



Lake Street Corridor Planning Study

DuPage County Corridor Planning Studies

Prepared for DuPage County as part of the Chicago Metropolitan Agency
for Planning's (CMAP) Local Technical Assistance Program

January 3, 2014



Prepared by Teska Associates, Inc. & Business Districts, Inc.



Table of Contents

1: Introduction	1
2: Corridor Planning Issues & Opportunities	5
3: Market Assessment	15
4: Sub-Planning Area Assessments	21
» Area 1	21
» Area 2	27
» Area 3	33
» Area 4	39
» Area 5	45
» Area 6	51
» Area 7	57
5: Corridor Vision, Goals & Policy Statements	63
6: Corridor Development Principles	69
7: Framework Plan	79
8: Intergovernmental Cooperation	85
9: Land Use Plan	91
» Area 1	96
» Area 2	98
» Area 3	100
» Area 4	102
» Area 5	104
» Area 6	106
» Area 7	108
10: Site Development Guidelines	111
11: Zoning Recommendations	115



Assessment Overview

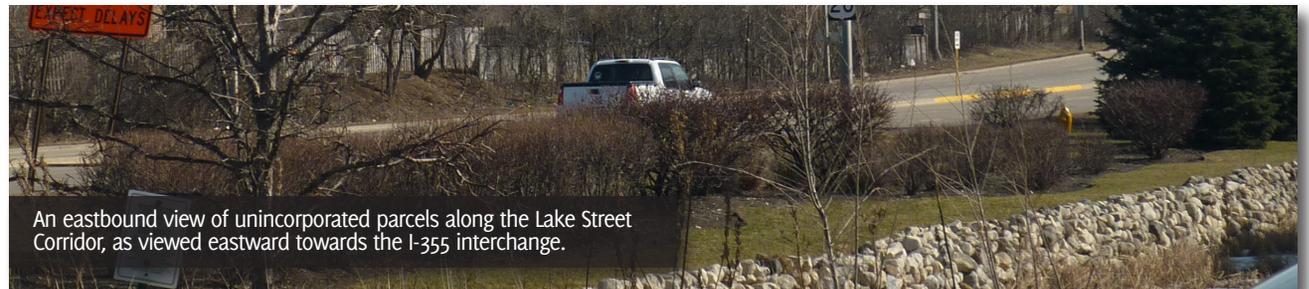
The Lake Street Corridor Assessment Summary provides analyses of the community planning and policy elements that impact unincorporated parcels along the corridor, including: market characteristics, land use, transportation, environmental features, physical conditions, zoning, annexation, various development issues, and intergovernmental cooperation.

Starting with an overview of the DuPage County Corridor Planning Studies initiative, this summary report highlights the key issues and opportunities presented by the Lake Street Corridor to enable the County to adequately plan for and serve unincorporated areas.

The assessments in this report yield the following key issues that will guide the next steps of this study to prepare recommendations for the Lake Street Corridor:

- » Prepare a utility infrastructure plan that assesses the County's capacity to deliver water, sewer, and stormwater utilities to unincorporated parcels, as well as updates the County's capital improvement plan for infrastructure improvements.

- » Define the steps and criteria that will facilitate efficient and mutually beneficial annexation of unincorporated parcels to a local municipality.
- » Maintain the collaborative relationship among the County, municipalities, park districts, and the forest preserve district to support efforts to continually strengthen the interconnected system of sidewalks and trails for pedestrians and bicyclists.
- » Ensure zoning designations for unincorporated parcels are consistent with future land use recommendations.
- » Support intergovernmental cooperation between the County, municipalities, and other jurisdictions, as outlined in this summary report, particularly establishing intergovernmental agreements to allow for the development of a unified vision that will maximize the development potential of the Lake Street Corridor.
- » Support expansion of the transit system to enhance accessibility within the Lake Street Corridor, particularly advancing the Smart Corridor initiative with Pace, IDOT, RTA, and CMAP; creating collaborative corridor design standards; and supporting employment centers, educational and training facilities, shopping centers, residential neighborhoods, and other corridor destinations.



An eastbound view of unincorporated parcels along the Lake Street Corridor, as viewed eastward towards the I-355 interchange.

Assessment Findings

Below is a brief summary of assessment findings from the market assessment in Section 3 and the detailed sub-planning area analyses in Section 4. The assessment findings highlight significant issues and trends that warrant further review and discussion with the Corridor Advisory Steering Committee in order to prepare recommendations for managing unincorporated parcels and enhancing the Lake Street Corridor for all users.

Existing Land Use	Future Land Use	Roadways	Transit	Pedestrian & Bicycle Access	Environmental Conditions	Physical Conditions	Zoning & Annexation	Development Issues	Market Assessment
<p>In terms of existing land use, the Lake Street Corridor is primarily comprised of residential neighborhoods of varying unit types and densities. A majority of the frontage along Lake Street is occupied by commercial or industrial uses, including retail businesses and office parks. With multiple golf courses and forest preserves along the corridor, recreational uses and open space are also prominent.</p>	<p>A comparison of the future land use recommendations for unincorporated areas indicate some consistency between the County and municipalities. However, in some cases, the County and municipalities differ in their recommendations, which prompts careful consideration of making revised land use recommendations to balance the County's vision for the unincorporated parcels with the intentions of municipalities who may annex.</p> <p>Next Steps Discuss and confirm the County's future land use intents of unincorporated parcels</p>	<p>Aside from Lake Street, the corridor is well served by other major roadways, including the Elgin-O'Hare Expressway and I-355/I-290 at the far western and eastern ends, respectively. Various north-south roadways -- including Gary Avenue, Bloomington Road, and Medinah Road -- provide access to Lake Street and destinations beyond the corridor, such as the Metra stations along the MD-W Line.</p> <p>Next Steps Develop a transportation improvements map for the corridor study area</p>	<p>Pace bus access along the Lake Street Corridor is generally limited to the far eastern end near the I-355 interchange. The 2011 DuPage Area Transit Plan Update proposes short- and long-term proposals to improve transit accessibility along the corridor, including the Elgin-O'Hare West Bypass (EO-WB) bus circulator, which would provide additional bus access and connect to nearby Metra stations.</p> <p>Next Steps Develop a transportation improvements map for the corridor study area</p>	<p>The sidewalk system in unincorporated areas is fairly sporadic, with a lack of connectivity to sidewalks in incorporated areas. The bikeway network is a major asset in DuPage County, as new paths and improvements are continually being made. While the bikeway network also experiences gaps in its connectivity, the County is committed to providing the resources to create an interconnected pathway system for pedestrians and bicyclists.</p> <p>Next Steps Develop a transportation improvements map for the corridor study area</p>	<p>While floodplain and wetlands are present in some unincorporated areas, most of it is located in areas (e.g., rear yards, open space areas, parks, and forest preserves) that do not impart significant impact on many residential or commercial properties. Tree coverage is fairly significant in certain areas, creating unique character to neighborhoods. Also, the impact of environmental conditions on redevelopment potential appears fairly limited.</p> <p>Next Steps Update County policies, as needed, regarding how to manage environmental elements</p>	<p>For the most part, residential properties are generally well maintained, with traditional ranch style homes often interspersed with tear-downs/new home construction. Roadways are also generally well maintained. The physical conditions of non-residential properties are mixed, with some being well maintained and others exhibiting less than optimal conditions, including overcrowding and excessive outdoor storage.</p> <p>Next Steps Update County policies, as needed, regarding physical property conditions</p>	<p>In most cases, the existing land uses and future land use recommendations are commensurate to the underlying zoning classifications for unincorporated parcels. A few parcels should be considered for rezoning to more closely match the existing and/or future land uses. In addition, the sub-planning area analyses in Section 4 indicate the parcels that have strongest potential for annexation and parcels that will likely remain unincorporated.</p> <p>Next Steps Discuss and confirm rezoning actions and preparation of parcels with annexation potential</p>	<p>The sub-planning area analyses in Section 4 evaluate development issues, including: development trends; vacancies; general history of County zoning cases; five-year history of County permits; and current and potential infrastructure, such as water and sewer utility services. These analyses illustrate how each sub-planning area has developed over time and assess potential issues to address to support future development and possible annexation.</p> <p>Next Steps Discuss and confirm actions to support future development and possible annexation</p>	<p>While retail development generates County and municipal revenue, changing tenant standards and new retail formats prove challenging, which can be addressed by monitoring resident and worker spending. Locating offices in the corridor is dependent on available housing and retail, as well as potential to attract a balance of entertainment, recreation, and hospitality uses.</p> <p>Next Steps Develop a general framework plan to guide retail, office, entertainment, recreation, and hospitality development along the corridor</p>

1: Introduction

Study Goals

Land Use & Development

Continue working towards making the County's land development regulations as consistent as possible 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.



The SafeGuard self storage facility at Swift Road is a quality development along the Lake Street Corridor.

Located in the northern section of DuPage County, the Lake Street Corridor touches upon a series of communities -- including Hanover Park, Roselle, Bloomingdale, Itasca, and Addison -- each with its own character and expectations for how the corridor should develop over time. Historically, the Lake Street Corridor has developed into a composition of diverse uses that are connected to distinct neighborhoods, historic areas, business districts, employment centers, open spaces, and recreational facilities. Major attractions along the Lake Street Corridor include: Medinah Country Club and other major golf courses; Eaglewood Resort; historic Old Town Bloomingdale; Springfield Park; the Spring Creek Reservoir, Meacham Grove, and Mallard Lake Forest Preserves; North Central DuPage Regional Trail; Meadows Business Park; and a multitude of commercial centers, including Cornerstone Plaza at Gary Avenue as one of the corridor's newest developments.

While a significant portion of the corridor has developed within incorporated areas, several largely developed areas remain unincorporated within DuPage County jurisdiction. Given the distinct character of each of the five corridor communities, long-term planning for the unincorporated areas must respect the interplay between these elements. However, corridor planning must

also provide for improved functionality of Lake Street as a regional arterial road, including compatibility with surrounding land uses, economic revitalization and growth, land use, development. The County and local municipalities must also establish congruent design policies that respect all users of the corridor -- from motorists, pedestrians, and bicyclists to business owners, shoppers, and visitors.

It is the intent of this study to address the long term development of the Lake Street Corridor, focusing primarily on the future of land use and zoning of the unincorporated areas. DuPage County identifies many core issues, goals and strategies in its Strategic Plan to improve the quality of services and quality of life for residents of the County. The County recognizes that the amount of unincorporated land within its jurisdiction is shrinking. As a result, County government must assess what role it should play in the planning for and the delivery of direct services to the residents and businesses of unincorporated areas.

The County has identified two goals that are pertinent to this study, as illustrated on the left. To implement these goals, the County is committed to strengthening its partnerships to improve the effectiveness of County government, particularly seeking new opportunities to coordinate actions with other units of local government.

Purpose of Study

The impetus for this study is rooted in an ongoing land use planning process that DuPage County has undertaken with various updates since 1990. In an effort to reinvigorate the planning process, the County decided to focus its efforts on unincorporated parcels, given their more immediate impact on providing services and addressing zoning policies regarding development.

The overall purpose of this corridor planning study is to produce a set of land use, development, and policy guidelines that DuPage County and the corridor communities can use to promote and influence development along the Lake Street Corridor. This study is also intended to advance the four core tenets of CMAP's GO TO 2040 Plan, as summarized below.



CMAP GO TO 2040

In 2010, the Chicago Metropolitan Agency for Planning (CMAP) released its GO TO 2040 Plan, which is the long-range comprehensive plan for the Chicago region, including DuPage, Cook, Kane, Kendall, Lake, McHenry, and Will Counties. In particular, the GO TO 2040 Plan explores opportunities and policies regarding land use, transportation, economics, environment, housing, social systems, demographics, governance, and the quality-of-life of communities throughout the Chicago region. As summarized below, the four core tenets of the GO TO 2040 Plan are: (1) Livable Communities; (2) Human Capital; (3) Efficient Governance; and (4) Regional Mobility.

For more information, please visit: www.cmap.illinois.gov



Livable Communities

Livable communities typically display common characteristics, such as promoting healthy lifestyles, creating safe spaces, promoting walkability, providing transportation choices, and enhancing accessibility to opportunities for education, housing, commerce, and employment. These characteristics promote cost effectiveness for residents, families, businesses, and governments. They also ensure that districts like the Lake Street Corridor help enhance the livability in DuPage County and advance the economic competitiveness of the region.



Human Capital

To remain economically competitive, districts like the Lake Street Corridor must support sustainable employment growth that provides good paying jobs to the local workforce and equips them with the knowledge and skills to vie for jobs within the local, regional, and global marketplaces. While commerce opportunities abound along Lake Street, the corridor is also home to DeVry University's Addison campus and within close proximity to the College of DuPage's Bloomingdale and Addison campuses to prepare a skilled and capable workforce.



Efficient Governance

As a corridor that traverses through five municipalities, two townships, and the County itself, efficient governance over how the Lake Street Corridor evolves is imperative to ensure economic, physical, and human resources are maximized to their greatest capacities. The findings of this study build upon data and input from the various communities, governing bodies, and transportation agencies that are impacted by or have oversight of the Lake Street Corridor. A collective assessment provides concise information for efficient decision making.



Regional Mobility

With average daily traffic as high as 47,900 cars per day along Lake Street, there is no question that the corridor is one of the most critical components of DuPage County's transportation network for residents, visitors, commuters, and businesses. The Lake Street Corridor connects people to homes, jobs, shops, services, schools, and recreation facilities. Making proper investments to improve the mobility of the corridor is important to keep people and products moving safely and efficiently, whether by car, truck, bus, train, bike, or on foot.

Study Area

As illustrated in Figure 1.1, the Study Area consists of the unincorporated parcels within a one-mile distance from Lake Street and generally bounded by the DuPage/Cook County line to the northwest and I-290/I-355 to the southeast (blue shaded area). In addition to access to the two major interstates, Lake Street is connected to the Elgin-O'Hare Expressway. Corridor communities include Hanover Park, Roselle, Bloomingdale, Itasca, and Addison. Bloomingdale Township facilities also have a significant presence along the Lake Street Corridor. Unincorporated parcels are indicated by the black hatched areas.

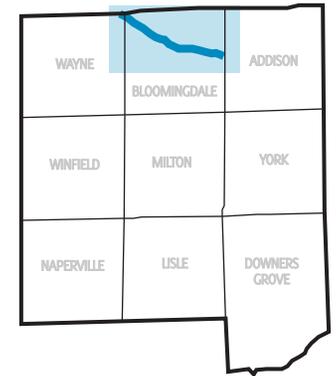
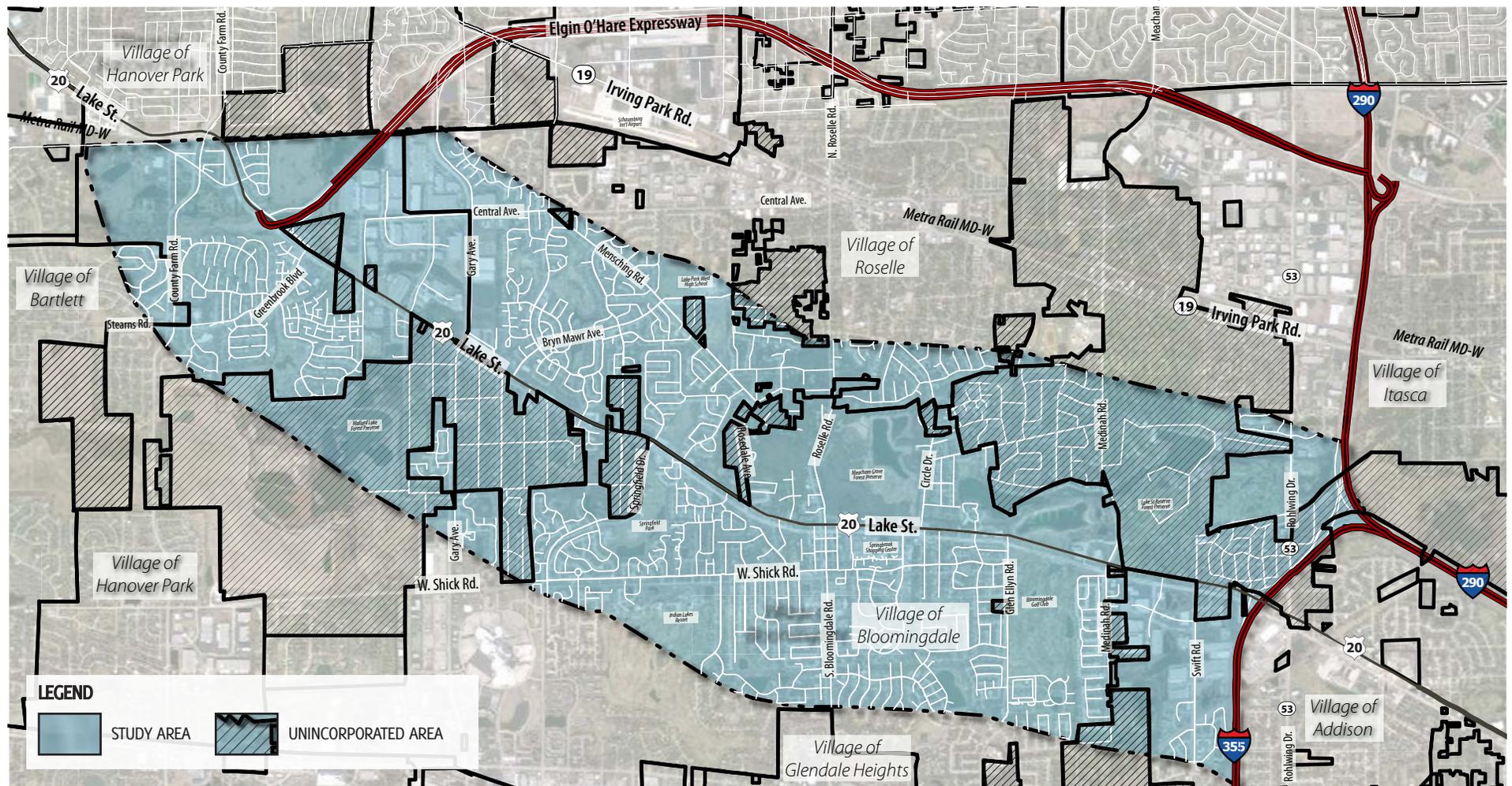


FIGURE 1.1
Study Area



Corridor Planning Approach

With the four core tenets of CMAP's GO TO 2040 Plan as a foundation, the planning approach for the Lake Street Corridor utilizes existing data from the County, the corridor communities, transportation agencies, and other relevant organizations to generate a solid baseline from which to build strategies that guide the progressive evolution of the corridor. In addition, the approach integrates feedback from community members and stakeholders to ensure the plan is supported at the municipal level.

