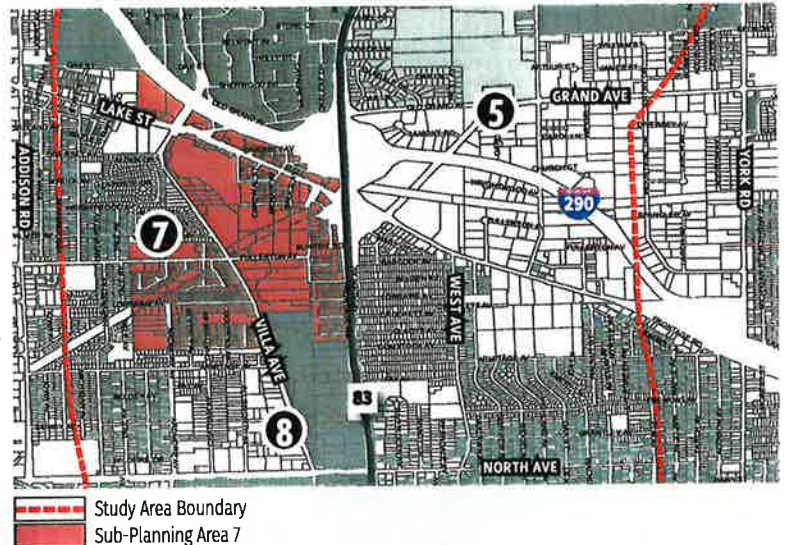


FIGURE 5.38
LOCATION MAP | SUB-PLANNING AREA 7

SUB-PLANNING AREA 7

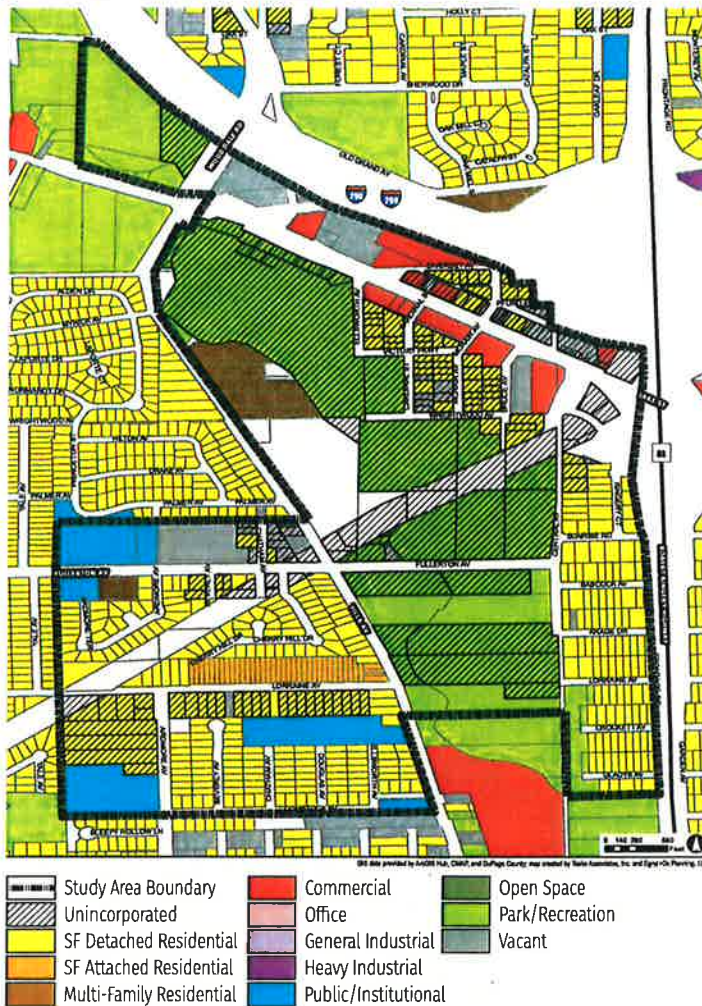


FIGURE 5.39
EXISTING LAND USE MAP | SUB-PLANNING AREA 7

Existing Land Uses

Three main land uses are a majority of the unincorporated area: ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve. Single family homes and a few auto-oriented commercial uses along Lake Street make up the remaining unincorporated parcels. Surrounding incorporated areas include: single family homes; Villa Brook apartments; commercial businesses along Lake Street; America's Family Medical Center; Village of Addison Wastewater Treatment Facility; St. Joseph Catholic Church; Villa Avenue Church of Christ; Messiah Baptist Church; and Ardmore Elementary School.

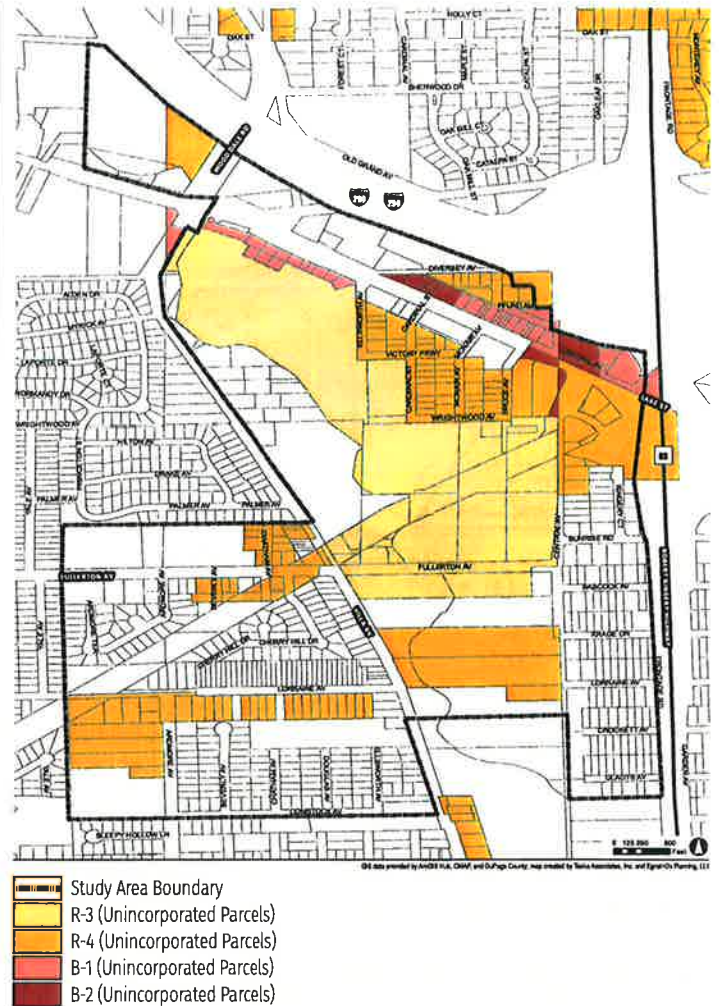


FIGURE 5.40
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 7

Zoning

As shown in the Existing County Zoning Map in Figure 5A7.3, the unincorporated parcels in Area 7 are characterized by multiple zoning districts: R-3 (Single Family Residence District), R-4 (Single Family Residence District), B-1 (Local Business District), and B-2 (General Business District). The R-4 residential zone is primarily consistent with the single family homes that comprise the area, while the R-3 zone generally covers parts of the ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve. The B-1 and B-2 business zones include the auto-oriented commercial uses along Lake Street, as well as a few single family homes, which are inconsistent with current zoning. Other than these few uses along Lake Street, there are no other notable conflicts between existing uses and underlying zoning. While B-1 is geared more towards "retail or service establishments supplying convenience items or personal services for the daily needs of residents within the neighborhood," B-2 is intended to "accommodate the needs of a larger consumer population... [with] a wider range of uses [permitted] for both daily and occasional shopping."

SUB-PLANNING AREA 7

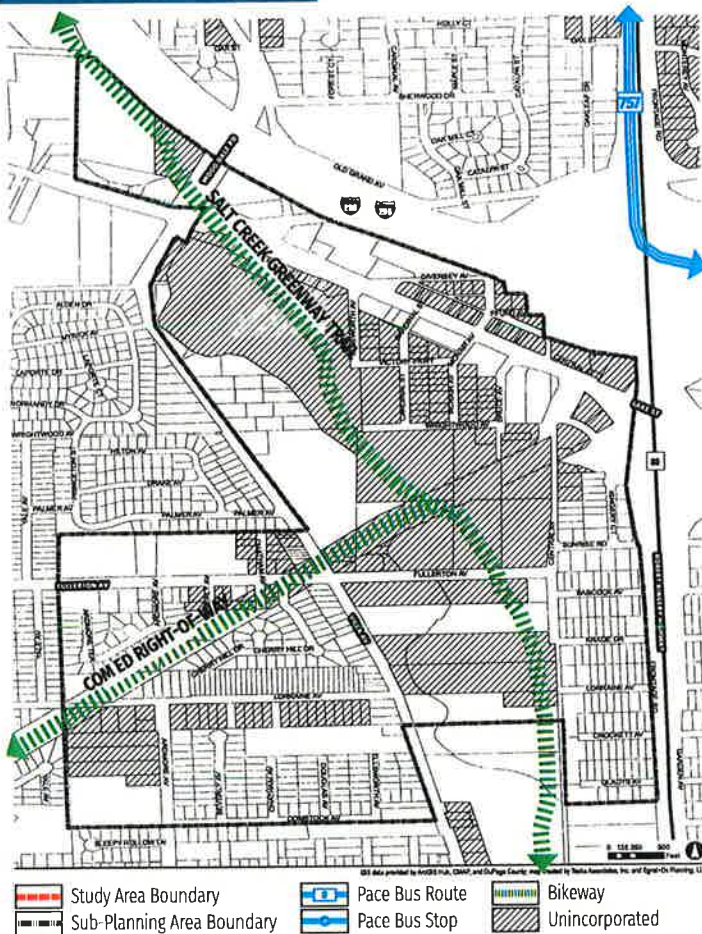


FIGURE 5.41
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 7

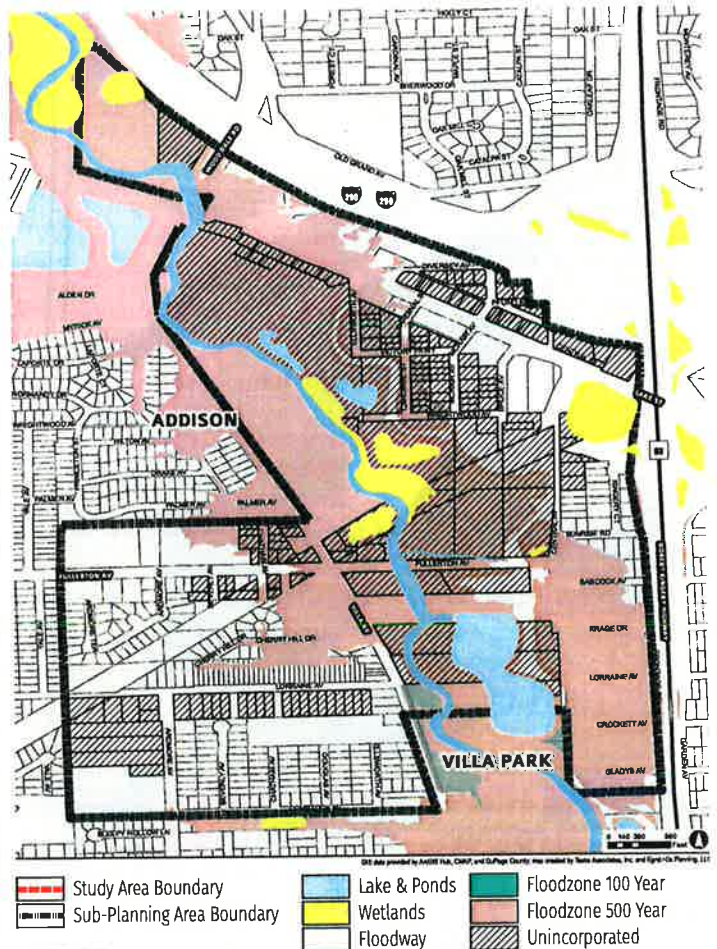


FIGURE 5.42
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 7

Transportation Network Characteristics

BIKE/PED ROUTES: Salt Creek; limited local routes; need higher visibility for bikes/peds at Wood Dale Road and Lake Street (pavement striping and increased signage)

COMMUTER RAIL: Villa Park Metra Station [SOUTH]

BUS: Pace Routes 757; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83

OPPORTUNITIES:

- Provide connection across Villa Avenue to Salt Creek
- Provide continuous sidewalks on Villa Avenue and south side of Lorraine Avenue

Environmental Conditions

Environmental conditions from the Cricket Creek County Forest Preserve and Salt Creek have a significant effect on almost all of the unincorporated parcels within Sub Planning Area 7. Flooding is the major issue as Salt Creek runs directly through the middle of the planning area. Although most of the parcels are designated as park/open space, the flood zone expands to the single family housing surrounding the forest preserve and a part of the commercial development area on Lake Street.