Given the expansive coverage of the Lake Street Corridor, the Study Area is organized into seven sub-planning areas, as depicted in Figure 1.2. Each sub-planning area represents a cluster of unincorporated areas along the corridor, as well as embodies distinct characteristics that emphasize the diverse conditions, issues, and opportunities throughout the Study Area. For example, Area 1 includes Medinah Country Club and the Nordic Park community, while Area 7 is presently comprised of a sod farm, golf driving range, and open space.

Community input and corridor issues and opportunities are summarized in Section 2 of this study.

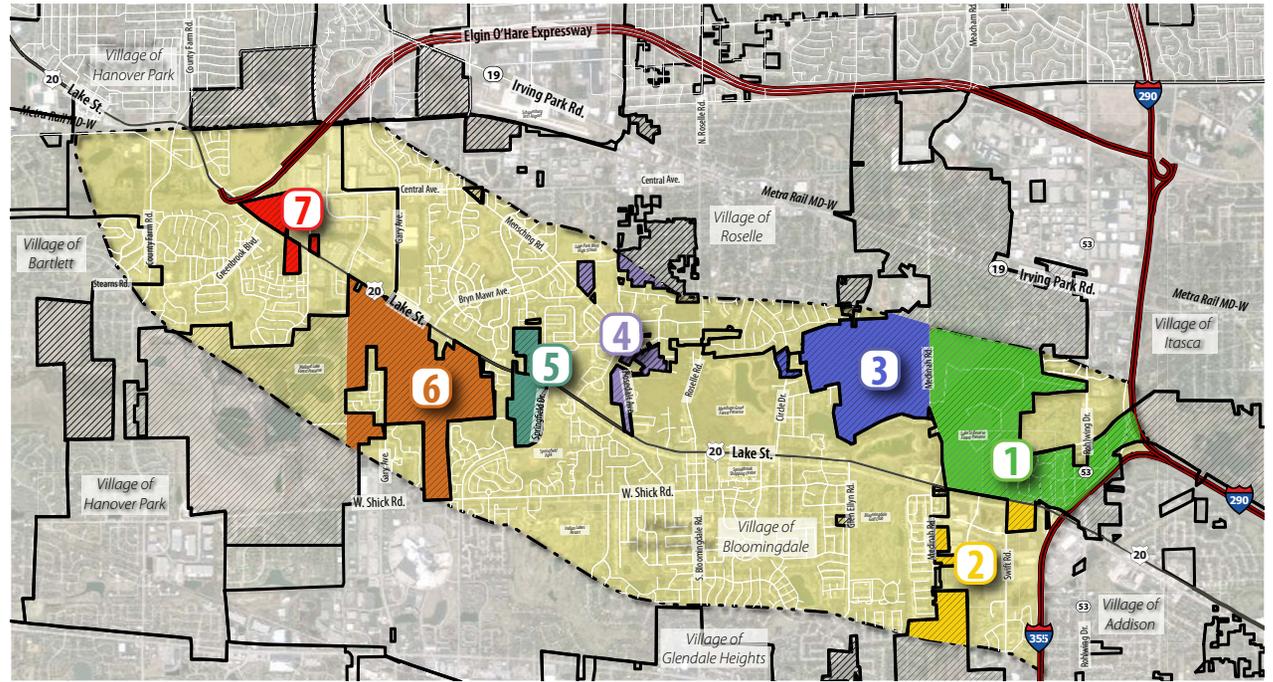


FIGURE 1.2
Sub-Planning Areas for the Lake Street Corridor

2: Corridor Planning Issues & Opportunities

As the Lake Street Corridor covers about a 7 mile stretch and an approximately 14 square mile area, multiple communities and jurisdictions come into play regarding planning for the corridor. Although this study focuses primarily on unincorporated parcels, it is important to gather the feedback from all impacted parties to ensure strategies for corridor development and improvement properly balance varying needs and expectations.

As a result, the planning process included a multi-faceted community engagement component to reach out to the corridor communities, key stakeholders, and the general public. From a project website to stakeholder interviews, community engagement encourages people to learn about the project, stay informed, and provide input into how the Lake Street Corridor will evolve for the County, unincorporated areas, and the corridor communities.

This section summarizes the input collected thus far in the planning process, particularly highlighting the key issues and opportunities that characterize the Lake Street Corridor. Common themes emerged in many cases, while issues and opportunities specific to certain sub-planning areas were identified in other cases.

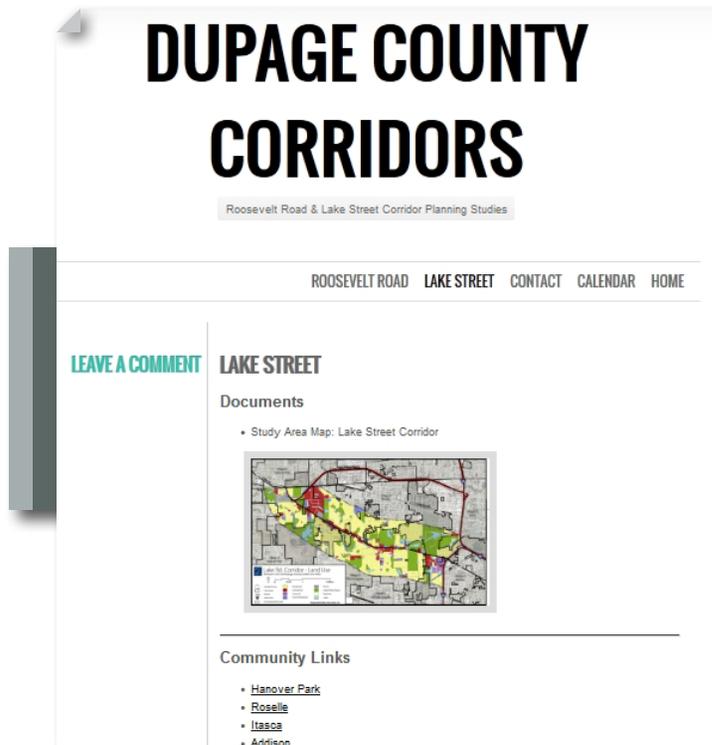
In addition to land use and zoning, this section provides an assessment of the transportation network serving the Lake Street Corridor, as a means to provide access and mobility to residents, businesses, commuters, and visitors. In particular, the roadway network, transit facilities, and pedestrian and bikeway systems are assessed to determine potential improvements that will facilitate safe access and efficient mobility along the corridor.



Unincorporated areas along the Lake Street Corridor vary in character. Some areas are characterized by auto-oriented commercial uses, while others like Keeneyville (shown) are serene within a natural landscape.

Community Engagement

The planning process for the Lake Street Corridor is supported by a multi-pronged community engagement program. As summarized to the right, community engagement efforts included convening a Corridor Advisory Steering Committee, conducting key stakeholder interviews, holding public open houses, maintaining a project website, and utilizing an array of public outreach methods such as traditional promotional flyers/mailers and social media tools. This diverse community engagement program was designed to gather information, collect feedback, share ideas, ensure a representative sample of the community is engaged, and offer various outlets for people to participate in the planning process.



Corridor Advisory Steering Committee

With DuPage County and the Dupage Mayors and Managers Conference (DMMC) providing primary oversight, a Corridor Advisory Steering Committee was convened to provide direction, review interim documents, and prioritize strategies for the planning process. This ad-hoc group included representatives from each of the corridor communities (Hanover Park, Roselle, Bloomingdale, Itasca, and Addison), the County, DMMC, CMAP, and other agencies that have influence over the Lake Street Corridor.

Key Stakeholder Interviews

The project consultant conducted a series of interviews with key stakeholders, including each of the corridor communities, to collect relevant project data and gain an understanding of their perspectives of the primary issues and opportunities that characterize the Lake Street Corridor. In some cases, there was overlap in the issues and opportunities identified; however, there were also unique perspectives from each community.

Public Open Houses

To engage the community at a broad level, public open houses were scheduled to provide opportunities for community members to review draft deliverables and interact with project personnel to ask questions and provide feedback. The first open house is scheduled in April 2013, with the second open house tentatively set for June 2013.

Project Website

Utilized as both an information portal and outreach tool, a project website was created to provide stakeholders with an online resource to access project background information, review interim documents, check for upcoming meetings, and provide feedback on the planning process for the Lake Street Corridor.

Please visit the website at: www.dupagecountycorridors.wordpress.com

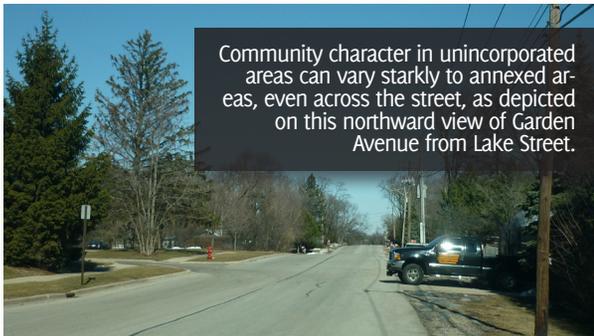
An Array of Public Outreach Tools

With the understanding that people interact in different ways due to time, knowledge, interest, and comfort level, the planning process for the Lake Street Corridor utilized outreach tools to engage community members. For example, traditional flyers and mailers were used to promote the open houses. In addition, social media tools like Facebook offered an interactive medium for those who are more technology savvy and apt to participate online than in person.

Issues & Opportunities

The community engagement process provided opportunities to gather input on the issues and opportunities that characterize the Lake Street Corridor. In particular, the key stakeholder interviews with the corridor communities resulted in the identification of corridor issues and opportunities that were specific to each community or sub-planning area. These community-specific are summarized in Figure 2.1. However, common themes also emerged, which indicate that certain issues were prevalent throughout the Lake Street Corridor and some opportunities may be applicable across multiple areas.

Common themes among the identified issues and opportunities include the following:



Common Themes

Establishing boundary agreements with neighboring communities will encourage open communication and help minimize conflicts relating to annexations, land use planning, and other planning policies.

Extending municipal infrastructure, such as water and sewer services, will be an influential factor in determining the viability and cost effectiveness of annexation of presently unincorporated properties.

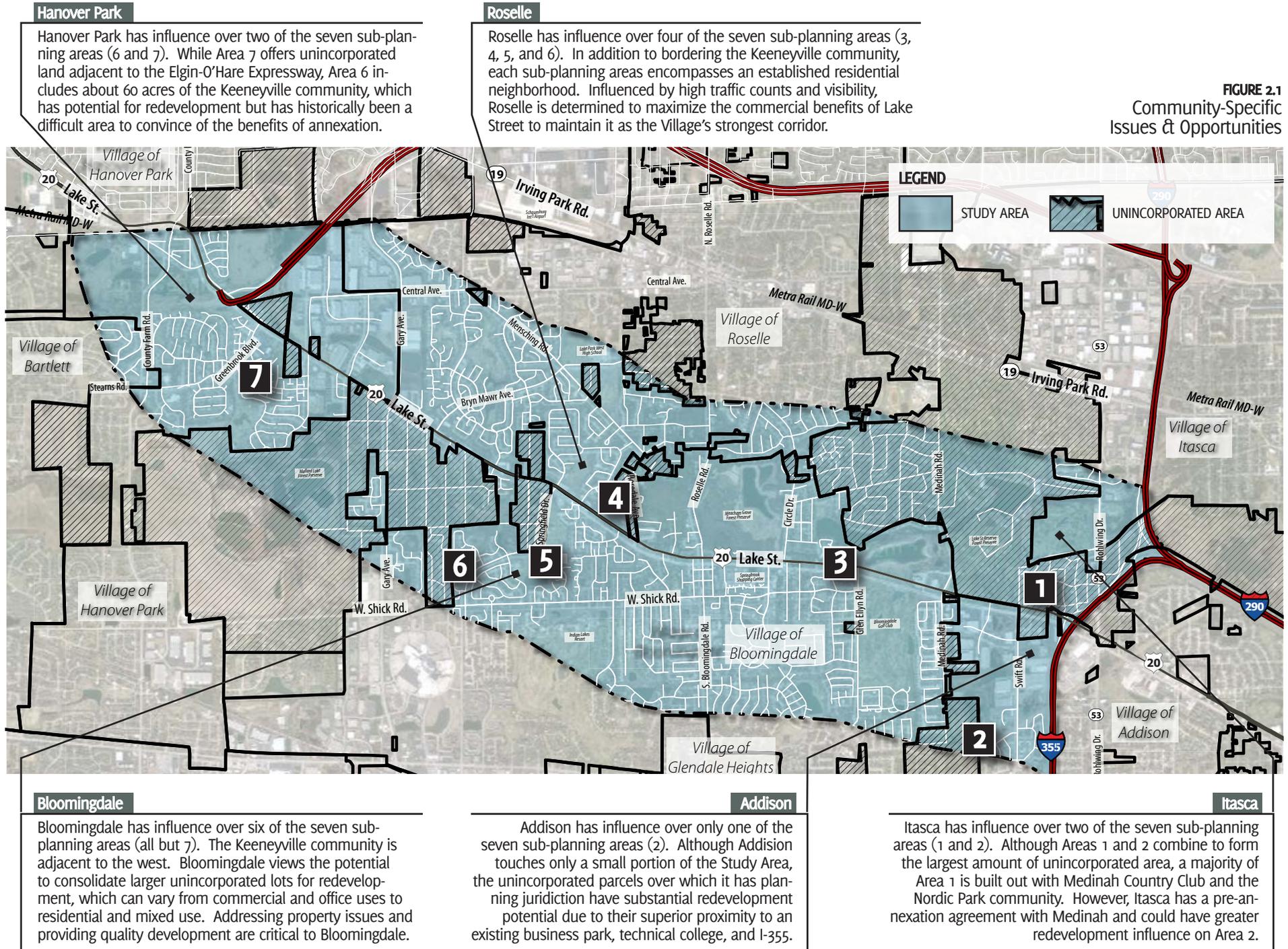
Identifying the benefits of annexation will enable municipalities to provide valid responses to arguments against annexation of presently unincorporated properties.

Leaving properties as unincorporated limits the development control that municipalities have to shape the Lake Street Corridor; however, collaborative steps between the County and municipalities should be explored to make annexation a more inviting option.

Dealing with multiple or splintered property ownerships hinders development opportunities and increases the difficulty of land assembly for annexation.

Balancing the varying identities envisioned for the Lake Street Corridor by each municipality will provide challenges but also create opportunities to define distinct character zones along the corridor.

Recognizing that forced annexation is not a desired course of action, unless unique circumstances emerge to make annexation the most sensible option.



Transportation Assessment

The adequacy of the transportation system and the ability to move traffic efficiently are significant determinants in the land use composition of the Lake Street Corridor. Furthermore, transportation planning cannot be analyzed on an isolated basis, but must be understood as part of a larger network. As such, Lake Street will continue to strengthen as a highly accessible and multi-faceted corridor by providing opportunities for multi-model travel options, including facilities for pedestrians, bicyclists, and bus and rail commuters.

As advocated by the National Complete Streets Coalition, the viability and sustainability of corridors should include policies that promote their design and operation

“ Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations. ”

- National Complete Streets Coalition

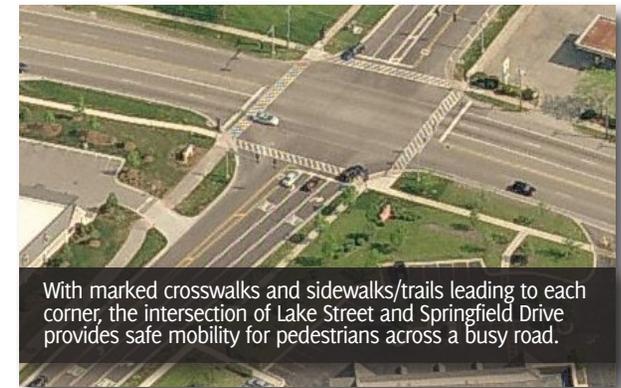
to enable safe access for all users to enable safe movement along and across a complete street. With certain unincorporated parcels adjacent to schools, adhering to Safe Routes to Schools principles is also imperative.

This section provides an overview of the current and future transportation issues and improvements planned for the Lake Street Corridor. In particular, the roadway network, transit facilities, and the pedestrian and bikeway system are assessed to determine potential improvements that will facilitate safe access and efficient mobility along the corridor, as well as create opportunities for new development.

The map in Figure 2.2 illustrates the transportation elements serving the Lake Street Corridor.

Road Network

The regional access provided by Lake Street is enhanced by its connectivity to I-355 on the southeast and the Elgin-O'Hare Expressway on the northwest. For the most part, the unincorporated areas are directly served by Lake Street or other major roads, like Springfield Drive, Bloomingdale Road, Roselle Road, and Medinah Road. Unincorporated areas are also served by small local streets, which are generally well maintained and provide sufficient connectivity to Lake Street.



Transportation Opportunities

Complete the transportation improvement recommendations from existing corridor studies, as well as develop additional recommendations that improve the transportation network serving unincorporated areas.

Explore potential to implement Pace Bus service along the Lake Street Corridor, particularly as new destination uses like retail clusters, educational facilities, and employment centers are established.

Provide bus stops and shelters that are interactive, attractive, and safe to enhance use of transit services.

Continue to extend the existing sidewalk and bikeway network, where available, including design improvements, controls for crossings of major streets, and connections to transit facilities.

Improve the efficiency and safety along the Lake Street Corridor, particularly working with IDOT to reduce roadway congestion and creating a safe environment for motorists, pedestrians, and bicyclists.

Explore increasing development intensity and living and employment opportunities at key transportation nodes that provide access to transit, adjoining properties, and connection points to other major road corridors.

Review and update development controls in zoning and subdivision ordinances that facilitate support of safe and efficient mobility, transit access, streamlined parking requirements, and pedestrian-friendly site design.

Research appropriate financing tools and secure funding resources to support transportation improvement projects.

Bus Transit Facilities

Presently, the Lake Street Corridor has minimal Pace bus service, primarily limited to routes at the far eastern end of the corridor. In particular, Pace Bus Routes 616, 711, 715, and 895* primarily serve the Lake Street Corridor east of Swift Road near the I-355 interchange. Although these bus routes only cover a small portion of the Study Area, they provide bus transit service to various destinations within and in close proximity to the Lake Street Corridor, including major commercial uses (Wal-Mart, Marcus Theaters, Stratford Square Mall), educational facilities (DeVry University, Universal Technical Institute), and employment centers (Meadows Business Park, High Grove Business Park, Glen Oaks Hospital).

The far western end of the corridor has nearby access to Pace Bus Route 554 with service to the Hanover Park Metra Station, but this route is not within the Study Area. However, a majority of the Study Area for the Lake Street Corridor lacks bus service.

Commuter Rail Transit Facilities

In terms of commuter rail service, Metra stations along the Milwaukee District/West (MD-W) Line -- including the Hanover Park, Schaumburg, Roselle, and Medinah stations -- are located north of the Lake Street Corridor. Aside from the Hanover Park station, which is located adjacent to Lake Street, the other three stations are each within at least one mile, but no more than four miles, from the corridor. As such, the Schaumburg, Roselle, and Medinah stations are well beyond a typical 1/2-mile walk but close enough to access via bike, bus, or para-transit service. Although Pace buses serve these Metra stations, none of them travel southward to Lake Street. Relative to bike access, a few local and regional bike-ways, such as the North Central DuPage Regional Trail, link the local Metra stations to the Lake Street Corridor.

Pedestrian System

The lack of a continuous pedestrian walkway system, as well as unsafe and unattractive pedestrian facilities, are highlighted in the 2011 DuPage Area Transit Plan Update as being significant deterrents to accessing transit facilities and development. Lack of pedestrian access extends beyond whether or not sidewalks and bikeways are present near transit stops. It also encompasses issues such as physical barriers (e.g., fences on private properties, open stormwater swales, etc), cul-de-sac developments without connections, and dangerous path and street crossing conditions.

In many cases, unincorporated areas do not provide sidewalks, creating situations where pedestrians are relegated to walking on the street or creating worn-out

“ One of the key concerns in DuPage County is regarding the pedestrian-friendliness of development patterns. ”

- 2011 DuPage Area Transit Plan Update

Many neighborhoods within unincorporated areas lack sidewalks, even to community destinations, such as Valley Park in unincorporated Roselle.



* Pace Bus Route 895 provides regional service operating express through the Study Area but does not stop within the area.

foot paths on public or private properties. In addition, sidewalks located within adjacent incorporated areas end abruptly and then pick up again when they cross into unincorporated areas, which accentuate the discontinuity of a regional pathway system for pedestrians.

Connecting the sidewalk gaps in unincorporated areas, however, is often met with challenges, such as the County or local township's capacity to build and maintain new sidewalks and the lack of desire or interest of unincorporated property owners to provide new sidewalks. Where there is capacity, the County utilizes its sidewalk program for strategic sidewalk and path improvements. These challenges can be overcome, but they require dialogue and coordination between property owners and local transportation and public works departments.

Bikeway System

Building on the DuPage County 2012 Bike Map, the Transportation Elements Map in Figure 2.2 illustrates Lake Street Corridor as being served by multiple local and regional bikeways, both existing and proposed. The Itasca-Addison Trail, East Branch DuPage River Greenway Trail, and the North Central DuPage Regional Trail are the

most notable major regional bikeways. Smaller local bikeways traverse through neighborhoods, parks, and forest preserves.

However, just like the pedestrian network, the bikeway system experiences gaps that hinder continuous trail access for bicyclists, joggers, and pedestrians. The addition and completion of bikeways to the regional system is an involved process that requires coordination of efforts by the County, local municipalities, park districts, and the Forest Preserve District. The end product, though, is an interconnected bikeway system that provides greater mobility for bicyclists who are commuting to work or school, biking for exercise or recreation, or exploring the various places to see, shop, and visit throughout DuPage County.

Planned Transportation Improvements

The coordination of various transportation improvements is important in ensuring that the Lake Street Corridor maintains a high level of accessibility and mobility. These improvements will contribute to the long term development and redevelopment potential within the corridor. Several initiatives by DuPage County, Cook County,

IDOT and Pace are advancing plans to improve traffic flow and enhance transit services. Below is a summary of these initiatives as they affect the Lake Street Corridor.

DuPage Area Transit Plan Update

DuPage Mayors and Managers Conference, 2011
<http://www.dmmc-cog.org/programs.aspx?program=Transportation&subpage=8>

- » The plan establishes both near term (less than 5 years) and long term (5 to 15 years) recommendations for transit improvements.
- » Near term projects: No near term improvements planned. Pace promotes the installation of more shelters as part of joint agreements with local host communities.
- » Long term projects: Elgin-O'Hare West Bypass (EO-WB) Circulators. Several new bus routes are planned along and connecting to Lake Street, extending from I-355 to Gary Avenue. Connecting routes include: Rt. 53, Circle Drive, Bloomingdale Road, and Gary Avenue. The purpose of these community circulators is to connect the proposed West O'Hare multimodal station with key employment and business districts.

Cook DuPage Smart Corridor Plan and Design, Phase 1
 CMAP, June 2012
<http://www.cmap.illinois.gov/green-signals/-/blogs/cook-dupage-smart-corridors>

- » The Cook DuPage Corridor is one of several corridors recommended for multi-modal analysis. Recommendations were proposed for transit and highway improvements to relieve congestion and improve mobility in the western suburbs of Cook County and in DuPage County. In this first phase study 45 "Smart Corridors" are identified for various types of low-cost solutions and ITS (Intelligent Transportation Systems). Lake Street is one of the best candidates for the implementation of Smart Corridor improvements. However, due to a number of factors, Lake Street is not one of the initial roadways that will receive additional study



Connecting to the Central DuPage Regional Trail, the bike bridge near the intersection of Lake Street and Rosedale Avenue is a key landmark along the Lake Street Corridor and provides bicycle and pedestrian connectivity to the County's regional bikeway network.

at this time. Overall the study recommends that Smart Corridors need to consider safety improvements related to pedestrian access for transit, including safety at cross streets, and pedestrian amenities.

DuPage County Comprehensive Road Improvement Plan
DuPage County, November 2010
www.dupageco.org/DOT/docs/33263/

» This 10 year plan, as required by State law, addresses the impact of new development and recommendations for road improvements, covering only DuPage County highways. The proposed FY 2011-2020 Road Improvement Plan does not include any capacity improvements for Lake Street at this time.

Strategic Regional Arterial Study – U.S. Route 20
(Elgin-O’Hare Expressway to I-355)

IDOT, 2002

<http://www.dot.il.gov/SRAREports/500%20Series/510.pdf>

» The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system these arterial highways are planned to emphasize traffic mobility while still accommodating land access needs. The study is considered a “pre-Phase I” study, since it may be a number of years before the SRA improvements can be realized. More detailed Phase I studies and Phase II design activities must still be completed. The concept plans are primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. The U.S. Route 20 SRA corridor was divided into three segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

» Segment 1: Elgin-O’Hare Expressway to Springfield Drive

- Widen U.S. Route 20 to provide three 12-foot travel lanes in each direction separated by an 18 foot barrier median.
 - Provide curb and gutter with closed drainage system.
 - Acquire 0 to 27 feet of right-of-way on the north side and 0 to 10 feet on the south side of U.S. Route 20.
 - Gary Avenue intersection improvements – dual left turn lanes and right-turn lane in both directions, with 10’ right-of-way acquisition.
 - Rodenburg Road intersection improvements –left turn lanes and right-turn lane in both directions.
 - Proposed signal at Turnberry Drive and Cloverdale Road.
 - Proposed extension of Central Road to align with Greenbrook Blvd.
 - Partial access permitting left-in/right-in/right-out movements are allowed at Greenbrook Plaza and First Eagle National Bank/Public Storage.
 - All other locations will be restricted to right-in/right-out movements only.
 - It is recommended that bus stops be relocated to the far side of intersections where feasible.
 - A Park and Ride facility is also proposed near the Elgin-O’Hare Expressway.
 - Side street improvements are recommended at specific locations.
- » Segment 2: Springfield Drive to Glen Ellyn Road
- Provide three 12-foot travel lanes in each direction separated by a barrier median west of Rosedale Avenue.
 - A proposed signal at Rosedale Avenue has been built.
 - A dedicated left turn lane has been installed along wetbound Lake Street at Rodenburg Road into the Villa Veneto development. Along eastbound Lake Street, there is a dedicated right turn lane into Villa Veneto, as well as a dedicated left turn lane onto northbound Rodenburg Road.

- East of Rosedale Avenue, maintain the existing cross section.
 - No right-of-way acquisition is required.
 - Circle Avenue south of U.S. Route 20 will be realigned to form a four-way-signalized intersection with Circle Avenue north of U.S. Route 20.
 - A proposed realignment of Lakeview Drive with Euclid Avenue has been completed with installation of a new signal to create a four-way intersection.
 - Partial access permitting left-in/right-in/right-out movements are allowed at William Way and Maple Court (south side only).
 - All other locations will be restricted to right-in/right-out movements only.
 - Side street improvements are recommended at specific locations.
 - It is recommended that bus stops be located to the far side of intersections where feasible.
- » Segment 3: Glen Ellyn Road to Interstate 355
- Maintain the existing cross section along U.S. Route 20 which provides three 12-foot travel lanes in each direction separated by a 30-foot barrier median.
 - No right-of-way acquisition is required.
 - Maintain the existing access to U.S. Route 20.
 - Proposed new access drive and traffic signal west of Swift Road to property on south.
 - Side street improvements are recommended at specific locations.
 - It is recommended that bus stops be located to the far side of intersections where feasible.

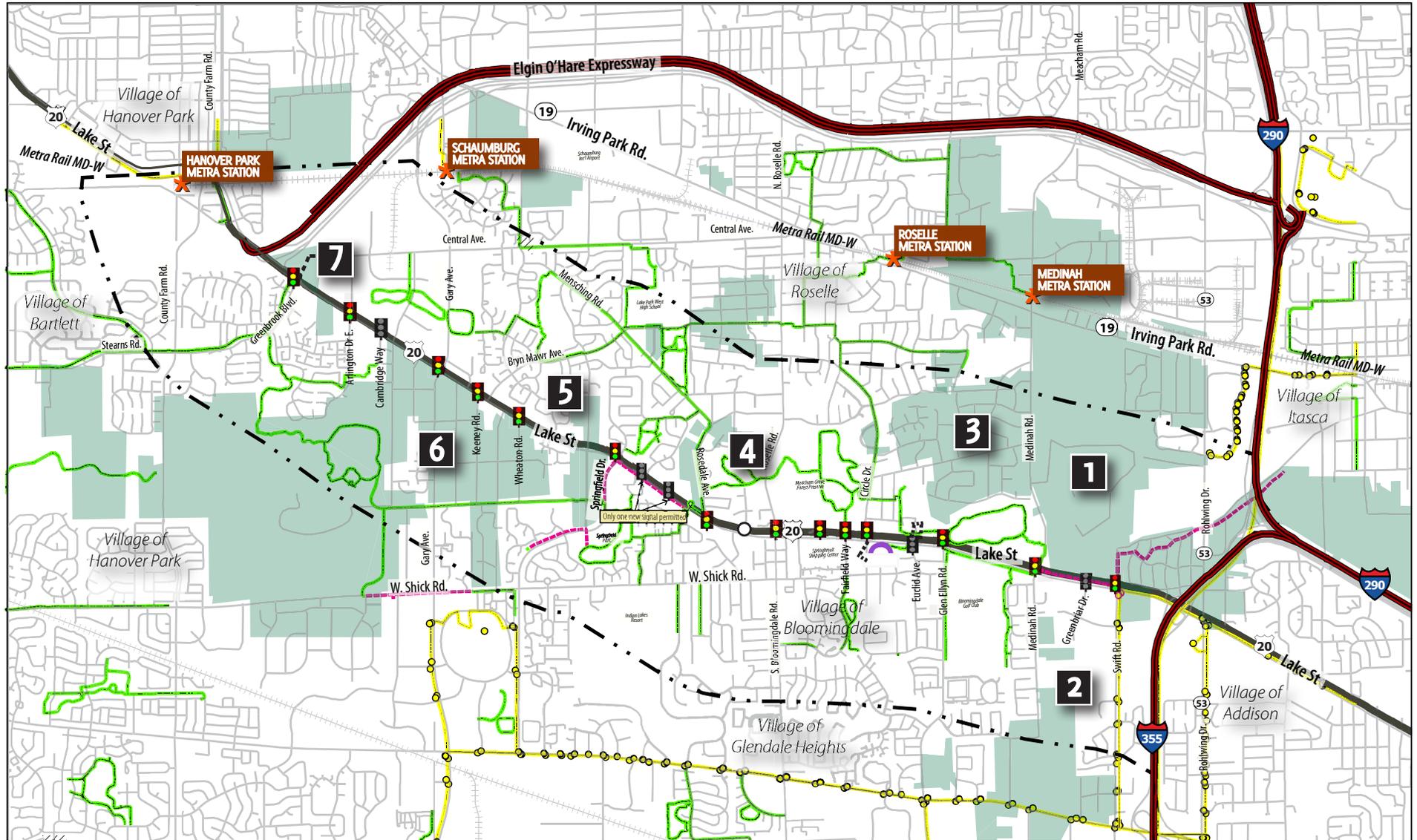
Other Projects

- » Illinois Tollway Elgin-O’Hare Western Access Project (\$3.1 B project includes widening, tolling, various interchange improvements, transit envelope for BRT, etc)
- » Pace plans for any services between Hanover Park and Elgin along Lake Street or IL 19/Irving Park Road

FIGURE 2.2
Transportation Elements

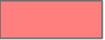
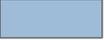
The map below illustrates transportation elements serving the entire Study Area for the Lake Street Corridor. Each of the seven sub-planning areas is also indicated on the map. The individual sub-planning area analyses, provided later in this document, describe the impact of the transportation elements for each sub-planning area.

- | | | | | | |
|---|--------------------------|---|-----------------|---|--------------------------------|
|  | Study Area Boundary |  | Existing Trails |  | Proposed Cul-De-Sac |
|  | Unincorporated Area |  | Proposed Trails |  | Street Extension/Realignment |
|  | Existing Traffic Signal |  | Pace Bus Route |  | Left In/Right Out Restrictions |
|  | Potential Traffic Signal |  | Pace Bus Stop | | |



County Zoning Designations

The sub-planning area analyses in Section 4 include an assessment of the County's zoning designations for unincorporated parcels in the study area. A zoning map is provided for each sub-planning area, along with a map key listing the County zoning designations (see pages 25, 31, 37, 43, 49, 55, 61). To complement the zoning maps, below is a brief summary of the density and lot size requirements for the residential, business, industrial, and office zoning districts.

	R-1 [SINGLE FAMILY RESIDENCE]		B-1 [LOCAL BUSINESS]
	R-2 [SINGLE FAMILY RESIDENCE]		B-2 [GENERAL BUSINESS]
	R-3 [SINGLE FAMILY RESIDENCE]		I-1 [LIGHT INDUSTRIAL]
	R-4 [SINGLE FAMILY RESIDENCE]		I-2 [GENERAL INDUSTRIAL]
	R-5 [SINGLE FAMILY RESIDENCE]		O [OFFICE]
	R-6 [SINGLE FAMILY RESIDENCE]		O-R [OFFICE RESEARCH]

Zoning District	Minimum Lot Size	Min Lot Width (Interior)	Min Lot Width (Corner)	Min Lot Depth	Min Residential Density/Max FAR
R-1 ^a	100,000 sq ft	165 ft	165 ft	200 ft	Density: 0.44 du/ac; FAR: 0.20
R-2 ^a	40,000 sq ft	125 ft	150 ft	100 ft	Density: 1.09 du/ac; FAR: 0.25
R-3 ^b	40,000 sq ft	125 ft	150 ft	100 ft	Density: 1.09 du/ac; FAR: 0.30
R-4 ^b	40,000 sq ft	125 ft	150 ft	100 ft	Density: 1.09 du/ac; FAR: 0.35
R-5 ^{c,d}	8,000 sq ft	60 ft	60 ft	100 ft	Density: 5.45 du/ac; FAR: 0.50
R-6 ^{c,e}	8,000 sq ft	60 ft	60 ft	100 ft	Density: 5.45 du/ac; FAR: 0.50
B-1	0.50 acres	100 ft	100 ft	-	FAR: 0.20
B-2	0.50 acres	100 ft	100 ft	-	FAR: 0.25
I-1	0.50 acres	100 ft	100 ft	-	FAR: 0.35
I-2	1.00 acres	150 ft	150 ft	-	FAR: 0.50
O	0.50 acres	100 ft	100 ft	-	FAR: 0.25
O-R	2.50 acres	250 ft	250 ft	-	FAR: 0.35

	Single family detached dwellings	Multi-family dwellings	Two-family dwellings	Mobile home parks	Bed & breakfast establishments	Daycare homes	Group homes	Group quarter dwellings	Planned development	Dwelling units above first floor
P	-	-	-	C	P	P	C	C	-	
P	-	-	-	C	P	P	C	C	-	
P	-	-	-	C	P	P	C	C	-	
P	-	-	-	C	P	P	C	C	-	
P	P	P	C	-	P	P	P	C	-	
P	P	P	C	-	P	P	P	C	-	
-	-	-	-	C	-	-	C	C	P	
-	-	-	-	C	-	-	C	C	P	
-	-	-	-	-	-	-	-	C	-	
-	-	-	-	-	-	-	-	C	-	
-	-	-	-	-	C	-	-	C	-	
-	-	-	-	-	-	-	-	C	-	

Residential as Permitted Uses (P) & Conditional Uses (C)

^a Primarily for areas where public utilities are not readily available

^b Primarily for areas where public utilities are readily available

^c Public sanitary sewers and public water supply are required to serve uses within this district

^d Established for a range of low density residential mix of single-family detached, two-family, and multi-family dwellings

^e Established for a range of medium density residential mix of single-family detached, two-family, and multi-family dwellings

3: Market Assessment

Understanding the economics tied to development is vital to establishing a framework for sound design and land use planning. This market and demographic assessment of the Lake Street Corridor provides this planning framework by addressing the following questions:

- » What current development categories are represented on the Lake Street Corridor? How does the current land use pattern define the function of the

corridor relative to other similar corridors in northern DuPage County?