SUB-PLANNING AREA 7

Future Land Use Analysis

The maps in Figure 5.43 compare of the future land uses⁷ in Area 7 as designated by DuPage County, the Village of Addison, and the Village of Villa Park. DuPage County and the two municipalities are generally consistent in maintaining a single family residential neighborhood along the prominent open spaces (ComEd right-of-way, Salt Creek Greenway, and Cricket Creek Forest Preserve), as well as commercial uses along Lake Street. The few land use differences primarily relate to the designation of the ComEd right-of-way as either utility/transportation/infrastructure (Addison) or open space (County).

⁷ Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Addison and Villa Park's future land use designations are more recent deriving from their 2013 and 2009 Comprehensive Plans, respectively.

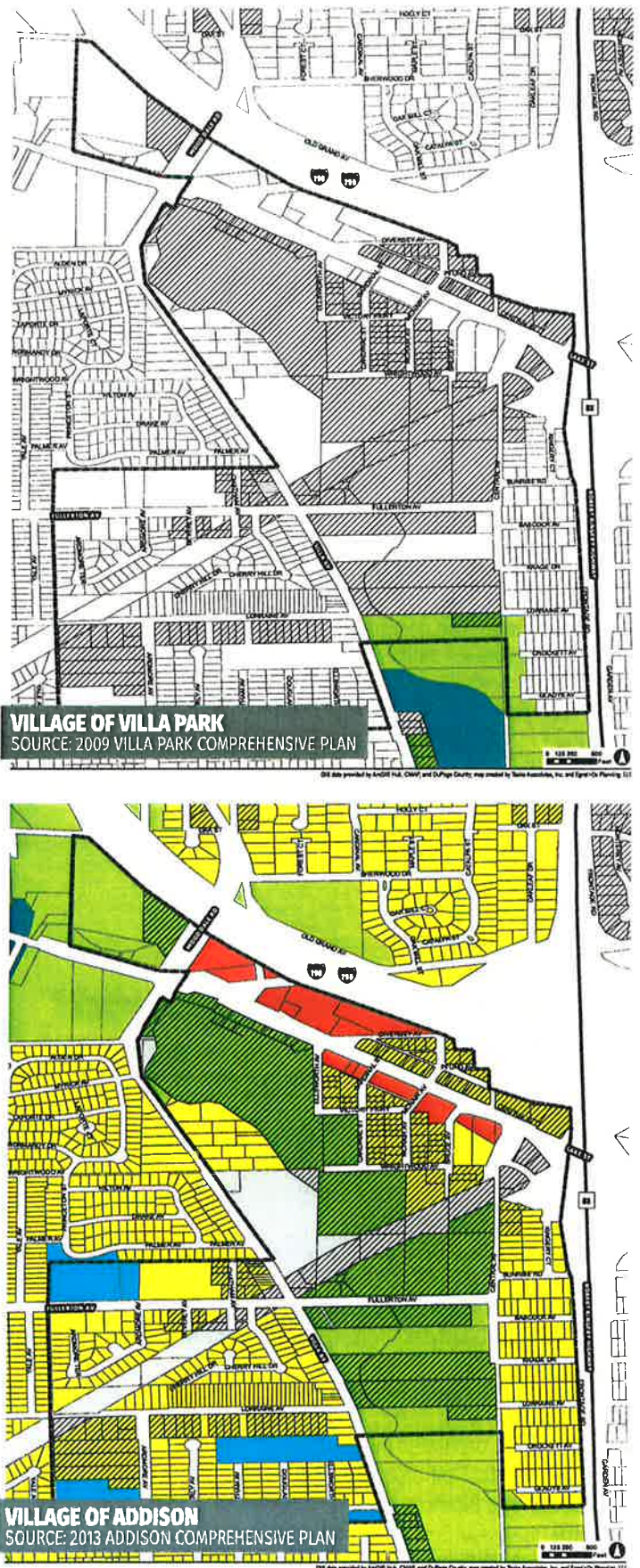


FIGURE 5.43
COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 7

SUB-PLANNING AREA 8

LOCATION

Sub-Planning Area 8 is located in the southern segment of the Route 83 Corridor study area. Situated along the western side of Route 83, Area 8 is generally bounded by Lorraine Avenue on the north, Route 83 on the east, CN Railroad on the south, and Ardmore Avenue on the west. The Salt Creek Greenway winds down the entire eastern side of Area 8. Unincorporated parcels are mostly located in the southern section of Area 8, with a few unincorporated parcels scattered to the north. Area 8 is mostly located in the northern section of the Village of Villa Park, with a few parcels along Route 83 located within the Village of Elmhurst.

AREA CHARACTER

The northern portion of the area includes a few unincorporated sites along Villa Avenue, but mostly consists of the continuation of Cricket Creek County Forest Preserve and Salt Creek. The Odeum Expo Center is a large commercial use in this area. The portion of the sub area south of North Avenue consists of single family homes, commercial sites along North Avenue and a large industrial site to the far south (DuPage Materials). Most of the unincorporated parcels are single family housing, which abut incorporated industrial and commercial sites.



JURISDICTIONS

Water: DuPage Water Commission

Grade School Districts: Addison District 4; DuPage County District 45; DuPage County Unit District 205

High School Districts: DuPage High School District 88; DuPage County Unit District 205

Community College Districts: College of DuPage District 502

Park Districts: Addison; Elmhurst

[NOTE: NOT ALL PROPERTIES ARE LOCATED WITHIN A PARK DISTRICT.]

Fire Protection Districts: Addison; York Center Fire Protection District

Special Police Districts: Villa Park Police Department; Elmhurst Police Department; DuPage County Sheriff's Office for unincorporated parcels

Library Districts: Elmhurst; Villa Park

Special Service Districts: None

Airport: DuPage Airport Authority

Political Jurisdictions: County Board District 1, 2; Congressional District 8; Illinois Representative District 46, 77; Illinois Senate District 23, 29

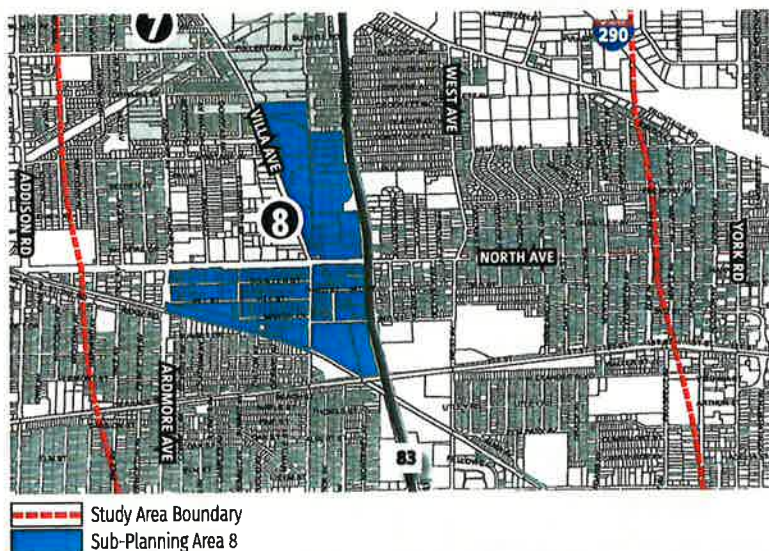


FIGURE 5.44
LOCATION MAP | SUB-PLANNING AREA 8

SUB-PLANNING AREA 8

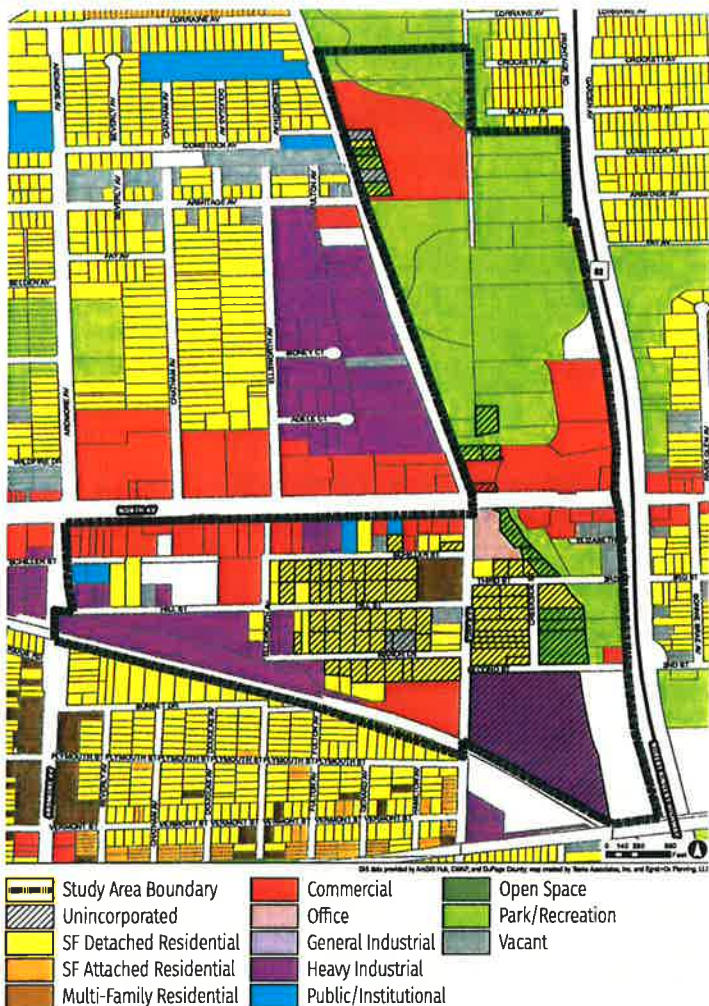


FIGURE 5.45
EXISTING LAND USE MAP | SUB-PLANNING AREA 8

Existing Land Uses

Most of the unincorporated parcels in Area 8 are single family homes, along with a few non-residential uses such as the Odeum Expo Center, DuPage Materials Company, and commercial businesses along North Avenue. The Salt Creek Greenway encompasses a majority of the surrounding incorporated area along Area 8's eastern side. Other uses on incorporated parcels include: single family homes; Great Lakes AutoSports; the CN Railroad railyard; Schamberger Brothers beverage distribution facility; and commercial businesses along North Avenue.