- » What role does each category play in the long term economic development of the corridor?
- » What are the conditions or requirements that make each category thrive on the Lake Street Corridor?
- » What trends are impacting the future of each category?

Once these development options are fully defined, the next study phase will identify the physical, co-tenancy, and marketing improvements that best prepare the Lake Street Corridor for future development.

Current Development Trends

The table in Figure 3.1 identifies commercial use categories, along with the sub-classifications, which occur along Lake Street. Each of these has space requirements and provides varying economic impacts on the communities where they exist.

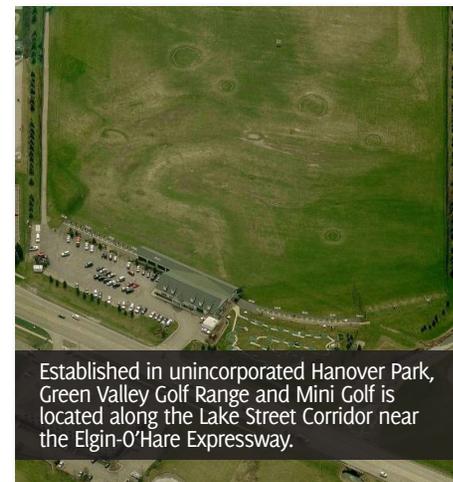


FIGURE 3.1
Commercial Use
Categories with
Sub-Classifications

Retail	Office	Recreation	Specialty
Regional Shopping Center	Corporate Campus	Bowling	Medical
Community Shopping Center	Business Park	Golf	Storage
Power Center	Isolated	Community Parks	
Neighborhood Shopping Center	Home-Based	Health Clubs	
Strip Center	Entertainment	Other	
Stand Alone Store or Restaurant	Movies	Hospitality	
Shadow Center	Live Theater	Hotel/Motel	
	Concert Venues	Banquet Halls	
		Conference Centers	

Communities that offer Retail, Office, Entertainment, Recreation, and Hospitality in well-organized and landscaped settings provide an amenity-rich “live, work, and play” environment that attracts residential buyers. This synergy between amenities and a strong residential market is the foundation for economic development.

Economic Development Roles

Effective economic development combines a strong residential market with a daytime population of employees that creates an economically sustainable local marketplace. Communities with strong local marketplaces collect revenue that feeds programs to sustain their “live, work and play” environments.

The table in Figure 3.2 summarizes the revenue potential tied to various commercial use categories.

FIGURE 3.2
Revenue Potential for Various Commercial Use Categories

Source	Revenue
Retail	
Sales Tax Revenue	1% Local; .25% County; .75% RTA; .25% Water; .25% to 1% Home Rule
Property Tax Revenue	Varies 1.5% to 2% of value with 75% or more going to schools
Office	
Employment	Promotes living and working in same community saving commuting
Customers for Retail	ICSC ^a estimates \$146.52 spent weekly by each employee
Property Tax Revenue	Varies 1.5% to 2% of value with 75% or more going to schools
Occasional Sales Tax Revenue	1% Local; .25% County; .75% RTA; .25% Water; .25% to 1% Home Rule
Entertainment & Recreation	
Sales Tax Revenue	1% Local; .25% County; .75% RTA; .25% Water; .25% to 1% Home Rule
Entertainment Tax Revenue	Home Rule option
Property Tax Revenue	Varies 1.5% to 2% of value with 75% or more going to schools
Hospitality	
Service to Employers & Residents	Improves quality of life leading to higher housing values
Sales Tax Revenue	1% Local; .25% County; .75% RTA; .25% Water; .25% to 1% Home Rule
Hotel/Motel Tax Revenue	6% state tax and Home Rule taxes 1% to 3%
Property Tax Revenue	Varies 1.5% to 2% of value with 75% or more going to schools

^a ICSC is the International Council of Shopping Centers

Because Illinois returns 1% of retail sales to municipalities for general revenue needs and allows home rule communities to add a tax of as much as another 1%, retail property is especially important to the fiscal health of communities. DuPage County also receives taxes equal to .25% of all sales for its general revenue.

The Retail Category

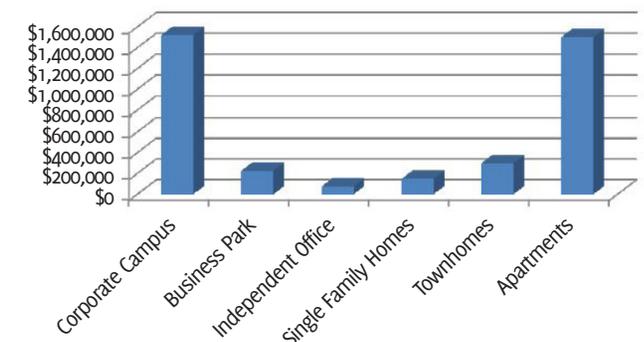
Pursuing revenue has prompted communities to maximize land reserved for retail development along corridors. As is apparent along the Lake Street Corridor, the preference for retail land uses can result in vacant retail property and buildings, if communities do not provide enough spending power to support successful retail space. Both residents and workers make retail purchases. Estimating of the average DuPage County household’s retail expenditure at \$50,150¹ and weekly

spending per employee at \$146.52², typical densities per acre establishes the spending per acre estimates, as indicated in Figure 3.3.

- ¹ C 2013, by Experian, BDI
- ² International Council of Shopping Centers, *Office-Worker Retail Spending in a Digital Age*, M. Niemira & J. Connolly, 2012.



FIGURE 3.3
Estimated Spending Per Acre



Note that corporate campuses (the multi-story signature buildings that contain approximately 200 employees per acre in a headquarters building) and apartment complexes with approximately 30 units per acre provide significantly more spending power than do other office and residential land uses.

The International Council of Shopping Centers (ICSC) provides information on the ideal configuration, size, and markets associated with shopping centers designed to match the operating needs of high volume national retail tenants and attract the majority of consumer spending. The table in Figure 3.4 summarizes the configuration, tenancing, and trade area ideally suited to categories of shopping center development located along the Lake Street Corridor.

The largest, highest volume shopping centers -- Super-Regionals such as Woodfield -- are not represented on the Lake Street Corridor, but they do compete with shopping centers in these corridors.

Vibrant retail development also includes built-to-suit single tenant store and restaurant sites and vintage clusters making up downtowns. The challenge for corridors is that ideal configurations and building sizes change over time. Once hot businesses like Borders, Krispy Kreme, and K-Mart lose the competitive battle for customers and close, they leave behind vacant spaces custom designed for specific users. There also are unanchored strip centers that frequently are designed to provide space for one committed tenant and include additional space built with an expectation that other tenants might be induced to follow that use. These strip centers have created an especially difficult vacancy problem as the economy weakened and the additional space never attracted any leasing interest.

When the available spending power matches appealing shopping opportunities in a convenient location, it creates a sustainable local economy with vibrant shopping. As the table in Figure 3.4 reveals, the relationship of development to land ranges from 10,000 square feet to

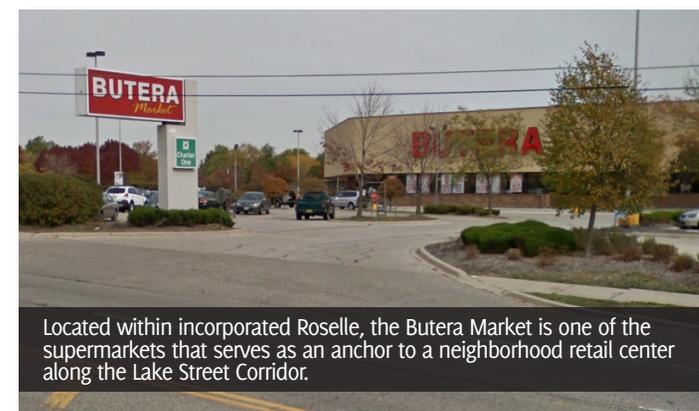
12,500 square feet of retail space per acre of land. The ICSC reports that the average sales per square foot of occupied retail space is approximately \$300. Multiplying the sales by square foot by the square foot per acre calculates needed sales per acre of retail space at \$3 million to \$3.8 million. Nearly 20 acres of single family development would be required to provide \$3 million in retail spending.

The Lake Street Corridor has reserved 272 acres for retail development in existing or planned projects. At 10,000 square feet of store and restaurant space and sales of \$300 per square foot, the existing amount of available retail space would require \$816 million in spending power support. With DuPage County's retail spending power estimated at \$17 billion, there is sufficient spending power that could be distributed to the Lake Street Corridor.

However, there is strong competition from clusters associated with regional shopping attractions on Army Trail

	Regional Mall	Community Shopping Center	Neighborhood Center
Concept	General merchandise offerings; inward-facing stores connected by a common walkway; parking surrounds the perimeter	General merchandise or convenience-oriented offerings; the center is usually configured in a straight line or an L or U shape	Convenience-oriented offerings
Square Feet Acres	400,000 to 800,000 40 to 100	125,000 to 400,000 10 to 40	30,000 to 125,000 3 to 5
Anchors Anchor Area Stores	2+ department stores 50% to 70% 40 to 80	2+ mass merchandisers 40% to 60% 15 to 40	Supermarket 30% to 50% of GLA 5 to 20
Trade Area	Up to 5 miles	Up to 3 miles	Up to 3 miles
Local Example	Statford Square	None	Butera

FIGURE 3.4
Configuration, Tenancing & Trade Area Characteristics of Shopping Center Development Ideally Suited for the Lake Street Corridor



Located within incorporated Roselle, the Butera Market is one of the supermarkets that serves as an anchor to a neighborhood retail center along the Lake Street Corridor.

Source: Appraisal Institute, CoStar and the International Council of Shopping Centers, April 2012; BDI

Road. When centers have difficulty supporting store and restaurant tenants with the matching sales, space is vacant or filled non-retail uses, such as offices and fitness centers.

The Lake Street Corridor is located in CBRE’s Far West Suburban Market. The reported market conditions, as documented in the table in Figure 3.5 for the 4th Quarter 2012, reveal that this area has slightly higher vacancies than the regional market.

Retail Development Trends Impacting the Corridor

This is a time of transition for grocery retailers and other traditional anchors of neighborhood shopping centers. They now face growing internet sales and a changing competitive environment as mass merchandisers like

Target and warehouse clubs like Costco and Sam’s Club compete for the grocery store businesses. As these traditional corridor shopping center anchors change, the nature of corridor development must change.

The role of the typical shopping center in the corridor is further threatened by the shift in buying preferences toward value shopping that has impeded new specialty focused shopping center development and led to investment in new Outlet Centers. The 550,000 square foot Fashion Outlets of Chicago is opening in northwest suburban Rosemont on August 1, 2013, which illustrates this trend. Responses to these shifts have included:

- » Adding restaurant dominated “Mini” clusters similar to the following three recently announced new developments:

- Meacham Gatherings, a 19,000-square foot shopping center in Schaumburg, including Protein Bar, Roti, and Potbelly Sandwich Works
- In Countryside, ground will be broken in March 2013 on a shopping center building that will include a 7,400-square foot Texas Roadhouse, Starbucks, Vitamin Shoppe, and Potbelly
- Shorewood also is getting ready to begin construction on a project in Oswego that will include a 6,900-square foot building leased to a Noodles & Co., Supercuts, and Potbelly

- » Property owners focused on recruiting “Internet proof” tenants like restaurants and stores that thoroughly use both bricks and clicks channels, which offer store locations to accept internet pick-ups and returns to enhance customer service.

- » Partial demolition of the shopping center to remove obsolete buildings to accommodate new formats. Ideally this is a sequential process that leads to modernization of the whole center.

- » Creation of true neighborhood mixed use centers by integrating office, recreation, and classroom uses that provide for a broad range of needs in the community.

FIGURE 3.5
Market Conditions of Chicago Submarkets, 4th Quarter 2012

Submarket	# of Properties	Gross Bldg (sq ft)	Vacant Area (sq ft)	Vacant Rate (%)	Average Asking Lease Range	
					Low (\$/sq ft/yr)	High (\$/sq ft/yr)
Far NW Suburbs	76	12,984,828	1,006,352	7.8%	\$14.64	\$19.61
NW Suburbs	97	15,272,376	1,678,461	11.0%	\$16.07	\$20.15
Far North Suburbs	47	8,350,901	640,321	7.7%	\$14.01	\$18.70
North Suburbs	55	9,830,624	664,590	6.8%	\$19.34	\$25.61
Far West Suburbs	139	21,724,807	2,169,814	10.0%	\$16.03	\$20.24
West Suburbs	40	7,890,112	352,494	4.5%	\$13.08	\$18.40
City North	52	7,749,291	445,447	5.7%	\$18.75	\$20.89
City South	38	5,750,019	412,493	7.2%	\$17.51	\$19.88
Far SW Suburbs	56	11,061,232	694,622	6.3%	\$14.29	\$19.19
SW Suburbs	52	8,509,366	486,330	5.7%	\$14.19	\$18.20
South Suburbs	48	6,977,230	1,378,372	19.8%	\$13.39	\$15.55
Kane County	58	10,878,034	1,090,221	10.0%	\$11.96	\$18.37
Total	758	126,978,820	11,019,517	8.7%	\$15.14	\$19.43

Source: CB Richard Ellis



- » Removing barriers like berms, fences, and landscaping that prevent adjacent residential neighborhoods from accessing centers from neighborhood streets. This often opens centers to easier bicycle and pedestrian access.
- » Replacing parking minimums with utilization studies that often verify over-parked conditions and thereby free up space for additional outlots, flexible event space, and landscaping.

Retail Summary

Although retail development is attractive because it produces municipal and county revenue, it is challenging because tenant development standards are constantly changing as competition necessitates new formats. Communities must monitor the balance of residential and worker spending to create sustainable development revenues (property and sales taxes) that meets the needs of successful retailers. The specific recommendations presented in the next phase of this study will apply these market-based principles to develop a general development framework plan for the Lake Street Corridor. This framework plan will provide guidance to specific land use recommendations in the last phase of the planning process.

The Office Category

As discussed above regarding retail development, office development is a critical component of a sustainable local economy because it provides jobs and daytime spending for local retailers. As commuting becomes an increasingly expensive and time-consuming aspect of suburbia, the opportunity to work close to home becomes even more appealing. The Lake Street Corridor provides excellent access to regional markets and proximity to both quality executive and worker housing, making it competitive for all types of office development. Executives who are residents of DuPage County's finest neighborhoods seek to save time by locating their offices nearby.

The office market is divided by three building types. The table in Figure 3.6 details the characteristics of corridor office subcategories and their building class.

- » Class "A" office space is contained in buildings that have excellent locations and access, attract high quality tenants, and are managed professionally. Corporate campuses are Class "A" offices where building materials are high quality and rents are competitive with other new buildings. Class "A" office buildings are usually steel-framed and tall. They contain banks, high-priced law firms, investment banking companies, and other high-profile companies with a need to demonstrate their financial success.
- » Class "B" buildings have good (versus excellent) locations, management, and construction, and tenant standards are high. These buildings have very little functional obsolescence and deterioration. Class "B" buildings are usually newer, wood-framed buildings or older, former Class "A" buildings. Wood-framed Class "B" office buildings are usually three stories or less. Most DuPage County business parks contain Class "B" office development.



FIGURE 3.6
Characteristics of
Corridor Office
Subcategories &
Building Class

	Corporate Campus	Corporate Campus	Corporate Campus	Corporate Campus
Concept	National headquarters for single tenant; signature building	Multi-tenant generally in separate buildings with delivery bays	Single tenant; franchise or independent; built to suit	Converted residential property; can be live/work
Jobs per Acre	200	8 to 55	< 10	< 10
Square Feet	100,000+	20,000 to 100,000+	< 10,000	< 5,000
Acres	3+	5+	< 3	< 1
Building Class	A	B	B or C	C

» Class “C” buildings are typically 15 to 25 years old but are maintaining steady occupancy. Many Class “C” office spaces are not truly office buildings but rather walk-up office spaces above retail or service businesses or spaces in one-story shopping centers.

The weak economy has been especially hard on office development. The table in Figure 3.7 reports the market conditions at the end of 2012. Although vacancy rates are improving, there still is no new office development

occurring in the Chicago suburbs. The Lake Street Corridor competes in the Northwest market where Schaumburg and Hoffman Estates dominate.

Corridor Office Development Trends

Offices are changing in response to technology needs and telecommuting patterns. The City of Chicago has sought to recruit the rapidly growing businesses that rely on younger workers who live in city neighborhoods. Its success in attracting firms like Motorola Mobility and

United confirms the importance of amenities for offices. Top requirements that DuPage County must offer businesses to attract and retain office space include:

- » Technology infrastructure, including fast wire, reliable and abundant electricity, and water for cooling.
- » New collaborative work models rely on completely open environments without walls or cubicles to isolate workers, which can necessitate extensive remodeling to make aging Class “A” and “B” spaces competitive.
- » Fostering entrepreneurship requires flexible space where young companies are placed in proximity and can grow and contract easily.
- » The 24/7 connectivity of internet-powered businesses integrates the office into the neighborhood as employees work from multiple locations. Company meetings are held off-site facilitated by business-like environments and easily accessed meeting rooms.