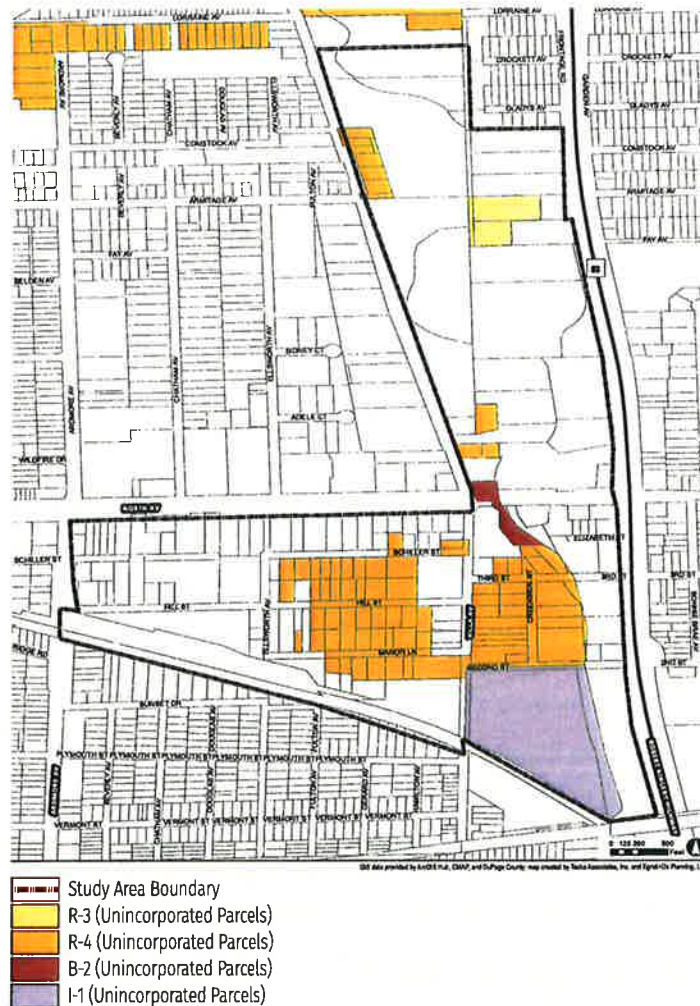


FIGURE 5.46
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 8

Zoning

As shown in the Existing County Zoning Map in Figure 5.46, the unincorporated parcels in Area 8 are characterized by multiple zoning districts: R-3 (Single Family Residence District), R-4 (Single Family Residence District), B-2 (General Business District), and I-1 (Light Industrial District). The R-4 residential zone is consistent with the single family homes that comprise the area, while the R-3 zone generally covers part of the Salt Creek Greenway. The B-2 business zone covers the commercial uses at the North Avenue/Villa Avenue intersection. The I-1 industrial zone includes the DuPage Materials Company north of the railroad along Villa Avenue. There are no notable conflict between existing uses and underlying zoning.

SUB-PLANNING AREA 8

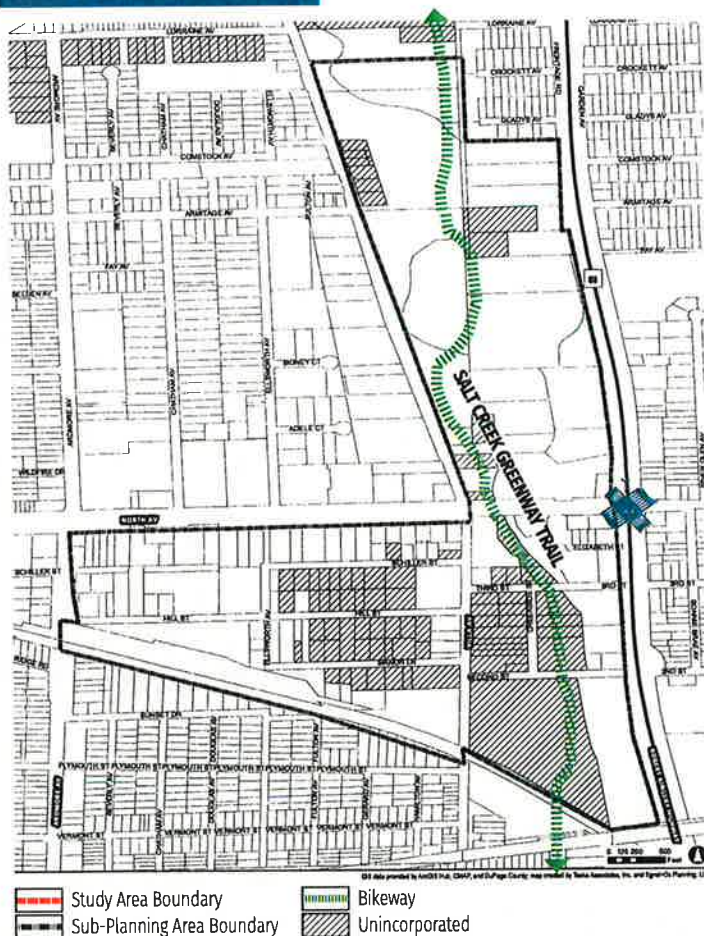


FIGURE 5.47
TRANSPORTATION NETWORK MAP | SUB-PLANNING AREA 8

Transportation Network Characteristics



BIKE/PED ROUTES: Salt Creek, Great Western, Prairie Path, and Elmhurst routes



COMMUTER RAIL: Elmhurst Metra Station [EAST]



BUS: Pace Routes 312, 309, and 332; possible bus queue jump and improved bus stop waiting area at Route 83 and 3rd Avenue; possible bus use of shoulders on Route 83



POTENTIAL INTERSECTION IMPROVEMENT(S): Route 83/ North Avenue intersection, including pedestrian, bike, and transit access; explore potential to create as urban interchange



OPPORTUNITIES:

- Provide continuous sidewalks on Villa Avenue
- Provide continuous sidewalks on North Avenue
- Improve access management and cross access to north for potential northwest corner redevelopment at Route 83 and North Avenue
- Utilize Odeum Expo Center for pilot test of regional automated truck parking service

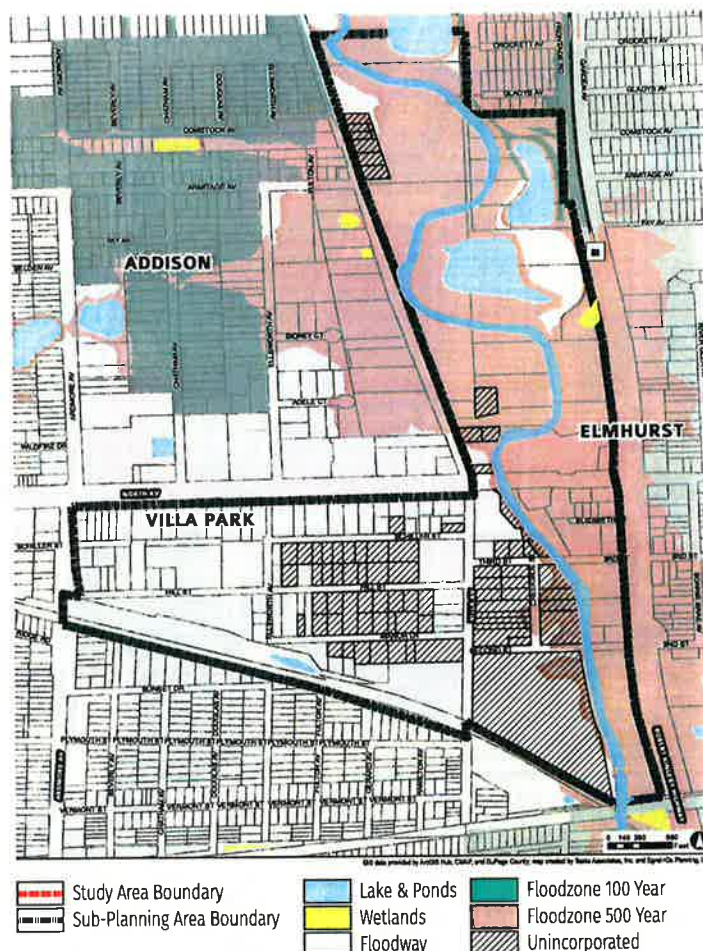


FIGURE 5.48
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 8

Environmental Conditions

The largest environmental condition on the area is Salt Creek, which runs through the Cricket Creek Forest Preserve and spans the whole length of the planning area. The unincorporated parcels along Salt Creek have potential for flooding. The remaining unincorporated parcels to the west of the planning area have no environmental conditions.

SUB-PLANNING AREA 8

Future Land Use Analysis

The maps in Figure 5.49 compare the future land uses⁸ in Area 8 as designated by DuPage County, the Village of Villa Park, and the City of Elmhurst. Future land use plan maps for DuPage County and the two municipalities diverge to a limited extent. For example, Elmhurst recommends industrial use along Route 83 at the far southeastern edge of Area 8, while the County indicates open space. However, Villa Park and the County both recommend industrial use on the immediate parcel to the west, which is currently home to the DuPage Materials Company. Furthermore, Villa Park recommends extending industrial use south of North Avenue between Route 83 and Villa Avenue, whereas the County intends this area to stay residential. West of Villa Avenue, Villa Park assigns the Corridor Mixed Use designation to much of the land along major corridors like North Avenue. While the County recommends a mix of residential, commercial, and industrial uses, this is generally covered by Villa Park's Corridor Mixed Use land use category.

⁸ Since DuPage County's Land Use Plan has not been updated since 1997, the County's future land use designations are over 20 years old. Some of the unincorporated parcels shown in the County's Land Use Plan have been annexed into local municipalities since the plan was adopted in 1997. As a result, certain parcels in the DuPage County map below have a land use designation even though these parcels are no longer unincorporated. Addison and Villa Park's future land use designations are more recent deriving from their 2013 and 2009 Comprehensive Plans, respectively.

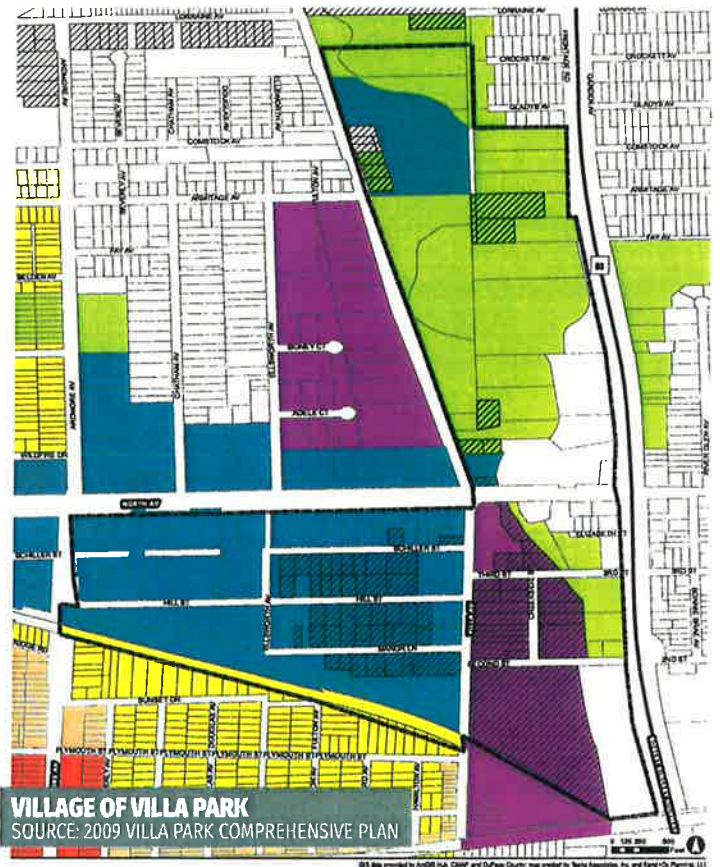
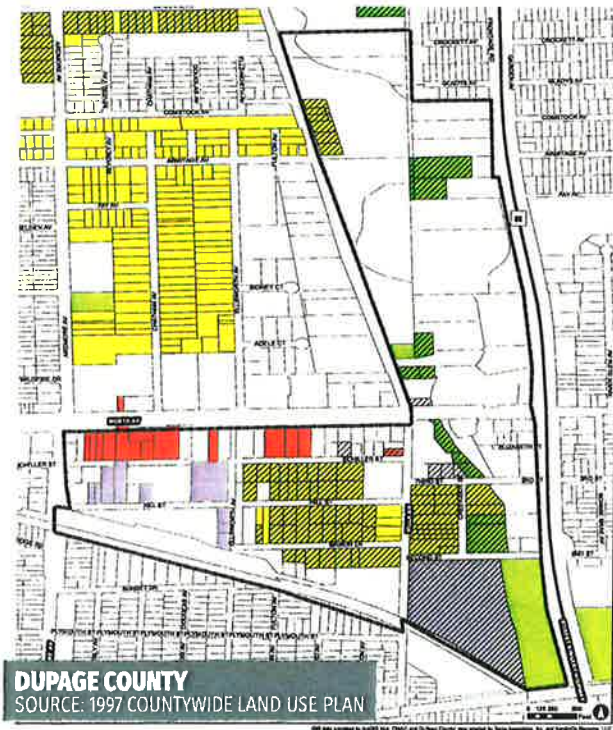
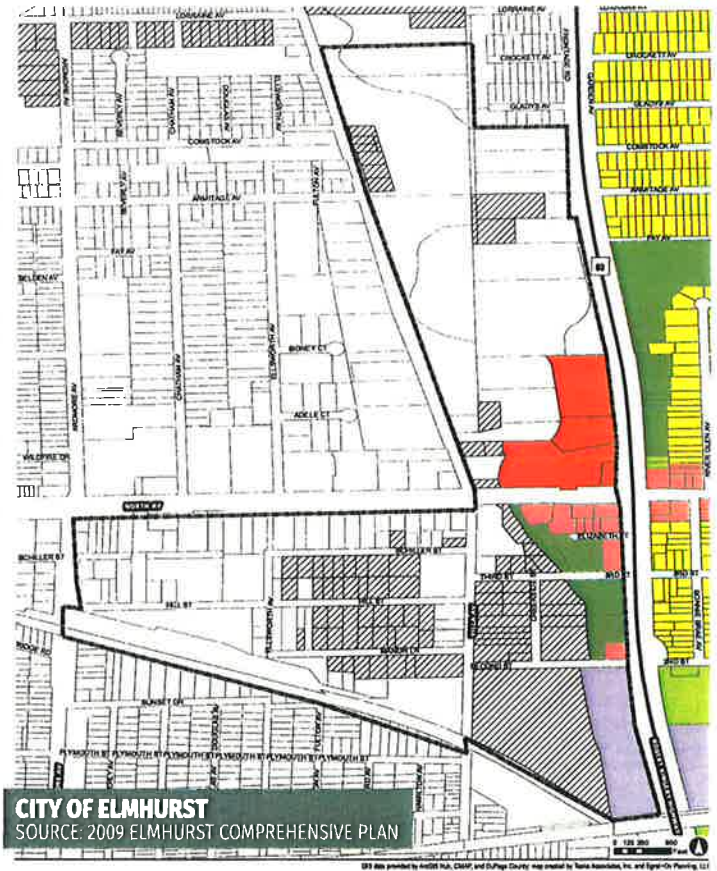


FIGURE 5.49

COMPARISON OF COUNTY & MUNICIPAL FUTURE LAND USE DESIGNATIONS | SUB-PLANNING AREA 8

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SECTION 6

CORRIDOR DEVELOPMENT

To evaluate potential for development and redevelopment in the study area key sites along the Route 83 Corridor have been noted. This does not necessarily mean they are the best or easiest sites to develop, but in the context of this land use plan they present potential for owners and communities. A number of the sites are challenged by access, floodplain, or other limitations, but are noteworthy along the corridor. A closeup map and brief description of each of the eight sites are provided on the following pages.

This section starts out with brief summaries of the development trends and opportunities that define each of the eight sub-planning areas, which lay out the characteristics that have guided past development patterns and set the tone for further development, if any, in the future.

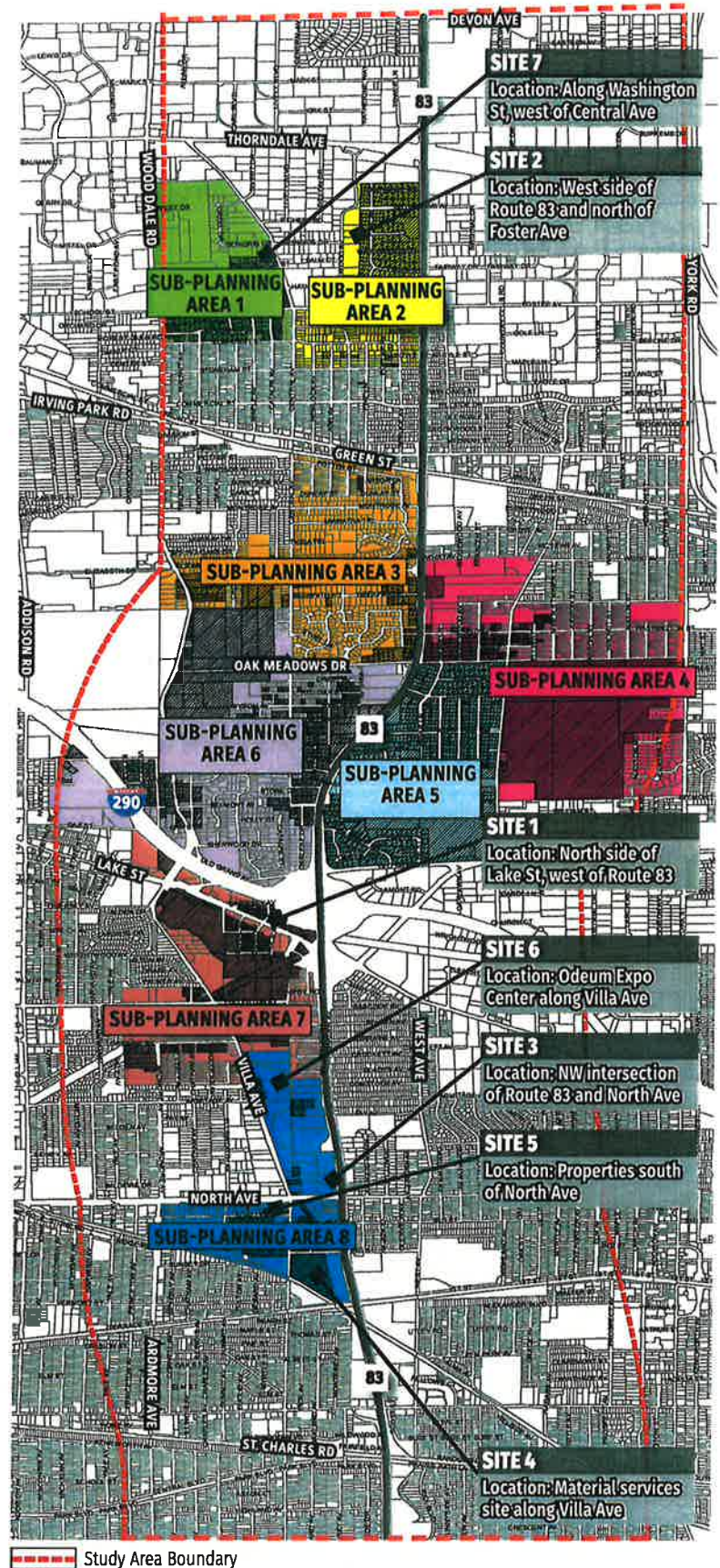


FIGURE 6.1
POTENTIAL DEVELOPMENT SITES

DEVELOPMENT TRENDS & OPPORTUNITIES

Below is a summary of the development trends and opportunities that define each of the eight sub-planning areas. Key sites were not identified in each of the sub-planning areas, these summaries are included to better understand each area, provide content for overall planning. Overall, land use composition will remain fairly steady in the future; however, there are opportunities to enhance each area and the overall Route 83 Corridor through potential redevelopment and infill development. This analysis is drawn from the market and land use assessments, input of stakeholders, and background provided by corridor communities.

Sub Planning Area 1

Area 1 includes a range of land uses and is primarily built out. The north portion of the area is expected to remain industrial, with possible renovation or redevelopment maintaining that use. Unincorporated sites are primarily residential, and again, expected to remain in that use, with residential infill on vacant sites. A possible exception is Washington Street, a short block of homes located off Central Avenue (in this area, that road primarily serves industrial uses). This residential area is surrounded on three sides by industrial uses. **Given the trend of development in the area toward industrial, and the current strength of the industrial/logistics market, there may be pressure for property acquisition and redevelopment of the area as industrial.** In anticipation of this trend, the recently approved Wood Dale Comprehensive Plan shows the area as ultimately being industrial. **The subarea is served by public utilities (Wood Dale) and unincorporated sections could be added to the existing system; although improvements would be needed to support water and sewer service.**

Sub Planning Area 2

The development pattern in Area 2 is substantially residential. However, the overall trend of development in the area is influenced by industrial uses and major roadways. The residential portion of this subarea north of Foster Avenue is surrounded on two sides by industrial uses. In addition, Route 83 is located directly to the east, and newly installed Route I-390 is just to the north. **The location and access benefits of these roads create pressure for possible redevelopment as industrial or logistics uses.** Wood Dale has received inquiries about such redevelopment, and the area eventually being in industrial use is reflected in the City's 2018 Comprehensive Plan. **Transition of this residential area to industrial use would require property acquisition, and likely would occur over time, creating the need for any redevelopment to be done thoughtfully to minimize impacts on residential uses.**

Sub Planning Area 3

Development in Area 3, located in and near Wood Dale, is almost exclusively residential, except for the commercial uses at the very north end of the area along Irving Park Road. The residential character includes several areas of open space/forest preserve. These open space areas constitute much of the unincorporated land in the subarea. **The greatest potential for development in this area is infill residential housing on currently vacant sites.** One other option is the northwest corner of Route 83 and Oak Meadows Drive, that property is owned by the City of Wood Dale and considered to have potential for commercial use.

Sub Planning Area 4

Single family dwellings, schools, community uses, and open spaces present the trend of development in Area 4. Unincorporated properties in the northern portion of the area (north of 3rd Avenue/Jefferson Street) are clustered west of Miner Street; these properties are scattered, and part of a consistently residential areas. **The few vacant sites are most logically expected to be developed as new single-family homes.**



DEVELOPMENT TRENDS & OPPORTUNITIES CONTINUED

Sub Planning Area 5

The development pattern in Area 5 is exclusively single-family residential and open space (the Fischer Woods Forest Preserve). The area is almost entirely unincorporated and most appropriately would be part of Bensenville if annexed. **Annexation potential of this area is complex, as residents have mixed interest in becoming incorporated**, but currently receive water service from the Village at a non-resident rate; this higher cost may or may not encourage more residents to incorporate. However, **the question of existing single-family homes (or new ones built on the few vacant lots) incorporating into the Village is not seen as impacting the future development trend for this area, which is that it stay single-family and open space.**

Sub Planning Area 7

A wide mix of land use types characterize Area 7. Perhaps the most significant of these, from a development standpoint, is the open space, because it includes the Salt Creek and its associated flood overflow areas. **New development and redevelopment in this area are limited by stormwater issues from Salt Creek. This issue limits development potential along Lake Street moving west from Route 83 and creates a character of uncoordinated development on underutilized sites.** Addison has actively promoted enhancement and development in this area, and a hotel is under construction at Lake Street and Central Avenue (just west of 83). **Other development potential is seen at the southeast corner of Wood Dale Road and Lake Street and the two acre property the Village owns at the northeast corner of that intersection. Other development challenges in this area include multiple property owners (requiring assemblage for any redevelopment) and need for water and sewer utility improvements.**

Sub Planning Area 6

The development character in Area 6 is primarily single family, with open spaces (park and forest preserve) and community uses included as part of the mix. Incorporated homes (mostly in the southcentral part of the area) and other properties are in Addison. **Addison is supportive of the trend of development and the area remaining single family. The Village has also been receptive to individual residential property owners incorporating;** existing public services levels are anticipated to be able to absorb the unincorporated properties should they become part of the Village. **The area has a semi-rural development character;** there are no street curbs or gutters, and that does not reflect the Village's standard. **Should parts, or all of the area, be annexed, curb and gutter would be expected by the Village.**

Sub Planning Area 8

Area 8 is located primarily in Villa Park, with small portions located in Elmhurst and Addison. The portion in Elmhurst includes commercial developments along the west side of Route 83 and either side of North Avenue (as there are no unincorporated lands east of Route 83, it is not part of this subarea). Development in the area includes a wide range of land uses. The clearest pattern of development can be seen along North Avenue – primarily commercial. South of North Avenue (in Villa Park and unincorporated) are located single family homes (many of which are unincorporated) and longstanding industrial/intensive commercial uses along a rail line. **This portion of North Avenue is active with commercial and expected to remain that way given traffic volumes on that road and proximity to Route 83. Development and redevelopment in this area will be impacted by the Salt Creek running between Route 83 and Villa Avenue, which limits use of the retail site at the northwest corner of North Avenue and Route 83 and other creek adjacent sites. Two of the larger sites in this area -- the Odeum Expo Center and the DuPage Materials property -- are along the creek, but their size and location may create interest for their eventual redevelopment.**



KEY DEVELOPMENT SITES CORRIDOR DEVELOPMENT

KEY SITE 1

The north segment of Lake Street west of Route 83 includes a scattering of several sites that are underutilized, with the potential for new development providing an enhanced gateway for Addison. Development in this area is hampered by having multiple property owners, narrow lots, and floodplain.