FIGURE 3.7
Central Business District Statistics, Chicago Suburban Office, 4th Quarter 2012

Submarket	Rental Bldg Area (sq ft)	Direct Vacant (sq ft)	Direct Vacancy Rate (%)	Sublease Vacancy Rate (%)	*Total Vacancy Rate (%)	Absorption		Under Construction (sq ft)	Gross Asking Lease Price (per sq ft)
						4Q12 Net	2012 Net		
East-West Tollway	41,518,199	7,655,387	18.4%	1.1%	19.6%	122,675	544,519	-	\$21.22
Class A	13,843,643	2,011,886	14.5%	2.9%	17.5%	(137,527)	25,638	-	\$26.20
Class B	18,073,660	3,452,955	19.1%	0.4%	19.5%	233,073	494,743	-	\$20.36
Class C	9,600,896	2,190,546	22.8%	0.0%	22.9%	27,129	24,138	-	\$16.90
North Suburban	23,753,024	4,331,997	18.2%	1.0%	19.3%	92,707	211,826	-	\$22.65
Class A	9,059,983	1,206,256	13.3%	1.7%	15.0%	(17,882)	68,818	-	\$26.24
Class B	10,055,840	2,015,734	20.0%	0.8%	20.9%	76,952	88,078	-	\$22.41
Class C	4,638,101	1,110,007	23.9%	0.2%	24.1%	33,637	54,930	-	\$18.63
Northwest Suburbs	28,092,191	7,100,829	25.3%	0.7%	26.0%	92,721	232,223	-	\$19.44
Class A	14,701,759	3,186,660	21.7%	0.6%	22.3%	84,117	347,261	-	\$22.33
Class B	7,355,800	2,140,047	29.1%	0.4%	29.5%	(51,372)	(169,070)	-	\$18.88
Class C	6,034,632	1,714,122	29.4%	1.3%	30.7%	59,976	54,032	-	\$15.50
O'Hare	13,756,027	2,929,565	21.3%	0.9%	22.2%	6,763	59,197	-	\$21.97
Class A	7,082,046	1,027,456	14.5%	0.9%	15.4%	(17,646)	124,706	-	\$28.14
Class B	3,487,756	942,600	27.0%	1.2%	28.2%	15,670	(24,281)	-	\$20.35
Class C	3,186,225	959,509	30.1%	0.6%	30.7%	8,739	(41,228)	-	\$16.01
Total Suburban	110,671,274	23,084,566	20.9%	0.9%	21.8%	282,540	965,278	-	\$20.79
Class A	45,182,874	7,589,321	16.8%	1.6%	18.4%	(90,746)	556,801	-	\$24.85
Class B	40,143,836	8,851,160	22.0%	0.5%	22.6%	275,364	363,395	-	\$20.31
Class C	25,344,564	6,644,085	26.2%	0.4%	26.7%	97,922	45,082	-	\$16.51

*Total Vacancy Rate may not add up due to rounding

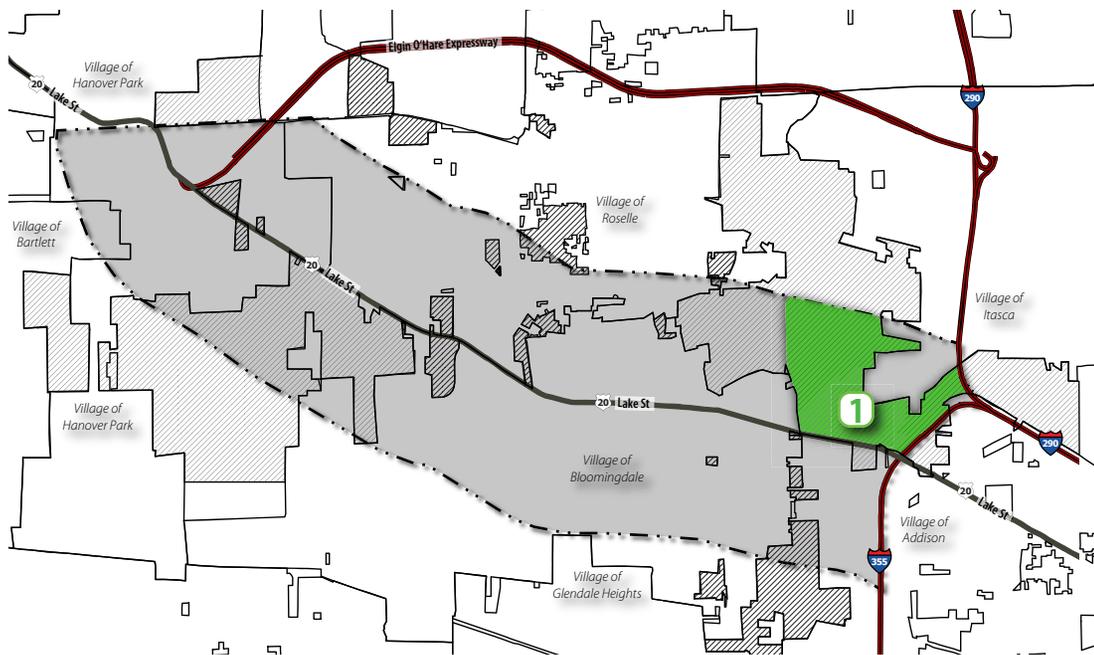
Source: CB Richard Ellis

Office Summary

The connection of office to amenities such as nearby restaurants, stores, lodging, recreation, and entertainment has become increasingly important, prompting thoughtful planning for office as a critical step to a sustainable, balanced economy. The Lake Street Corridor has an opportunity to capitalize on the preferences of company executives to locate near their DuPage County homes.

Entertainment, Recreation & Hospitality

These commercial development categories are amenities that enhance the ability of a location to attract the homes and jobs supporting the local economy. Although the Lake Street Corridor does not offer its own entertainment venues, movie theaters are located nearby at both the Stratford Square and Woodfield areas. A selection of lodging options is also available. Medinah Country Club is a nationally significant recreation facility located on the corridor. The next phase of the project will examine the trails, parks, and specific sports facilities that offer physical activity options to residents and employees.



AREA 1 Sub-Planning Area Analysis

Area 1 generally encompasses unincorporated parcels located north of Lake Street (up to one mile north), west of I-355, and east of Medinah Road. Area 1 is adjacent to three municipalities: Itasca on the northeast; Addison on the southeast; and Bloomingdale on the west. While Medinah Country Club is a dominant land use, Area 1 has historically developed into a predominantly residential neighborhood with no commercial development, despite its proximity to Lake Street and the I-355 interchange.

Existing Land Use & Transportation Elements

Prominent Land Uses

Within unincorporated areas, Medinah Country Club is the largest single land use. The Nordic Park residential community is also very prominent, with mostly single family homes and a row of 2-3 story apartment buildings along Tee Lane. Most homes are ranch style and well kept, with interspersed teardown properties replaced with modern home construction. White Oaks Commons offers a small enclave of townhouses. Larger home lots are located east of Rohlwing Road. There is also a strip of homes along Shelley Drive that face southward to a small lake next to Medinah Country Club.

Nordic Park is a local park that provides a small block of recreational facilities. Ray Franzen Bird Sanctuary and a softball complex are also located nearby along Rohlwing Road in Itasca. Area 1 has very few vacant parcels.

Prominent uses within adjacent incorporated areas include: Eaglewood Resort & Spa; One Itasca Place, a five-story luxury mixed condo and rental apartment development; Hanmee Presbyterian Church; a cemetery; and Scottish Rite Valley of Chicago.

Roadways

Lake Street forms the southern boundary of Area 1, with signalized intersections at Medinah Road and Swift Road. Rohlwing Road is a major north/south road serving Area 1. Swift Road provides the only access point from Lake Street into the Nordic Park community.

Transit

Area 1 is served by Pace Bus Routes 711 and 715, which circulate east of

Swift Road and south of Lake Street. Pace Bus Route 616 is also nearby with a bus stop at the corner of Rohlwing Road and Spring Lake Drive. However, Route 616 does not connect to Routes 711 and 715 along Lake Street. Pace Bus Route 895 also runs along I-355 and I-290; however, the nearest bus stop to Lake Street is at the Pace Northwest Transportation Center located north in Schaumburg.

The Medinah Metra Station along the Milwaukee District/West (MD-W) Line offers the closest commuter rail service, located about 2.1 miles³ north of Area 1. Presently, there is no Pace bus access to the Metra station from Lake Street. However, the 2011 DuPage Area Transit Plan Update indicates a long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) bus circulator serving Lake Street and connecting to nearby Metra stations.

Pedestrian & Bicycle Pathways

Area 1 is almost completely void of any sidewalks, bikeways, or trails -- save for a few isolated sidewalks. The only existing pathways are privately maintained in the local golf courses.

The DuPage County 2012 Bike Map proposes to extend the Itasca-Addison Trail northeast through Area 1, connecting from the present trail end on the west side of Medinah Road at the Lake Street intersection.

³ Distance measured from Metra station to the Lake St/Swift Rd intersection.

Area 1: Sub-Planning Area Analysis

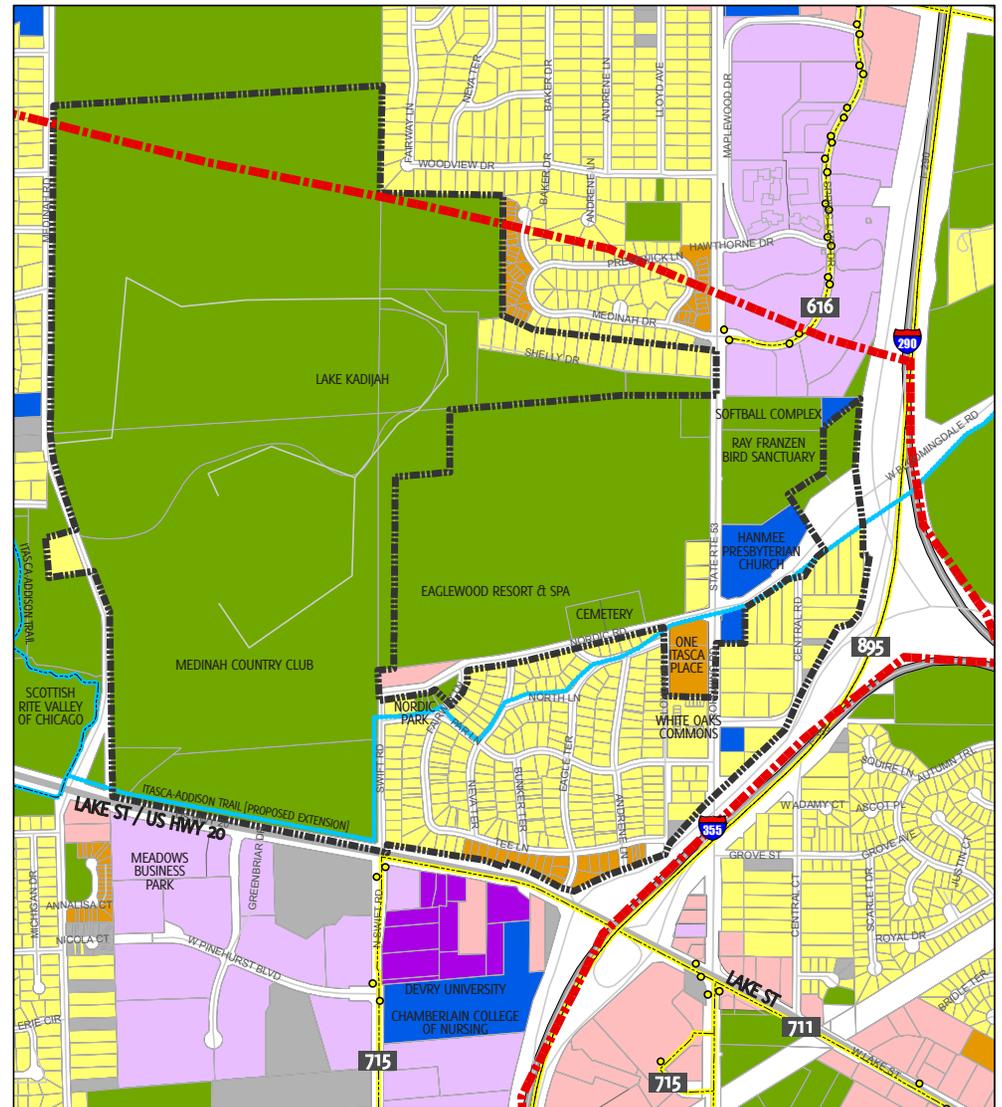


FIGURE 4.1
Existing Land Use & Transportation Elements | AREA 1



Environmental & Physical Conditions

Environmental Conditions

Within unincorporated areas, Medinah Country Club is the only portion of Area 1 impacted by floodplain formed by Salt Creek's Spring Brook Creek, which traverses through Medinah Country Club. In addition, bodies of water, including Lake Kadajah, and classified wetlands are located within Medinah Country Club.

Since the water-related environmental conditions are generally limited to the golf course area, the Nordic Park community and adjacent properties are not heavily impacted, if at all, by these environmental conditions.

The residential areas are also characterized by significant tree coverage in certain areas, particularly the larger home lots east of Rohlwing Road. Extensive tree coverage is also prominent in the Ray Franzen Bird Sanctuary, providing foliage and habitats for the birds.

Physical Conditions

The homes in the Nordic Park community are generally well maintained and framed by a rural residential setting with a roadway cross section characterized by small storm swales and lack of curb and gutter. Roadways are generally well maintained.

Area 1: Sub-Planning Area Analysis

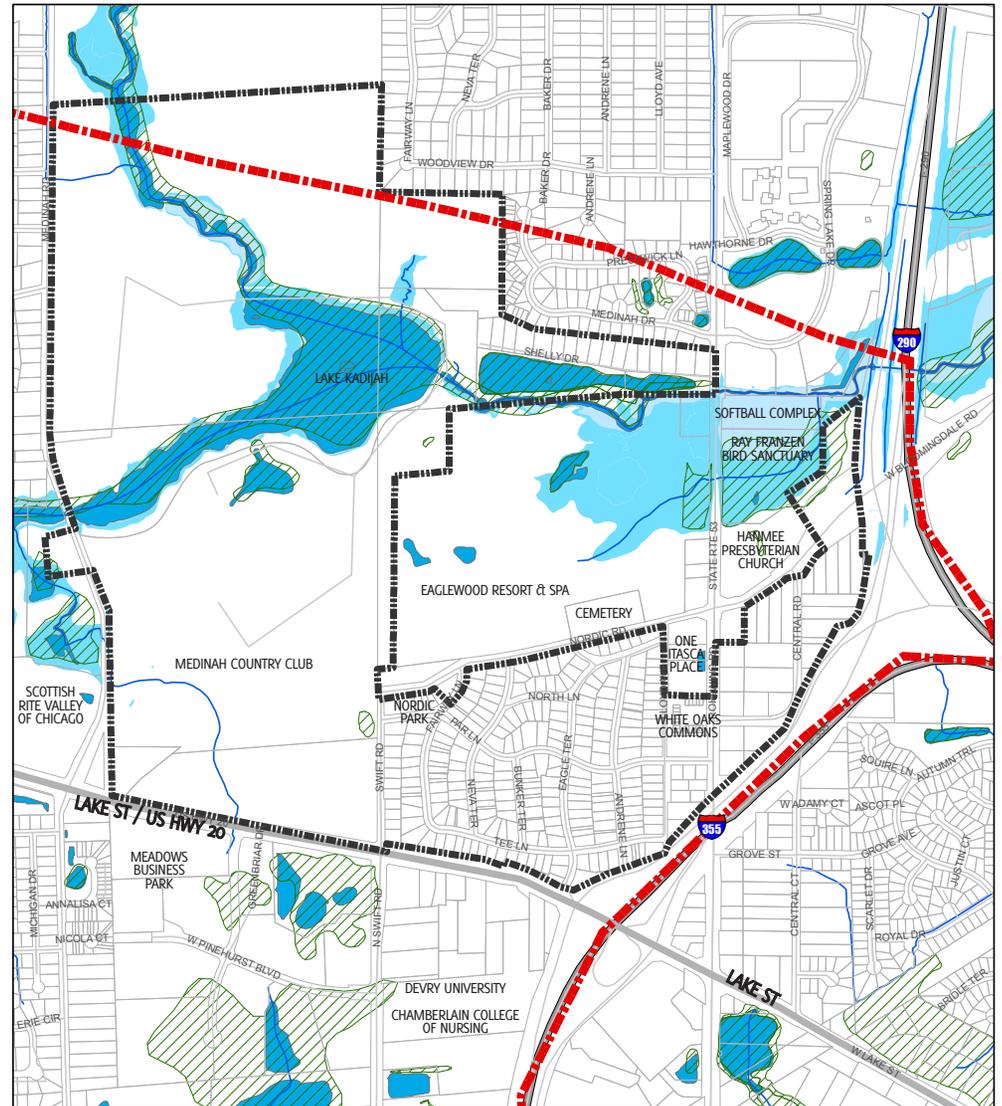


FIGURE 4.2
Environmental
Conditions | AREA 1

Jurisdictions | Area 1 is served by the following jurisdictions

- » **Water:** DuPage Water Commission
- » **Grade School Districts:** 10, 11, 13
- » **High School Districts:** 108
- » **Park Districts:** Bloomingdale, Medinah
- » **Fire Protection Districts:** Bloomingdale, Itasca
- » **Special Police Districts:** Bloomingdale Township
- » **Library Districts:** Itasca, Roselle
[NOTE: Not all properties are located within a library district]
- » **Special Service Districts:** DuPage County 11, Itasca 3
[NOTE: Not all properties are located within a special service district]
- » **Airport:** DuPage Airport Authority
- » **Precincts:** Bloomingdale 19 and 29
- » **Political Jurisdictions:** County Board District 1; Congressional District 8; Illinois Representative District 45; Illinois Senate District 23
- » **TIF Districts:** None

Future Land Use Analysis | COMPARISON OF COUNTY & MUNICIPAL LAND USE DESIGNATIONS

Area 1: Sub-Planning Area Analysis

As the comparison of municipalities illustrates, Bloomingdale and Itasca do not exhibit any discrepancies in their respective future land use designations within the unincorporated parcels in Area 1. In fact, their maps do not even overlap. Relative to the County, the comparison indicates general consistency in future land use

designations, except for the following notable discrepancies:

- » Within the Nordic Park community, the County indicates a mix of residential zoning, including single family, medium density, and high density residential. On the other hand, Itasca notes only single fam-

ily residential zoning with a small amount of commercial zoning.