SUB-PLANNING AREA: Area 7
OF PARCELS: 33 parcels
AREA: 732,526 sq ft (16.8 acres)
CURRENT USE(S): Auto-oriented commercial uses
CURRENT ZONING: B-1, B-2 (County)



KEY SITE 2

Abutting Wood Dale, the area west of Route 83 and north of Foster Avenue has seen developer interest for new industrial development. As the current location of a number of single-family homes on half-acre lots, such development would require a developer with the capacity to acquire multiple properties to bring about this change in use.

SUB-PLANNING AREA: Area 2
OF PARCELS: 133 parcels
AREA: 3,170,364 sq ft (72.8 acres)
CURRENT USE(S): Single-family homes
CURRENT ZONING: R-3 (County)



KEY SITE 3

The commercial center at the northwest quadrant of North Avenue and Route 83 is challenged by access and floodplain. Other quadrants of this intersection are also challenged, but the northwest corner has been noted as the most underutilized of the sites.

SUB-PLANNING AREA: Area 8
OF PARCELS: 4 parcels
AREA: 578,788 sq ft (13.3 acres)
CURRENT USE(S): Commercial businesses
CURRENT ZONING: C3 (Elmhurst)



KEY DEVELOPMENT SITES | CORRIDOR DEVELOPMENT

KEY SITE 4

Located at the far southern edge of Area 8 where Route 83 meets the railroad, the DuPage Materials Company property covers 17 acres with convenient access to Route 83. The site's size and location may generate development interest over time. Proximity to Salt Creek may offer both obstacles and opportunities for a potential redevelopment.

SUB-PLANNING AREA: Area 8
OF PARCELS: 1 parcel
AREA: 739,370 sq ft (17.0 acres)
CURRENT USE(S): DuPage Materials Company
CURRENT ZONING: I-1



KEY SITE 5

North Avenue in Villa Park is a strong commercial corridor. Properties to the south were considered for redevelopment prior to the recession, as a potential developer had acquired a number of residential properties. It is not clear that interest for such reuse and sale, or the capacity of a developer to make this happen, are still in the picture.

SUB-PLANNING AREA: Area 8
OF PARCELS: 46 parcels
AREA: 956,147 sq ft (22.0 acres)
CURRENT USE(S): Commercial businesses
CURRENT ZONING: C-3 (Villa Park)



KEY SITE 6

Located along the east side of Villa Avenue, the Odeum Expo Center is still used but represents a larger site with a single owner, who has not shown interest in redevelopment in the past. That said, the site is used for ad hoc truck parking, which has potential for growth into a use of its own along the Route 83 Corridor.

SUB-PLANNING AREA: Area 8
OF PARCELS: 5 parcels
AREA: 664,781 sq ft (15.3 acres)
CURRENT USE(S): Odeum Expo Center
CURRENT ZONING: R-4 (County); PUD Commercial (Villa Park)



KEY SITE 7

Washington Street is an unincorporated area of single-family homes surrounded on three sides by industrial uses in Wood Dale. Overall, this part of the subarea is an active industrial area with good access to Route 83 and newly extended I-390. These factors may create pressure for the properties to be acquired for industrial redevelopment.

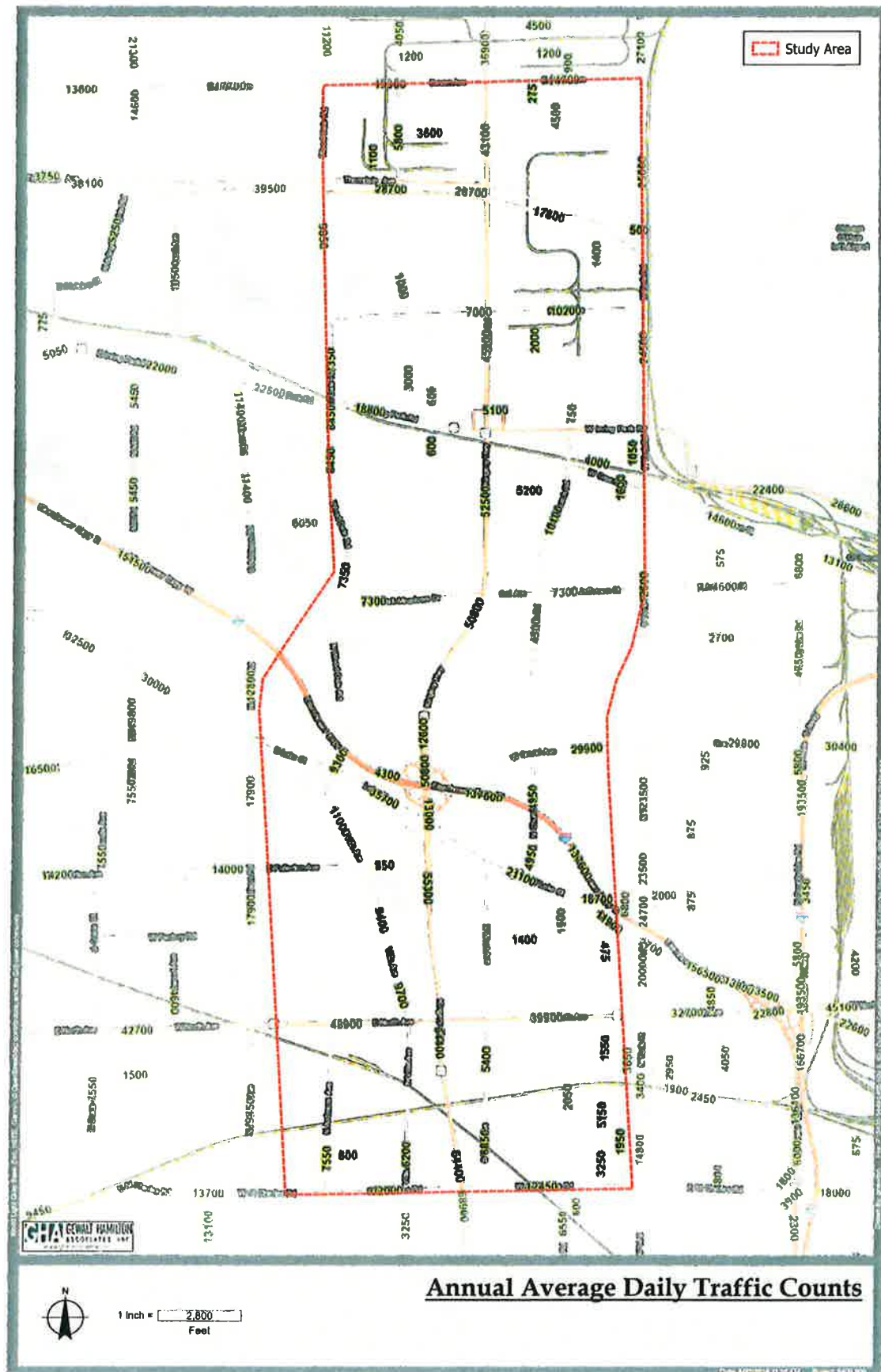
SUB-PLANNING AREA: Area 1
OF PARCELS: 20 parcels
AREA: 363,592 sq ft (8.3 acres)
CURRENT USE(S): Single-family homes
CURRENT ZONING: R-3 (County)



APPENDIX

- A: Annual Average Daily Traffic (ADT) Counts Map
- B: Level of Service Descriptions
- C: Traffic Count Summary
- D: Pace Bus Routes- Highest Level of Activity
- E: Traffic Signals & Crosswalk Locations
- F: IDOT Crash Data, 2014-2016

APPENDIX A | Annual Average Daily Traffic (ADT) Counts Map



APPENDIX B | Level of Service

Level of Service A: can be described as free-flow operations. Traffic is generally travelling at or above the posted speed limit. There is complete mobility between travel lanes.

Level of Service B: is described as reasonably free-flow operations. Traffic is travelling at average speed, about 70 percent of the free-flow speed. Complete mobility between lanes is generally available.

Level of Service C: can be described as at or near free-flow operations. Mobility between travel lanes is more restricted in midblock locations. Travel speeds are generally maintained around the posted speed limit. This is the design LOS for most suburban and urban arterials.

Level of Service D: is described as decreasing free-flow levels. Speeds decrease as the volume and delay increase. Mobility between lanes is much more reduced and driver level of comfort decreases. LOS D is often considered as the lowest threshold of providing “acceptable” operations in urban/suburban areas.

Level of Service E: is described as operations capacity. Flow is irregular, and speed varies rapidly, but rarely reaches the posted speed limit. There are virtually no useable gaps in traffic, making mobility between lanes challenging.

Level of Service F: is described as a breakdown in vehicular flow. Flow is forced, and every vehicle moves together, and frequent slowing is expected. Travel speeds are extremely low and significant queuing at signalized intersections is expected. Roadways operating at LOS F often have more demand than capacity.

APPENDIX C | Traffic Count Summary

Traffic Count Summary

IL 83 Corridor Study - DuPage County

Road & Location	Existing Average Daily Traffic (ADT) All Vehicles	
1. IL Rte. 83		
a) North of Devon Avenue	32,100	
b) South of Devon Avenue	38,100	
c) North of Irving Park Road	45,100	
d) South of Irving Park Road	50,800	
e) North of I-290	52,100	
f) South of Lake Street (US 20)	54,200	
g) South of North Avenue (IL 64)	65,900	
h) South of St. Charles Road	62,400	
2. York Road		
a) North of Devon Avenue	27,100	
b) South of Devon Avenue	25,000	
c) North of Irving Park Road	24,500	
d) South of Irving Park Road	12,600	
e) North of I-290	23,500	
f) South of Lake Street (US 20)	20,000	
g) South of North Avenue (IL 64)	14,800	
3. Tonne Road / Wood Dale Road / Villa Avenue		
a) North of Devon Avenue	11,200	
b) South of Devon Avenue	9,550	
c) North of Irving Park Road	9,550	
d) South of Irving Park Road	8,450	
e) North of I-290	7,350	
f) South of Lake Street (US 20)	11,000	
g) South of North Avenue (IL 64)	6,200	
h) South of St. Charles Road	3,250	
4. Devon Avenue		
a) East of IL 83	14,700	
b) West of IL 83	19,300	
c) West of Tonne Rd / Wood Dale Rd	17,700	
5. Thorndale Avenue (IL 390)		
a) East of IL 83	17,800	
b) West of IL 83	28,700	
c) West of Tonne Rd / Wood Dale Rd	39,500	
6. Irving Park Road (IL 19)		
a) East of York Road	22,400	
b) East of IL 83	23,400	
c) West of IL 83	18,000	
d) West of Tonne Rd / Wood Dale Rd	18,500	
7. I-290		
a) East of York Road	156,500	
b) East of IL 83	137,600	
c) West of IL 83	134,600	
d) West of Tonne Rd / Wood Dale Rd	151,500	
8. Lake Street (US 20)		
a) West of York Road	11,900	
b) East of IL 83	21,100	
c) West of IL 83	35,700	
d) West of Tonne Rd / Wood Dale Rd	30,000	
9. North Avenue (IL 64)		
a) East of York Road	36,800	
b) East of IL 83	38,200	
c) West of IL 83	44,400	
d) West of Tonne Rd / Wood Dale Rd	44,100	
10. St. Charles Road		
a) East of York Road	12,450	
b) West of IL 83	22,000	
c) West of Tonne Rd / Wood Dale Rd	13,700	

Source: IDOT Existing ADT

Note: Volumes not officially recognized by DuDOT
and subject to change over time

APPENDIX D | Pace Bus Routes- Highest Level of Activity

ROUTE	DIRECTION	STOP	ONE - OFFS
223	E	Tower/Mark	15
	E	Busse/Devon	47
	E	Busse/Pratt	56
	E	Busse/Greenleaf	56
	E	Busse/Touhy	29
	E	Mark/Lively	26
	E	Lively/Devon	52
	W	Busse/Greenleaf	47
	W	Busse/Touhy	22
	W	Busse/Tower	68
	W	Tower/Mark	10
	W	Busse/Devon	60
313	E	St. Charles/York	10
	E	St. Charles/West	48
	W	St. Charles/York	9
	W	St. Charles/West	48
319	E	Grand/Wolf	30
	E	Wolf/North	39
	E	Bensenville Metra	22
	W	Wolf/North	46
	W	Grand/Wolf	25
	W	Bensenville Metra	9
332	N	York/North	11
	N	York/Dominick's	14
	N	York/George	9
	N	ORD Processing / Distribution Center	28
	N	Cargo Road/Lufthansa	10
	N	Cargo Road/Delta	9
	N	Bensenville Metra	17
	S	York/North	11
	S	Palmer/Schiller	14
	S	ORD Processing / Distribution Center	35
	S	Cargo Road/Lufthansa	54
	S	Cargo Road/United	37
	S	Bensenville Metra	22
	S	York/Grand	13