- » For the residential lots along Shelley Drive, the County indicates single family residential, while Itasca shows parks/open space.

The sequence of maps below compares the future land use designations proposed by DuPage County and adjacent municipalities that have made land use recommendations for the unincorporated parcels in Area 1. The source and date of the land use designations are noted below each map. The dates are important to consider in this land use analysis, as community mindsets and development activity may have changed over time.

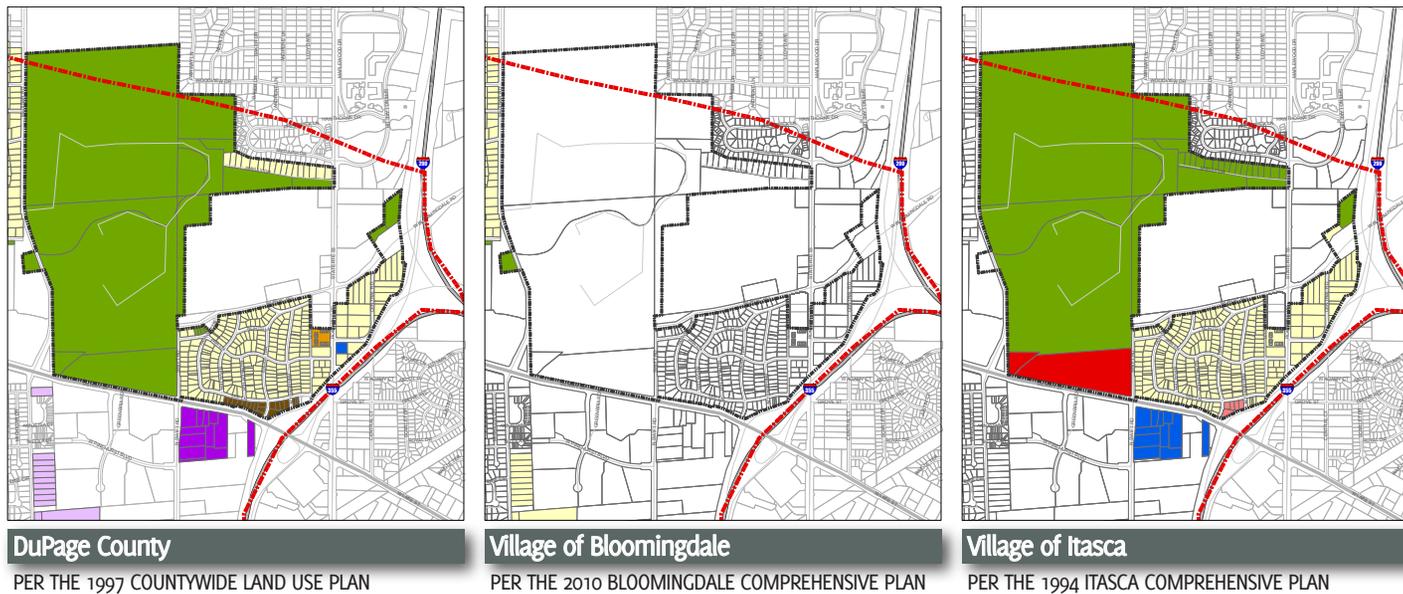
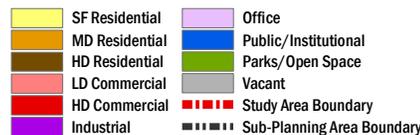


FIGURE 4.3
Comparison of County & Municipal
Future Land Use Designations | AREA 1



NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses.

Zoning & Annexation

Zoning

The unincorporated properties in Area 1 are primarily assigned with residential zoning classifications, per DuPage County zoning designations, including the following:

- » R-2 for the open space located along the I-290 interchange ramp
- » R-3 for the homes along Shelly Drive and Medinah Country Club, with the golf course being a permitted use
- » R-4 for the Nordic Park community and other residential properties, with the park being a permitted use and church being a conditional use
- » R-5 for the White Oaks Commons townhouse development
- » R-6 for the apartment buildings along Tee Lane

Zoning & Land Use Conflicts

The existing land uses do not have any conflicts with the underlying County zoning, which is an indication that current uses are commensurate to the zoning classifications.

In terms of future land uses, they are mostly consistent with existing uses, which signifies that the County does not foresee much change in land use in Area 1. As a result, future land uses are commensurate to the underlying County zoning classifications.

Annexation

The residential portions of Area 1 have historically preferred to remain un-

incorporated in the County. Although the three adjacent municipalities remain open to potential annexations, they have generally refrained from forced annexations of unincorporated properties.

Given the history of the area, it is highly likely that the residential portions of Area 1 will remain unincorporated. However, Medinah Country Club has a pre-annexation agreement with Itasca, so future annexation is possible.

As indicated in Figure 8.1 in Section 8, Itasca currently maintains boundary agreements with Bloomingdale and Addison, which significantly reduce potential conflicts when an unincorporated property is being considered for annexation. With Bloomingdale and Itasca currently maintaining a boundary agreement, annexation of any unincorporated parcels in Area 1 will most likely go to Itasca, given the way the boundary separates the two municipalities. In addition, the future land use maps in Figure 4.3 support this, as Itasca has planned for land uses for a majority of the unincorporated parcels in Area 1.

Presently, there is no boundary agreement between Addison and Bloomingdale, with Medinah Road being a major issue given its superior access to Lake Street, Medinah Country Club, and the I-355 interchange.

Area 1: Sub-Planning Area Analysis

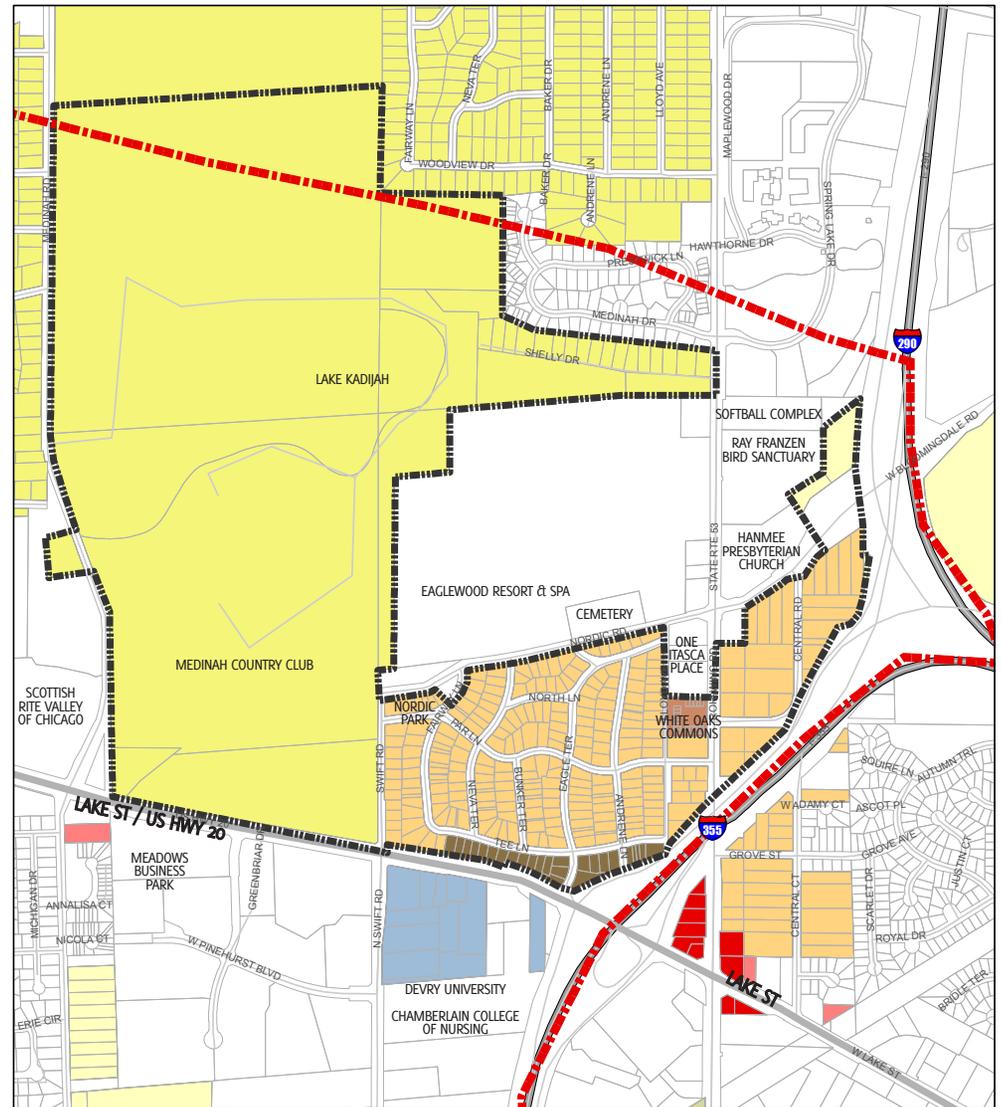
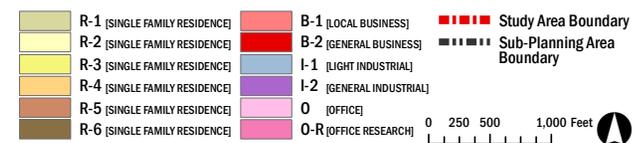
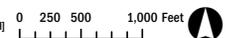


FIGURE 4.4
Existing County Zoning Designations | AREA 1



NOTE:
See Page 14 for zoning district details



Development Issues

Development Trends

Aside from Medinah Country Club, Area 1 has historically developed into a predominantly residential neighborhood. Most homes are single family detached units, but the overall housing stock in Area 1 also includes rental apartments, townhouses, and condos. Area 1 has experienced no commercial development.

Vacancies

With only three vacant parcels at present, Area 1 has very few opportunity sites for major new development. Moreover, the vacant parcels are located closest to the I-35 interchange, which may make them less desirable for certain development types due to visibility and access issues.

Zoning Cases

The history of County zoning cases has been fairly limited to only 11 total cases⁴, including 2 conditional uses, 3 rezonings, and 6 variances. The limited number of zoning cases may be an indication that zoning is not a

major issue with property owners in Area 1.

Permits

Over the past five years, the County has issued 98 permits⁵ for various development-related activities in Area 1. Over 25% (27 out of 98) of permits related to re-roofing or other roof work. Another 13% related to fencing or retaining walls. The remaining permits were associated with a variety of activities, including home additions, storm damage repair, and water wells.

Infrastructure

The Nordic Park community is served by its own water tower. Medinah Country Club receives water service from Itasca. Itasca presently has utilities infrastructure available to serve the unincorporated parcels. The County does not presently serve unincorporated areas with utilities; however, the County has set up a special service area (SSA) for sewer service for the neighborhood west of Rohlwing Road.

Area 1: Sub-Planning Area Analysis

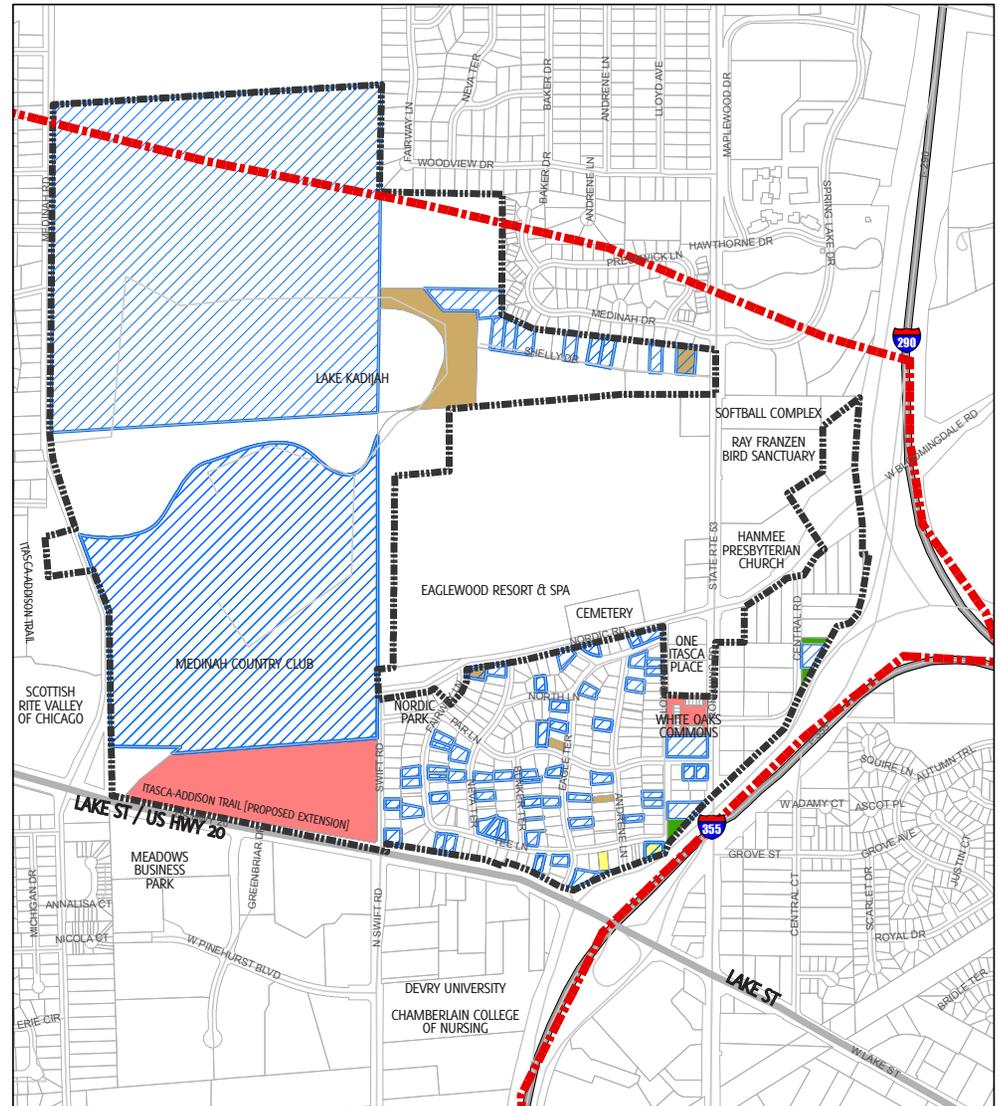
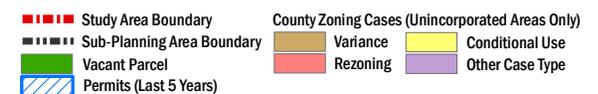
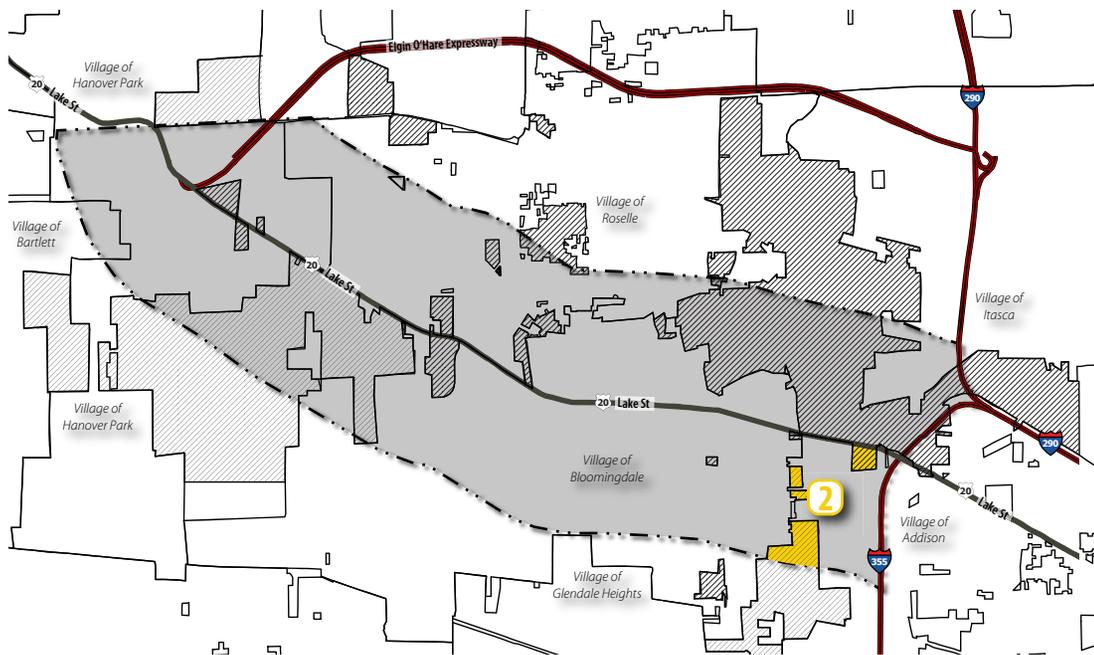


FIGURE 4.5
Development Issues | AREA 1



⁴ In some cases, multiple zoning cases may apply to a single property.

⁵ In some cases, multiple permits may apply to a single property.



AREA 2 Sub-Planning Area Analysis

Area 2 generally encompasses unincorporated parcels located south of Lake Street (up to one mile south) along Medinah Road and Swift Road. Area 2 is adjacent to two municipalities: Addison on the east and Bloomingdale on the west. The development history of Area 2 is characterized by a unique dichotomy, particularly developing as an employment center on the east and a more serene, residential neighborhood on the west. The natural setting is also a major defining feature of Area 2.