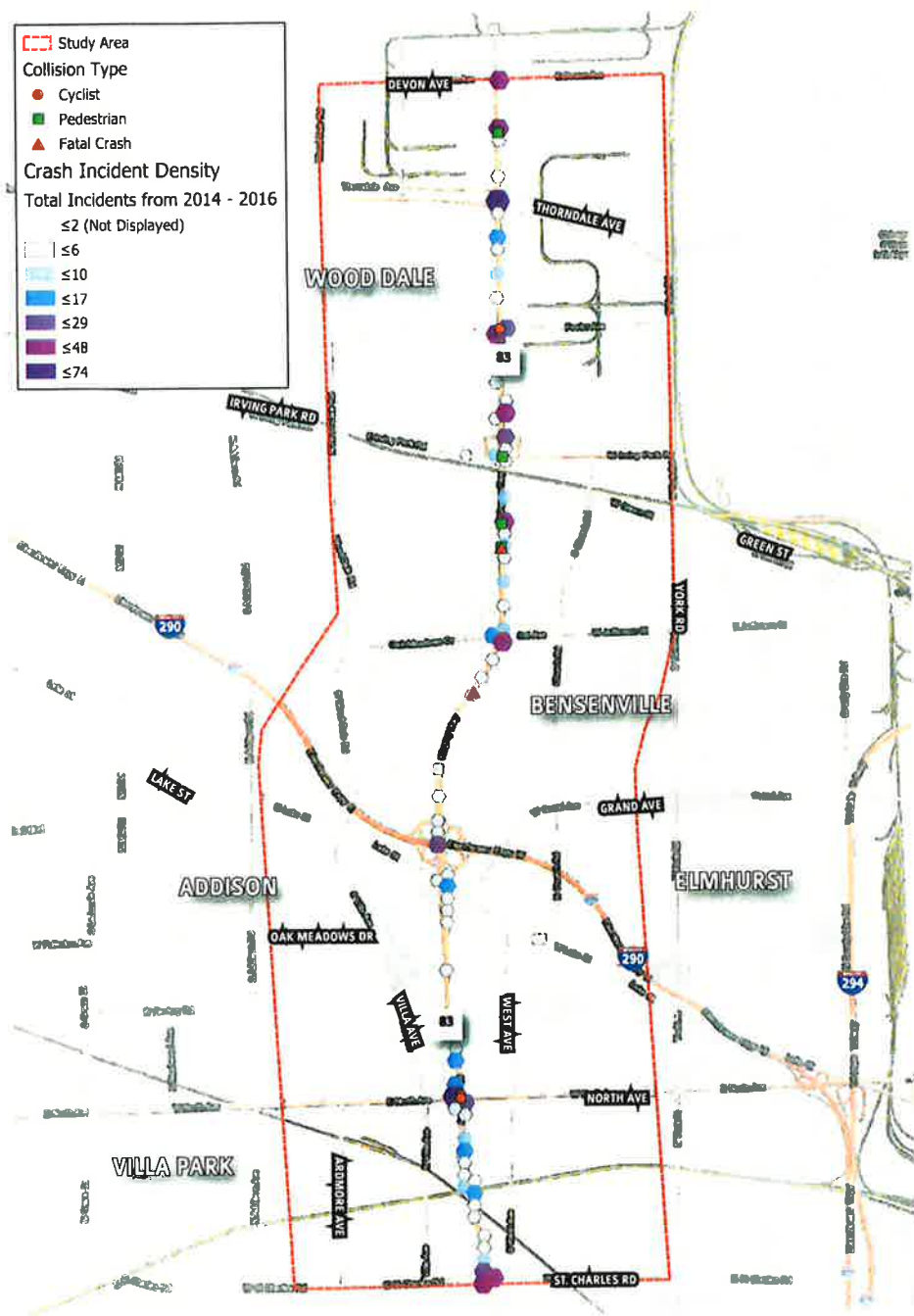
757	E	Rt 83/Thorndale	2
	E	Rt 83/Mark	9
	E	Rt 83/ Devon	3
	W	Rt 83/Thorndale	1
	W	Rt 83/Mark	14
	W	Rt 83/Devon	5

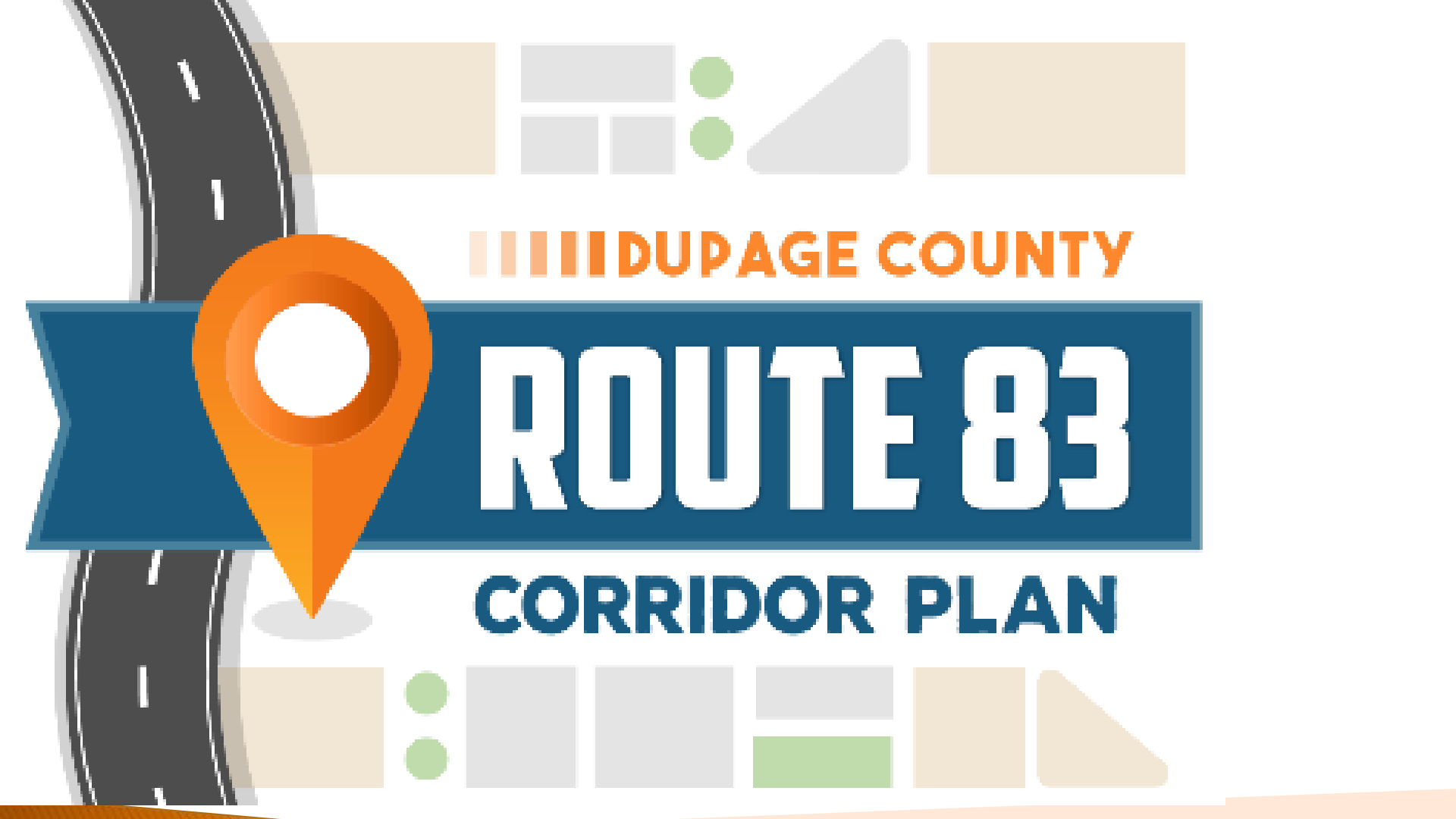
Source: Pace APC Data, Fall 2017

APPENDIX E | Traffic Signals & Crosswalk Locations



APPENDIX F | IDOT Crash Data, 2014-2016





DUPAGE COUNTY

ROUTE 83

CORRIDOR PLAN

COMMUNITY WORKSHOP
VILLAGE OF VILLA PARK

MAY 20, 2019

Agenda

1. Project Overview
2. Existing Conditions Findings
3. Shared Goals for the Corridor
4. Objectives for Villa Park
5. Next Steps

Project Overview



Goals and Outcomes

Corridor + Land Use Planning

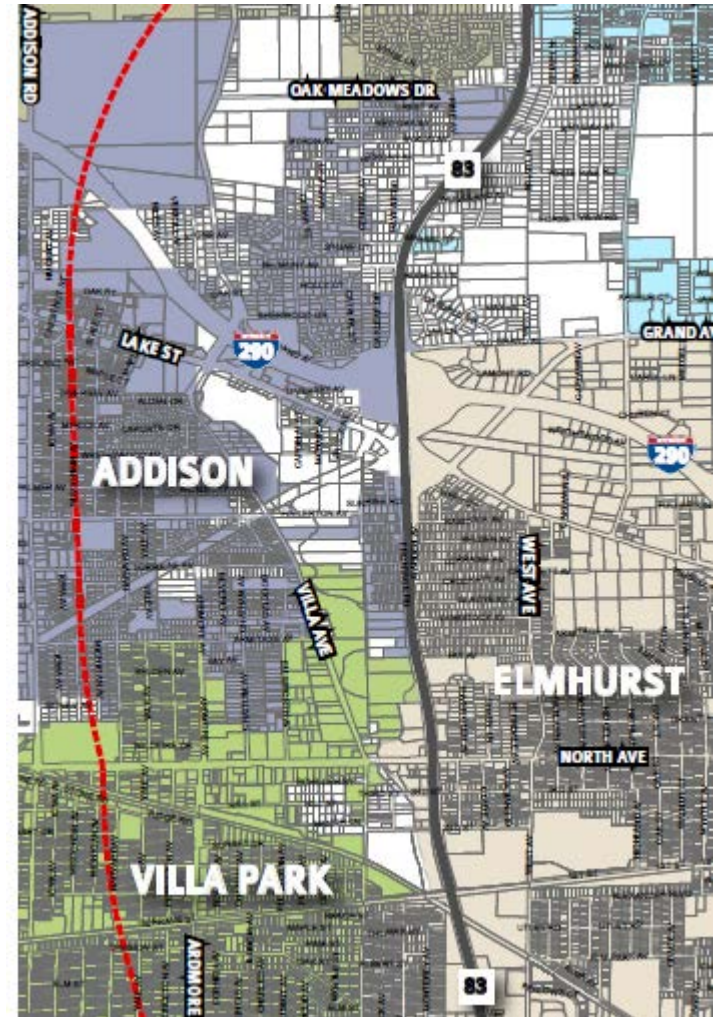
- Update County Land Use Plan
- Reflect Local Land Use Policies
- CMAP GO TO 2040 + ON TO 2050
- Plan Adoption

Markets & Existing Conditions

- Real Market Facts Matter

Transportation Systems

- Connect Sites, Residents, Shoppers, and Communities
- Multimodal choices
- Plan for Implementation



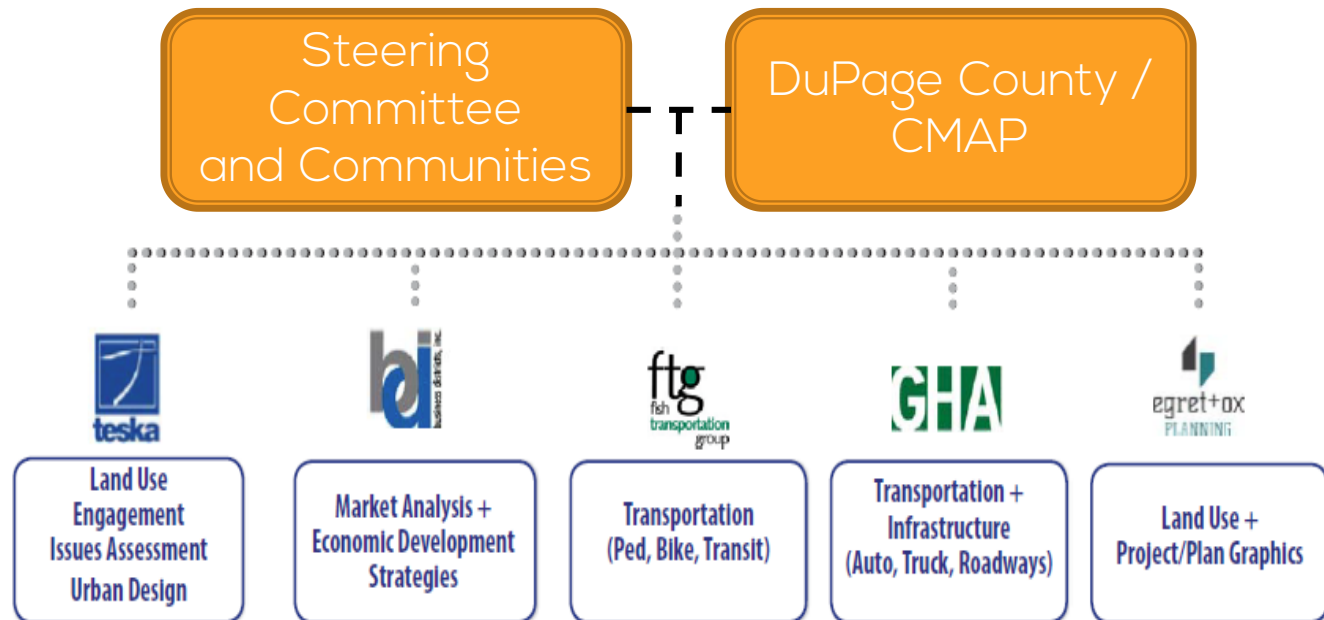
Project Participants

- ▶ Villa Park
- ▶ Addison
- ▶ Bensenville
- ▶ Elmhurst
- ▶ Wood Dale
- ▶ CMAP
- ▶ DuPage County

Corridor Communities

Corridor Stakeholders

Project Consultant Team



Work Program

Route 83 Corridor Plan

Phase 1		Phase 2 *		Phase 3	
TASKS 1 & 2 Kickoff Meetings TASK 3 Website and Social Media TASK 4 Informational/Educational Materials		TASKS 1 & 2 Land Use/Zoning and Policy Assessments TASK 3 Statement of Shared Goals TASKS 4 & 5 Transportation/Market Assessments TASKS 6 & 7 Existing Conditions Report Presentation TASK 8 Workshops - Round #1		TASK 1 Summary of Key Recommendations TASK 2 Local Groups and Events TASK 3 Prepare Draft Plan TASK 4 Workshops - Round #2 TASK 5 Finalize Plan	
PHASE 1 DELIVERABLES		PHASE 2 DELIVERABLES		PHASE 3 DELIVERABLES	
+ Communications Plan + Steering Committee Meeting Summary + Project Website + Informational/Educational Materials		+ Statement of Shared Goals Memorandum + Existing Conditions Report + Key Issues and Opportunities Memorandum + Public Information Materials + Summaries of Meetings and Open Houses		+ Summary of Key Recommendations Memo + Draft Route 83 Land Use Plan + Public Comments Archive + Corridor/Community Workshops Summary + Revised Plan + Final Route 83 Land Use Plan	

Existing Conditions Findings



Land Use & Planning

- ▶ The Route 83 corridor is a vital resource to surrounding communities, businesses and residents
- ▶ Communities see annexing unincorporated areas as beneficial and not overly burdensome
- ▶ Route 83 is not seen as “part” of the communities
- ▶ Most unincorporated areas expected to remain residential

Existing Land Use

- ▶ Unincorporated areas typically not in unified blocks
- ▶ Many residential and open space areas
- ▶ Unincorporated residential area south of North Ave.

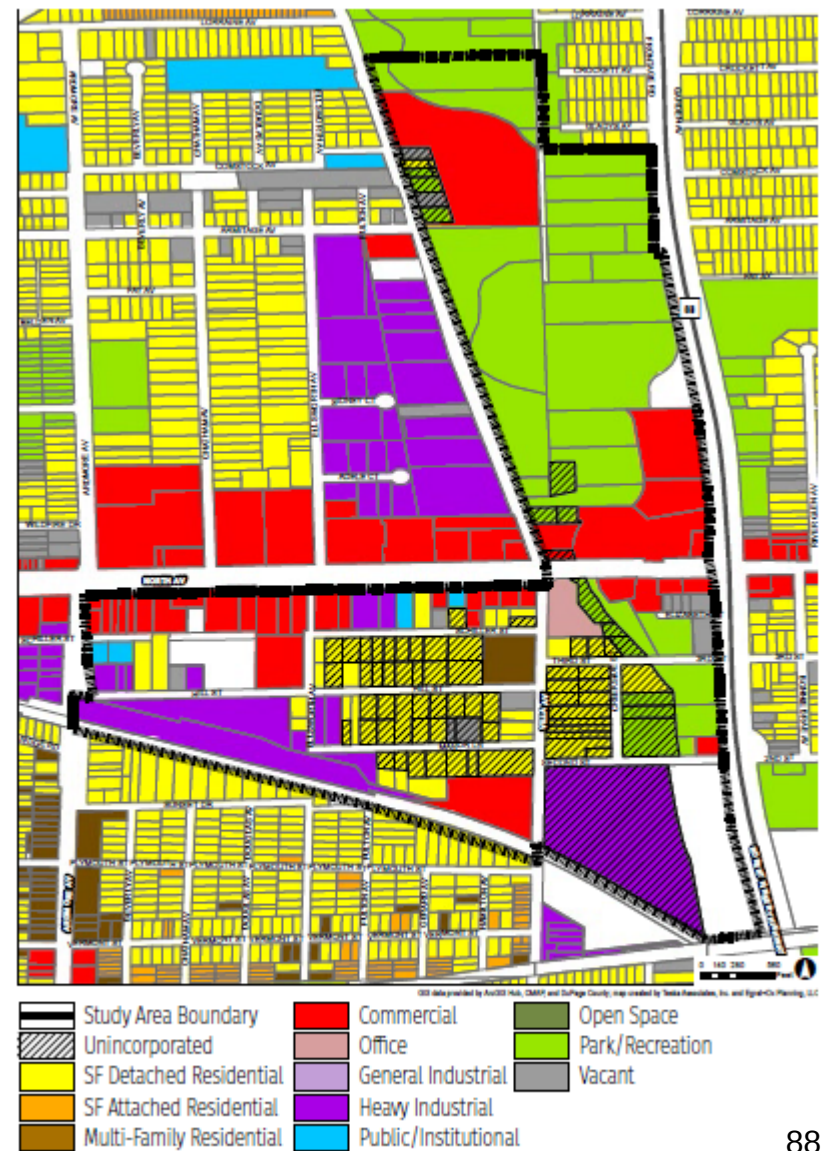


FIGURE 5.45
EXISTING LAND USE MAP | SUB-PLANNING AREA 8

Zoning

- ▶ Most unincorporated parcels zoned residential
- ▶ Few conflicts exist between land use and zoning

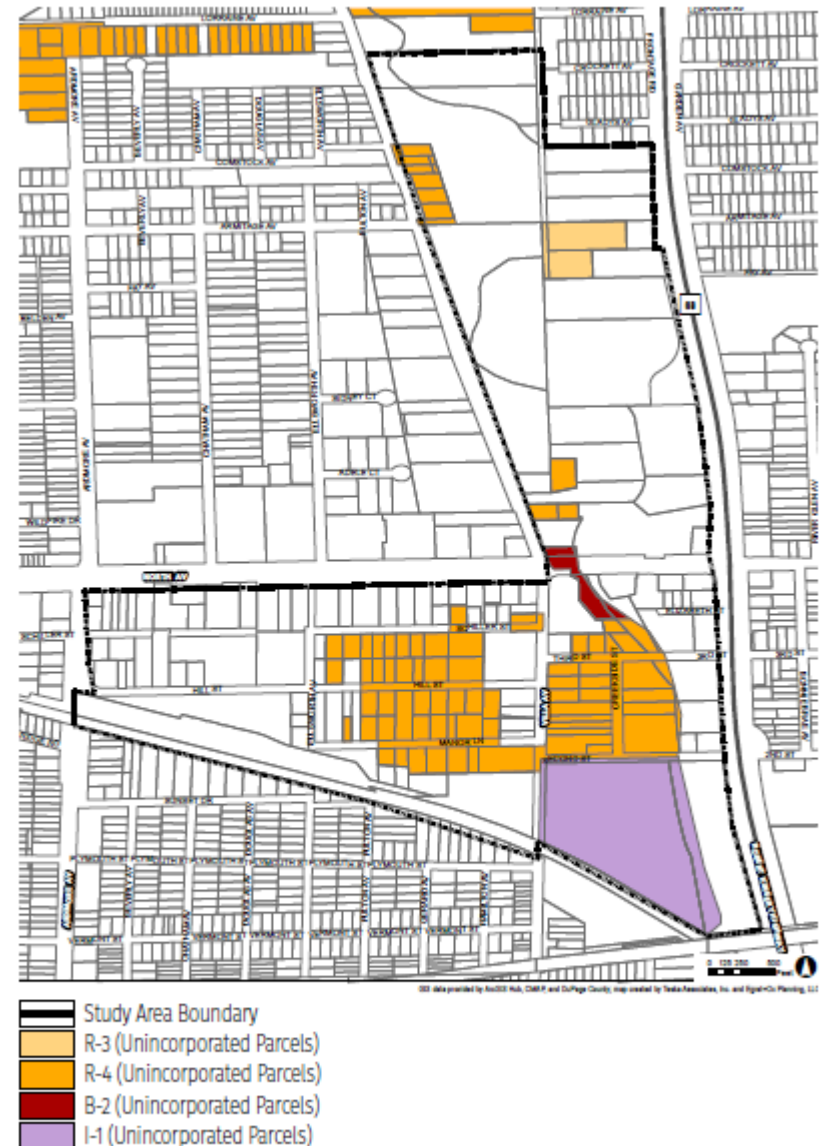


FIGURE 5.46
EXISTING COUNTY ZONING MAP | SUB-PLANNING AREA 8
WHITE LINES DENOTE CURRENTLY INCORPORATED

Environmental Conditions

- ▶ Salt Creek is an environmental resource, also focus of stormwater management needs
- ▶ Wetlands and water features are primarily located within forest preserves
- ▶ Large areas of forest preserve located in the corridor