Existing Land Use & Transportation Elements

Prominent Land Uses

The unincorporated parcels in Area 2 are categorized into two distinct areas: (1) parcels along Medinah Road; and (2) parcels along Swift Road. For the unincorporated parcels along Medinah Road, the most significant land use is single family residential in a mix of ranch style homes and teardown properties replaced with modern home construction. Open space is another prominent land use, particularly east of Medinah Road and south of Meadows Business Park. Comcast also operates a facility on an unincorporated parcel at the southeast corner of Lake Street and Medinah Road. The limited number of vacant parcels in Area 2 are located along Medinah Road.

For the unincorporated parcels along Swift Road, truck repair, recreational vehicle storage, and self storage uses, including a SafeGuard and CubeSmart self storage facilities fronting Lake Street, are the most prominent uses.

Prominent uses within adjacent incorporated areas include: Meadows Business Park; Eastgate residential subdivision; DeVry University; and Chamberlain College of Nursing.

Roadways

Lake Street forms the northern boundary of Area 2, with signalized intersections at Medinah Road and Swift Road. Medinah Road and Swift Road are the two major road serving Area 2, with signalized intersections at Lake Street.

Transit

Area 2 is served by Pace Bus Routes 711 and 715, which circulate east of Swift Road and south of Lake Street.

In particular, Route 715 provides service to DeVry University. Pace Bus Route 895 also runs along I-355 and I-290; however, the nearest bus stop to Lake Street is at the Pace Northwest Transportation Center in Schaumburg.

The Medinah Metra Station along the Milwaukee District/West (MD-W) Line offers the closest commuter rail service, located about 1.6 miles⁶ north of Area 2. Presently, there is no Pace bus access to the Metra station from Lake Street. However, the 2011 DuPage Area Transit Plan Update indicates a long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) bus circulator serving Lake Street and connecting to nearby Metra stations.

Pedestrian & Bicycle Pathways

There are presently no sidewalks serving the unincorporated parcels in Area 2. The local sidewalk system is not completely void, though, with sidewalks along the west sides of Medinah Road and Swift Road (starting south of Pinehurst Boulevard and then picking up on both sides of Swift Road south of the ComEd right-of-way).

In terms of bikeways, a local bike trail runs west of Medinah Road with connectivity to the Itasca-Addison Trail, which traverses westward along Lake Street connecting to the larger regional trail network. Regional trail access can be enhanced by linking to the proposed regional bikeway in Swift Prairie Forest Preserve to the south, per the DuPage County 2012 Bike Map.

⁶ Distance measured from Metra station to the Lake St/Medinah Rd intersection.

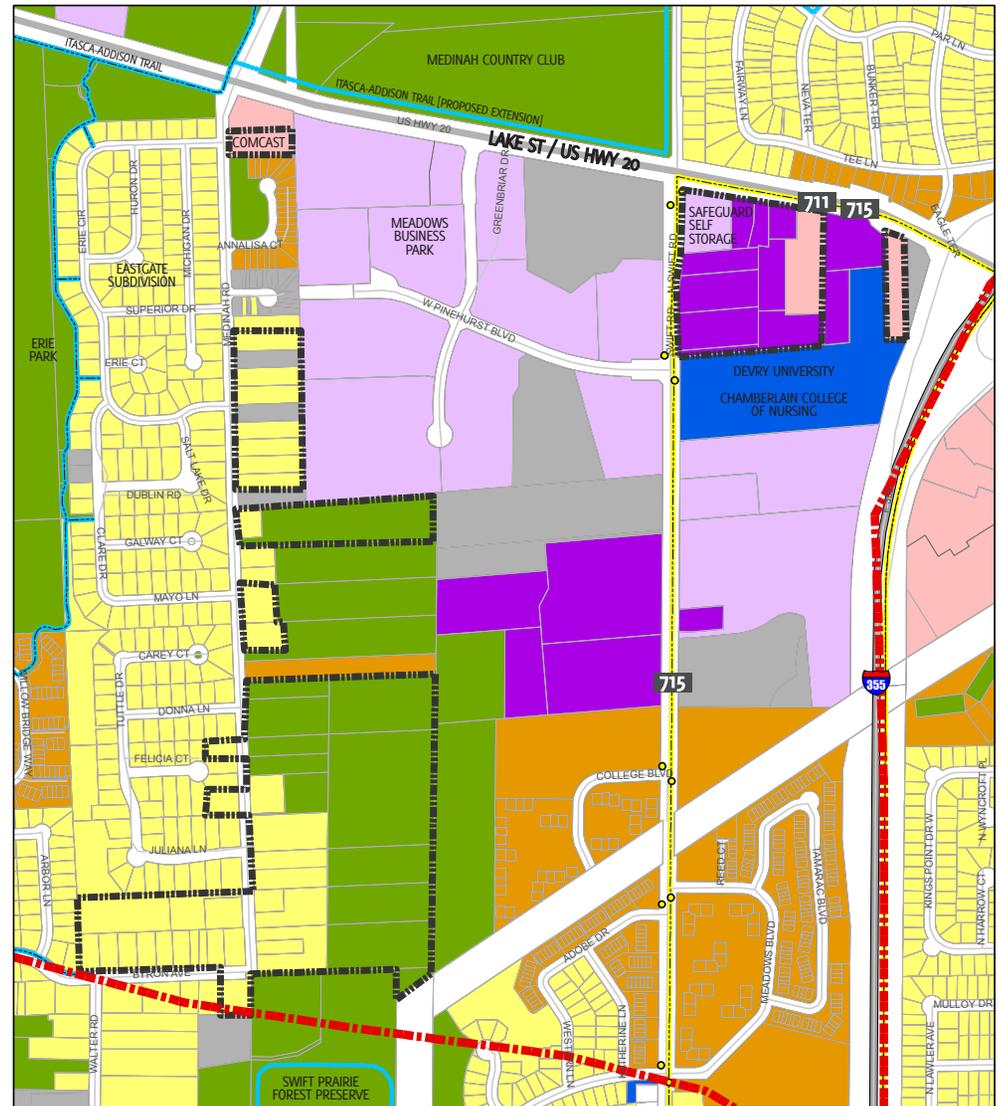


FIGURE 4.6
Existing Land Use & Transportation Elements | AREA 2



Environmental & Physical Conditions

Environmental Conditions

Most of the major environmental features in Area 2 are located at the rear end of developed parcels or beyond in annexed areas. In particular, the central area between Medinah Road and Swift Road includes significant coverage of wetlands, ponds, and floodplain. The unincorporated parcels along Medinah Road are also characterized by significant tree coverage.

side characterized by lack of curb and gutter within the unincorporated parcels, while the west side has a more manicured appearance adjacent to the Eastgate residential subdivision in incorporated Bloomingdale. Roadways are generally well maintained.

Along Swift Road, the SafeGuard self storage facility is well maintained and has a strong physical presence at the Lake Street intersection. On the other hand, the parcels to the south, which include the industrial and truck-related businesses, are not as well maintained, particularly exhibiting conditions of overcrowding, excessive outdoor storage, and disorganized site design.

Physical Conditions

The residential properties along Medinah Road are generally well maintained and framed by a rural residential setting. The roadway cross section for Medinah Road has somewhat of a dual identity, with the east

Area 2: Sub-Planning Area Analysis

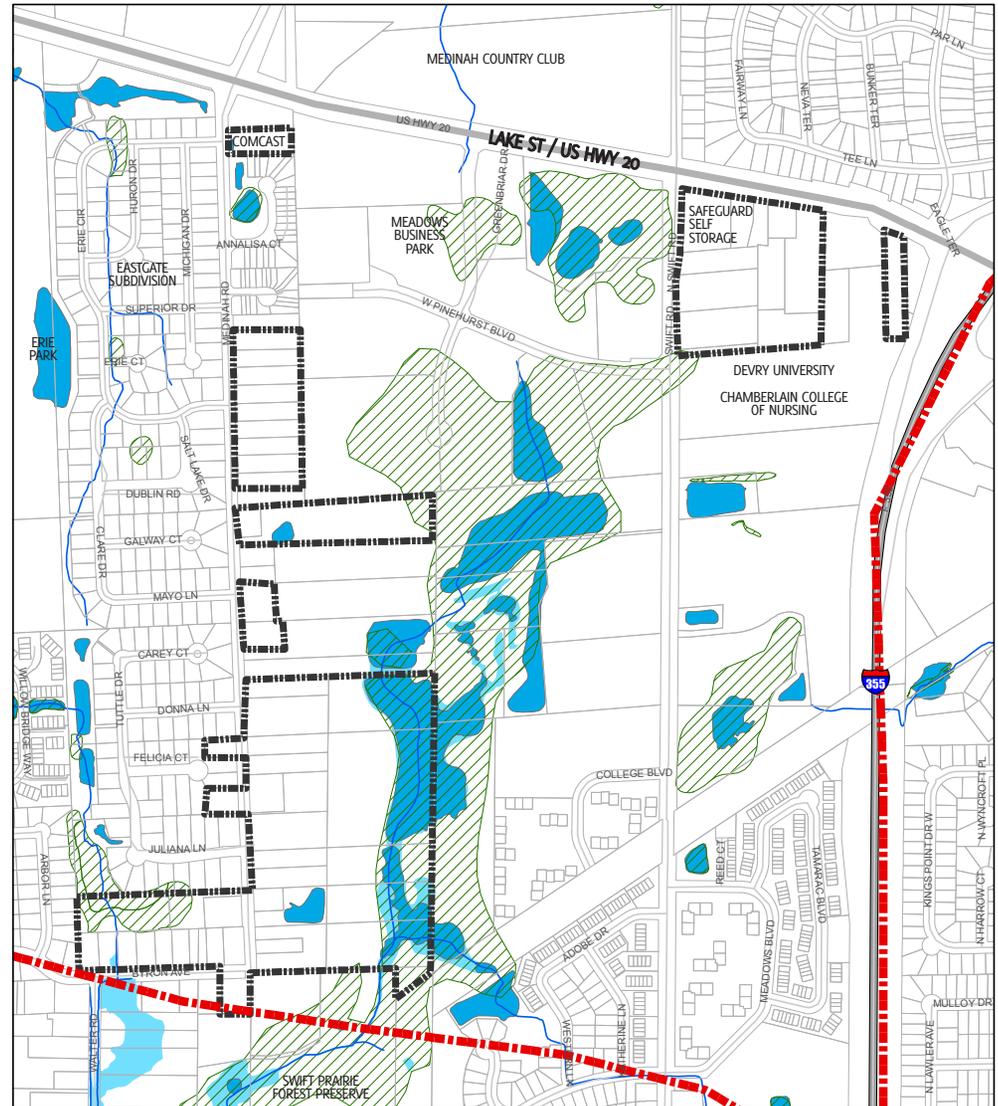
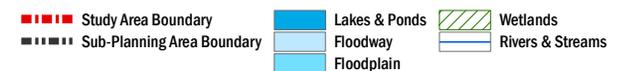


FIGURE 4.7
Environmental Conditions | AREA 2



Jurisdictions | Area 2 is served by the following jurisdictions

- » **Water:** DuPage Water Commission
- » **Grade School Districts:** 13, 15
- » **High School Districts:** 87, 108
- » **Park Districts:** Addison, Bloomingdale
- » **Fire Protection Districts:** Bloomingdale
- » **Special Police Districts:** Bloomingdale Township
- » **Library Districts:** None
- » **Special Service Districts:** None
- » **Airport:** DuPage Airport Authority
- » **Precincts:** Bloomingdale 34, 35, and 72
- » **Political Jurisdictions:** County Board District 1; Congressional District 8; Illinois Representative District 46; Illinois Senate District 23
- » **TIF Districts:** None

Future Land Use Analysis | COMPARISON OF COUNTY & MUNICIPAL LAND USE DESIGNATIONS

Area 2: Sub-Planning Area Analysis 2

As the comparison of municipalities illustrates, the land use maps for Addison, Bloomingdale, and Itasca do not overlap very much, creating minimal areas of conflict. Relative to the County, the comparison indicates some consistency in future land use designations, except for the following notable discrepancies:

» For the residential lots located along Medinah Road and north of Donna Lane, the County proposes a change to office use, which would be consistent with the Comcast facility to the north and Meadows Business Park to the east. However, Bloomingdale indicates the lots to maintain their residential use.

» For the residential lots located along Medinah Road and south of Donna Lane, the County shows parks/open space up to the lot line along Medinah Road, while Bloomingdale places parks/open space to the rear with residential lots up front.

» For the unincorporated parcels on the south side of Lake Street at the Swift Road intersection, the County

indicates industrial land use, which is consistent with Addison's designation. Itasca plans for business park/office use. While the general land use designations differ, the discrepancy is not too significant, as industrial, business park, and office land uses are generally consistent with the businesses that are currently situated in the adjacent Meadows Business Park.

The sequence of maps below compares the future land use designations proposed by DuPage County and adjacent municipalities that have made land use recommendations for the unincorporated parcels in Area 2. The source and date of the land use designations are noted below each map. The dates are important to consider in this land use analysis, as community mindsets and development activity may have changed over time.

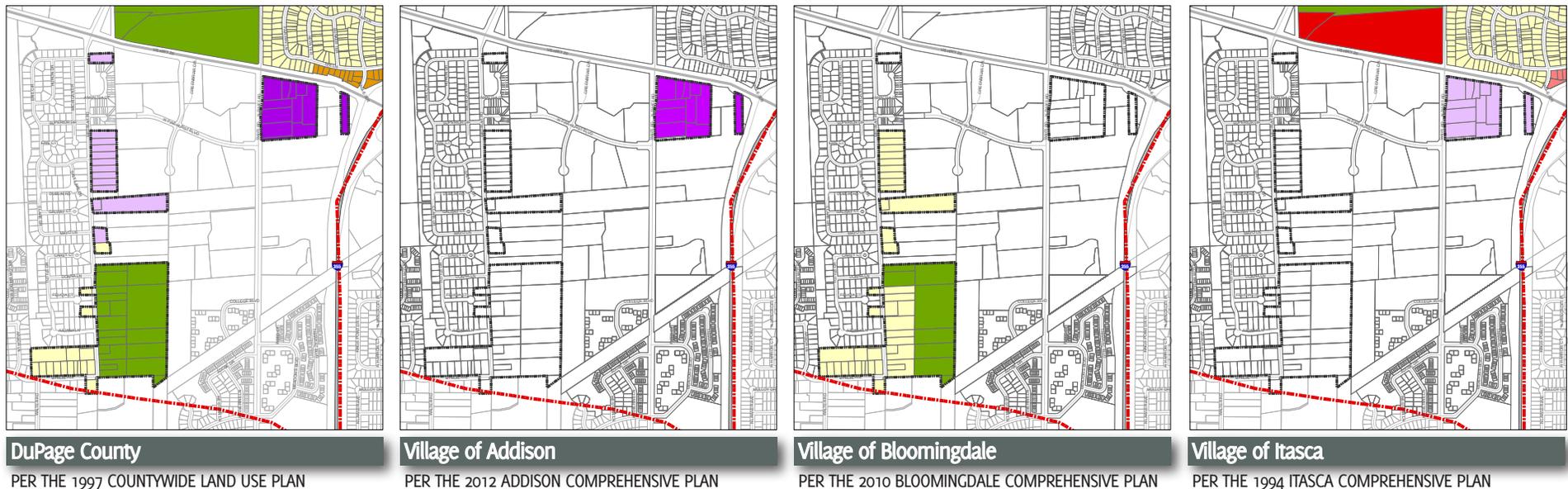


FIGURE 4.8
Comparison of County & Municipal Future Land Use Designations | AREA 2

 SF Residential	 Office
 MD Residential	 Public/Institutional
 HD Residential	 Parks/Open Space
 LD Commercial	 Vacant
 HD Commercial	 Study Area Boundary
 Industrial	 Sub-Planning Area Boundary

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses.

Zoning & Annexation

Zoning

The unincorporated properties in Area 2 are assigned with a mix of zoning classifications, per DuPage County zoning designations, including the following:

- » R-2 for the residential lots along Medinah Road, with park space allowed as a conditional use
- » B-2 for the Comcast facility near the Lake Street/Medinah Road intersection
- » I-1 for the commercial and industrial uses near the Lake Street/Swift Road intersection, with the truck repair, recreational vehicle storage, and self storage uses at Swift Road operating as permitted and conditional uses

Zoning & Land Use Conflicts

The existing land uses do not have any conflicts with the underlying County zoning, which is an indication that current uses are commensurate to the zoning classifications.

In terms of future land uses, they are partially consistent with existing uses, with the most significant discrepancy being along Medinah Road where the County proposes office uses rather than existing residential. If new office uses were to develop as indicated by County zoning, then rezoning these lots to the O designation would be appropriate. However, the future land uses planned for the other residential lots along Medinah Road and the lots near Swift Road are generally consistent with the underlying zoning.

Annexation

The three adjacent municipalities remain open to potential annexations;

however, they have generally refrained from forced annexations of unincorporated properties.

The unincorporated residential lots along Medinah Road hold the potential for annexation, provided that the benefits of annexation are convincing to property owners. Also, the unincorporated open spaces provide little benefit to municipalities if annexed, as they would not contribute to the tax base and they may incur significant maintenance costs to municipal public works and/or parks departments.

There is a strong case for the unincorporated parcels along Swift Road to become annexed into a municipality, as they would contribute to the tax base and require access to public utilities, provided that the properties are maintained or redeveloped for employment-generating businesses and/or private technical/vocational training facilities.

As indicated in Figure 8.1 in Section 8, Addison and Itasca currently maintain a boundary agreement. However, annexation of the unincorporated parcels near Swift Road will most likely go to Addison, given the way the boundary separates the two municipalities.

Presently, there is no boundary agreement between Addison and Bloomingdale, with Medinah Road being a major issue given its superior access to Lake Street and the I-355 interchange. However, based on the future land use maps in Figure 4.8, only Bloomingdale, and not Addison, has planned for land uses within unincorporated parcels along Medinah Road.