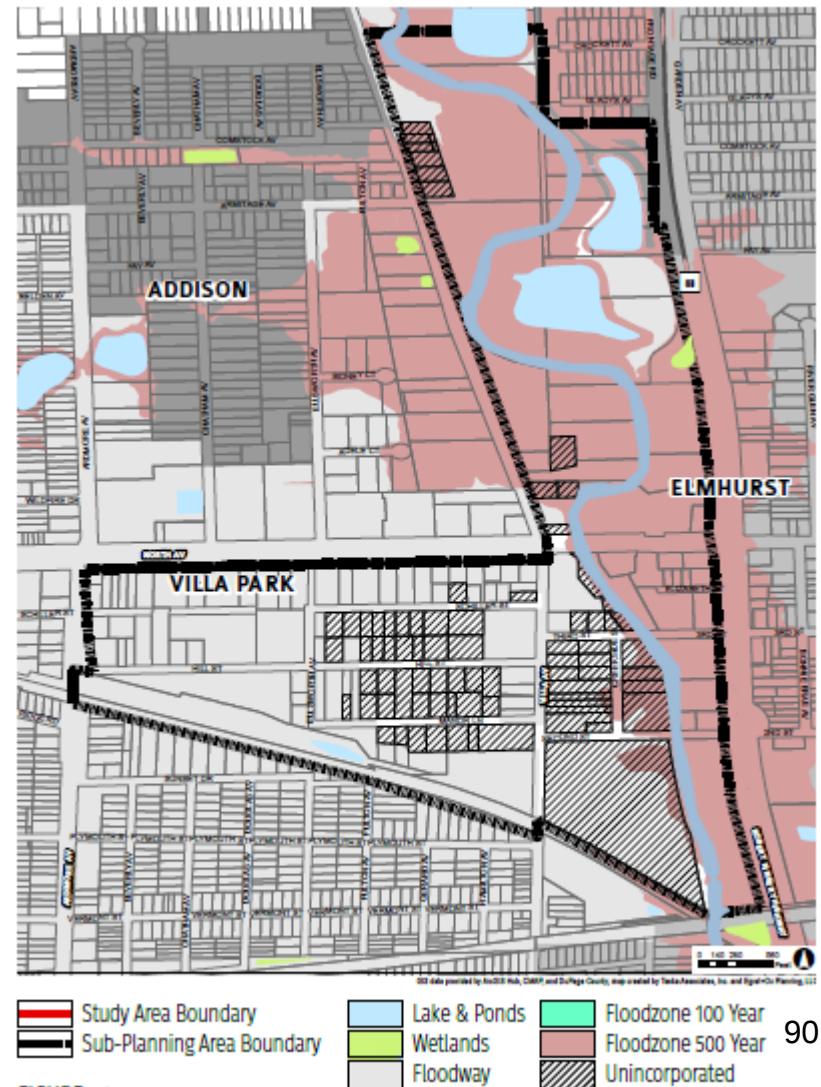
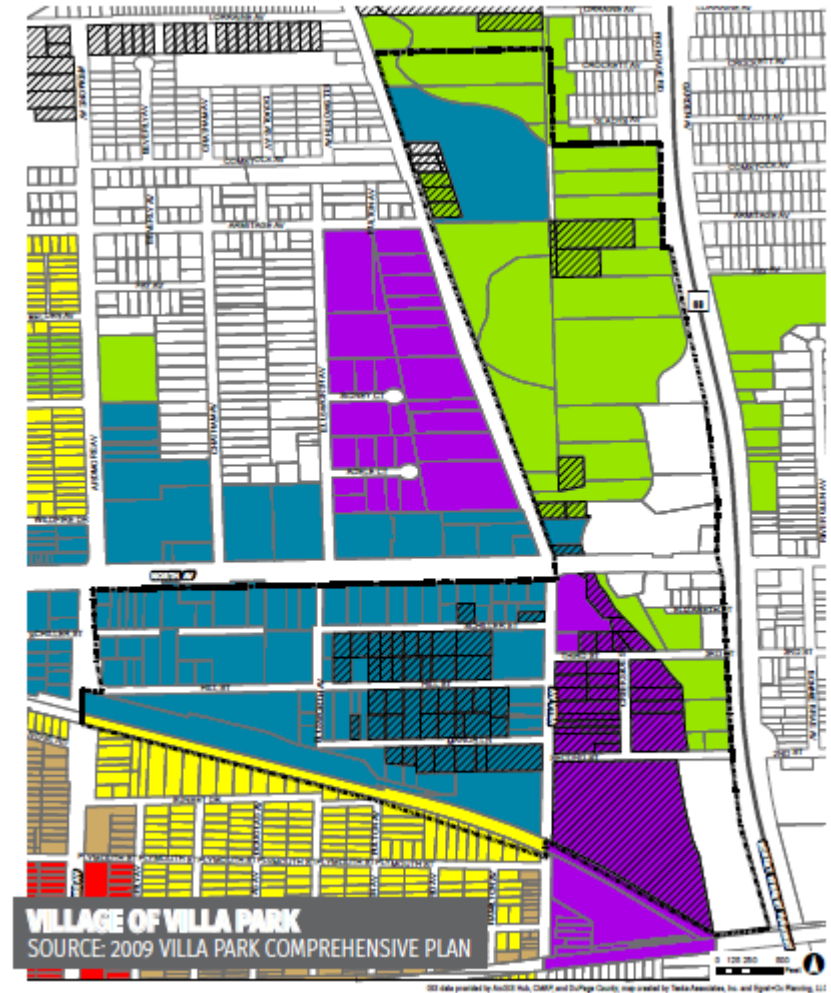


FIGURE 5.48
ENVIRONMENTAL CONDITIONS MAP | SUB-PLANNING AREA 8

Land Use Plans

- ▶ Municipalities and County generally consistent
- ▶ Residential areas mostly shown to remain



Real Estate Markets

- ▶ Commercial development opportunities exist along Lake Street and North Avenue
- ▶ Townhomes are the strongest part of residential market
- ▶ Difficult access, floodplain and small/narrow lots create challenges for new development
- ▶ Potential industrial redevelopment in Wood Dale

Transportation / Mobility

- ▶ Route 83 is major regional access for auto/truck traffic
- ▶ Limited bus service, but potential for high speed transit with appropriate infrastructure improvements
- ▶ Local & regional bike/ped trails located nearby
- ▶ Corridor communities have active transportation plans.
- ▶ Route 83 presents a barrier to E/W connections.

Shared Goals for the Corridor



Goals

- ❑ Add to **sense of place** and community.
- ❑ Benefit from the **economic development** opportunities.
- ❑ Create a **safe travel environment**.
- ❑ Define **gateways** for each community.
- ❑ **Coordination and communication** between government agencies.
- ❑ Protect and enhance **environmental resources**.
- ❑ Support **residential quality of life**.

Objectives

- ❑ Address Code Enforcement
- ❑ Build on Transportation / Markets as economic development
- ❑ Develop with eye toward identified market futures
- ❑ Enhance mobility / accessibility
- ❑ Manage impacts of Rt 83 on neighbors
- ❑ Define boundaries
- ❑ Continue joint planning
- ❑ Project positive image for corridor

Villa Park: Goals for the Corridor



Goals for unincorporated sites and Route 83....

- ▶ Land Use and Future Development
- ▶ Economic Development
- ▶ Transportation (getting around)
- ▶ Code Enforcement
- ▶ Community Character
- ▶ Intergovernmental Workings

Next Steps

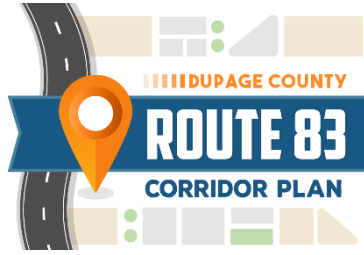


Next Steps: Community Meetings

- ▶ Corridor Workshops
 - with Elected Officials in each community / and DuPage County
- ▶ Corridor Open House Meetings
 - **Elmhurst:** May 16, 2019 (complete)
 - **Bensenville:** May 23, 2019

THANK YOU!





DRAFT Memorandum

To: Steering Committee: DuPage County Route 83 Land Corridor Use Plan
From: Consultant Team: DuPage County Route 83 Corridor Land Use Plan
Date: January 15, 2019
RE: **Statement of Shared Goals - DRAFT**

Having conducted the existing conditions analysis and initial engagement elements of the DuPage County / Route 83 Corridor Land Use Plan, several fundamental topics and desired outcomes for the plan have emerged. This memorandum summarizes those as a preliminary set of goals for the plan. These principles will be reviewed and refined as public engagement aspects of the plan continue and will be used to consider strategies for the corridor as they are developed and finalized. The goals established for the corridor are supplemented by supporting objectives and actions to be considered. At the next Steering Committee meeting, the group will be asked to review and refine the draft goals, objectives and actions. Each of these items will continue to be refined as the public engagement tasks continue and the plan is developed.

Goals

Goals are future oriented and aspirational vision statements. They may not be fully achievable to everyone's definition, but they convey a future the County and corridor communities will strive for as relates to their individual and group connection to Route 83:

In implementing the DuPage County Route 83 Corridor Land Use Plan, it is envisioned that the corridor can present opportunities for DuPage County and the Corridor Communities to.....

- Add to **sense of place** and community for those living and working along the corridor, keeping it clear of unsightly conditions and attracting wanted development.
- Benefit from the **economic development** opportunities available due to the corridor's traffic volumes, visibility, and connectivity to O'Hare Airport and the region.
- Create a **safe travel environment** for those moving along, across, and near Route 83 in a vehicle, on a bicycle, or as pedestrians.
- Define active and attractive **gateways** for each of the communities, whether formally designated or highlighted by quality development.
- Maintain **coordination and communication** between government agencies serving the area.
- Protect and enhance **environmental resources** as public amenities and as part of the area's stormwater management system.
- Support a desirable **residential quality of life** for those living nearby.

Objectives and Principles for Action

Objectives are tactics to support implementation of the goals. They suggest general actions to be taken and serve as benchmarks to evaluate success of those activities (shown as solid bullet points). **Principles for action** are programs and policies to implement each objective (shown as indented bullet points).

NOTE: These actions will evolve and expand as the plan is drafted.

- Address **code enforcement** challenges inherent in properties being located along major transportation corridors and unincorporated properties.
 - Continue to build on coordination efforts between DuPage County and communities regarding property maintenance.
 - Apply annexation as a tool for communities to address property maintenance challenges under local codes.
- Build on the **transportation / market relationship** of the corridor as an economic development driver and provide benefits (tax base, jobs, services for residents and business) to communities and the County.
 - Promote access to new Thorndale corridor (I-390) and future western access to O'Hare in local economic development efforts.
 - Enhance multimodal access to high employment centers such as O'Hare cargo area, industrial parks, and community downtowns.
 - Consider financing (TIF, SSA) tools to provide infrastructure and services needed as areas are incorporated.
- Secure **future development** in keeping with market realities and supportive of community goals.
 - Anticipate and accommodate further development focused on logistics and distribution functions on properties appropriate for such development.
 - Encourage private assembly to consolidate small difficult to build on parcels.
 - Address flood plain and flooding issues by working with multiple properties to meet stormwater management needs and accommodate development / redevelopment.
 - Apply development tools (i.e. zoning and subdivision ordinances) in a manner that is flexible in order to support desired development formats on challenging sites.
- Enhance **mobility and accessibility** in the study area to provide safe and efficient multimodal travel options connecting homes, jobs, and local destinations.
 - Complete local bicycle / pedestrian connections to and between communities and regional trails. NOTE: List of suggestions to be incorporated into final plan.
 - Work with IDOT to consider options for mitigating impacts on residents from Route 83 access at Irving Park. NOTE: List of suggestions to be incorporated into final plan.
 - Work with Pace on future ART planning efforts.
 - Establish design guidelines addressing access, intersections, driveways, and transit stops to foster multimodal options.
 - Use technology improvements to better manage traffic flow and circulation, such as TSP, coordinated signals, and real-time information.
 - Jointly pursue planning for and grants to implement east / west vehicular and pedestrian travel across the corridor.
 - Consider development options that serve the needs of truck users and companies.

- Manage **impacts of Route 83** traffic on neighboring properties and communities
 - Work with IDOT to mitigate impacts of living and working near the corridor, applying tools like sound walls and signage that alerts drivers of upcoming traffic control signals.
- Create clearly **defined municipal boundaries** to support efficient provision of public services.
 - Review and update annexation agreements with adjacent communities.
 - Annex unincorporated areas to best manage community appearance and growth management.
- Continue to pursue **common objectives** and maintain shared expectations regarding issues facing the corridor
 - Consider findings and recommendations of the Route 83 Corridor Plan when amending local plans and development codes, or when considering development proposals.
 - Maintain the Route 83 Steering Committee structure as a mechanism for semiannual meetings between the County and the communities to review plan implementation and other common issues. This structure can also be used for ongoing coordination with other agencies like IDOT, Pace, DuPage County Forest Preserve District, Fenton HS, and others.
- Project a **positive image** and character for each of the corridor communities and DuPage County.
 - Include Route 83 access points into community-wide planning for gateways, wayfinding, and streetscape.
 - Identify and take advantage of the Salt Creek and Forest Preserve as environmental assets whenever and where ever possible.
 - Apply development standards for character of developments in the study area (landscaping, signage, aesthetics, etc.) to reflect established community criteria.