Area 2: Sub-Planning Area Analysis

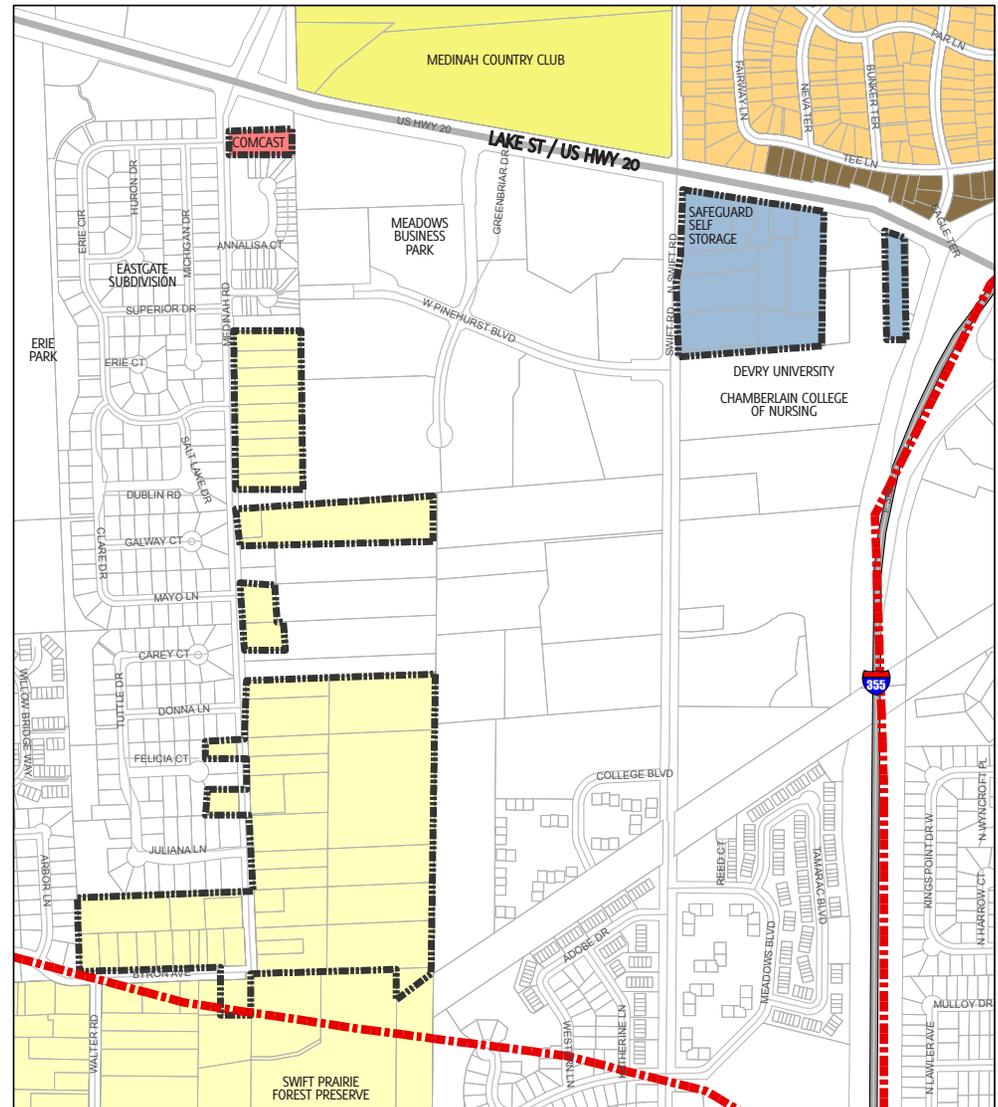


FIGURE 4.9
Existing County Zoning Designations | AREA 2

NOTE:
See Page 14 for zoning district details

	R-1 [SINGLE FAMILY RESIDENCE]		B-1 [LOCAL BUSINESS]		Study Area Boundary
	R-2 [SINGLE FAMILY RESIDENCE]		B-2 [GENERAL BUSINESS]		Sub-Planning Area Boundary
	R-3 [SINGLE FAMILY RESIDENCE]		I-1 [LIGHT INDUSTRIAL]		
	R-4 [SINGLE FAMILY RESIDENCE]		I-2 [GENERAL INDUSTRIAL]		
	R-5 [SINGLE FAMILY RESIDENCE]		O [OFFICE]		
	R-6 [SINGLE FAMILY RESIDENCE]		O-R [OFFICE RESEARCH]		0 200 400 800 Feet

Development Issues

Development Trends

The development history of Area 2 is characterized by a unique dichotomy. The eastern section of Area 2 has generally developed as an employment center, including a business park, industrial and truck-related businesses, and a technical school, which all take advantage of the close proximity to I-355. The western section of Area 2 has a more serene, residential character with the pastoral setting along Medinah Road and the natural environment of the adjacent open spaces.

Vacancies

With only two vacant parcels at present, Area 2 has very few opportunity sites for major new development on vacant sites. Given the residential homes situated in a natural setting along Medinah Road, these two vacant parcels will likely either develop as new home sites or remain as open space.

Zoning Cases

The history of County zoning cases has been fairly limited to only 10 total cases⁷, including 2 conditional uses,

1 rezoning, 5 variances, and 2 other cases relating to legal non-conforming uses. The three cases relating to rezoning and non-conforming uses pertain to the industrial and truck-related businesses near the Lake Street/Swift Road intersection; all three cases were denied approval. The limited number of zoning cases may be an indication that zoning is not a major issue with property owners in Area 2.

Permits

Over the past five years, the County has issued 21 permits⁸ for various development-related activities in Area 2, including installation of tower antennae, home improvements, and business signage.

Infrastructure

Addison presently has water, sewer, and stormwater infrastructure adjacent to the unincorporated parcels near Swift Road. For the area along Medinah Road, Addison offers water service, while Bloomingdale provides sewer service. The County does not presently serve unincorporated areas with utilities.

Area 2: Sub-Planning Area Analysis

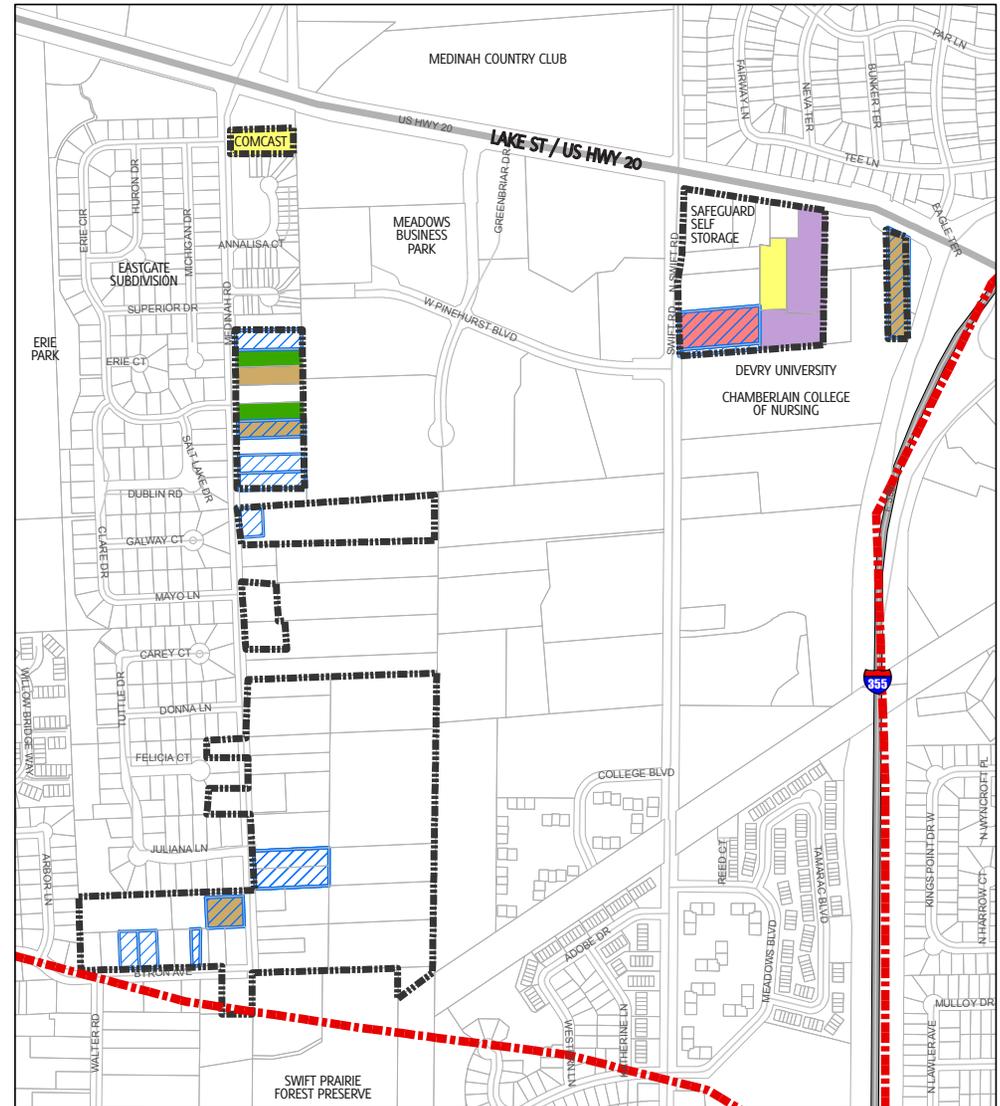
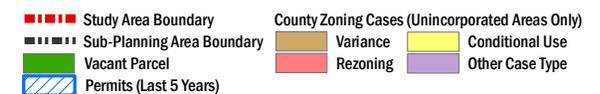
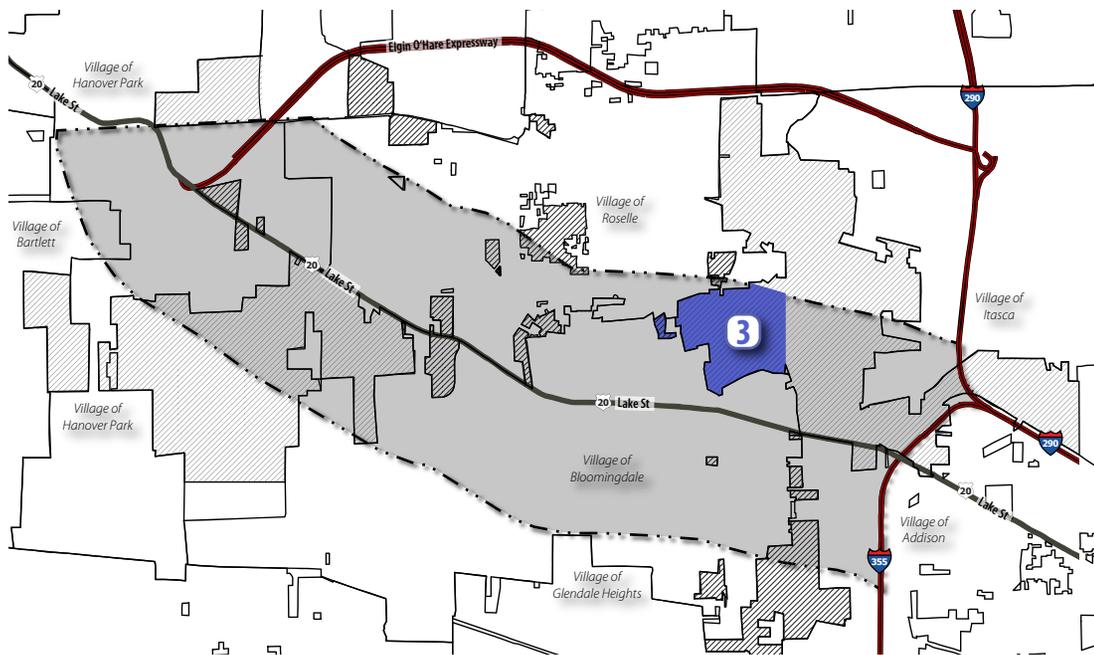


FIGURE 4.10
Development Issues | AREA 2



⁷ In some cases, multiple zoning cases may apply to a single property.

⁸ In some cases, multiple permits may apply to a single property.



AREA 3 Sub-Planning Area Analysis

Area 3 generally encompasses unincorporated parcels located north of Lake Street (up to one mile north to Foster Street), east of Meacham Grove Forest Preserve, and west of Medinah Road. Area 3 is adjacent to two municipalities: Roselle on the north and Bloomingdale on the south. Growing as a predominantly residential neighborhood with no commercial development, Area 3 is also home to Hari Om Mandir, which is the temple serving the Hindu Society of Metropolitan Chicago.

Existing Land Use & Transportation Elements

Prominent Land Uses

A majority of the unincorporated parcels in Area 3 are single family residential in a mix of ranch style homes and teardown properties replaced with modern home construction. Hari Om Mandir, which is the temple home of the Hindu Society of Metropolitan Chicago, is a prominent use along Medinah Road. Riha Park is a neighborhood park located at the northwest section of Area 2. In addition, a linear section of Spring Creek Reservoir Forest Preserve is unincorporated along Area 3's southern border. Area 3 has very few vacant parcels.

Prominent uses within adjacent incorporated areas include: Lake Park High School, Medinah Christian School, and Gorski Park on the north; Meacham Grove Forest Preserve on the west; and Spring Creek Reservoir Forest Preserve and Lakeview Park on the south.

Roadways

Although Area 3 does not directly front Lake Street, its southern boundary is approximately 1/8 of a mile (660 ft) from Lake Street. Medinah Road is a major north/south road serving Area 3, with a signalized intersection at Lake Street. In addition, Foster Avenue, Broker Road, and Circle Avenue are three collector roads that serve Area 3. Circle Avenue has a signalized intersection at Lake Street.

Transit

Area 3 is not presently served by any transit service. The closest bus service

along Lake Street is to the east near Swift Road on Pace Bus Routes 711 and 715. The Medinah and Roselle Metra Stations along the Milwaukee District/West (MD-W) Line offer the closest commuter rail service, located about 0.8 and 1.7 miles⁹, respectively, north of Area 3. Presently, there is no Pace bus access to the Metra stations from Lake Street. However, the 2011 DuPage Area Transit Plan Update indicates a long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) bus circulator serving Lake Street and connecting to nearby Metra stations.

Pedestrian & Bicycle Pathways

As a predominantly residential neighborhood, the sidewalk system serving Area 3 is fairly limited, primarily located along the west side of Medinah Road and small sections of the residential neighborhoods. However, none of the limited sidewalks tie into the regional trail system, which has nearby connection points to the East Branch of the DuPage River Greenway Trail and the North Central DuPage Regional Trail. There is potential to connect Lake Park High School to the local bikeway along Circle Avenue via a new bikeway along Foster Avenue.

⁹ Distance measured from Metra station to the Medinah Rd/Broker Rd intersection.

Area 3: Sub-Planning Area Analysis

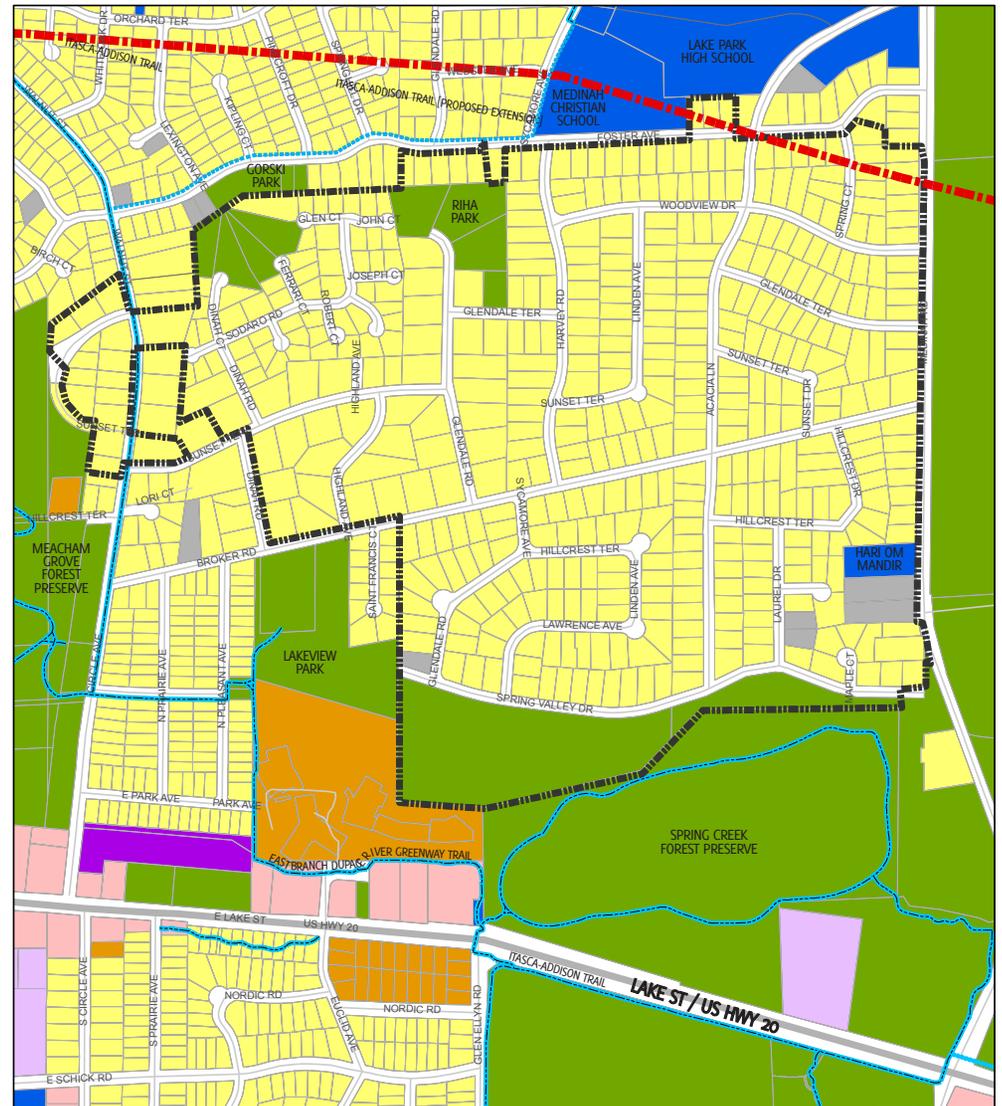


FIGURE 4.11
Existing Land Use & Transportation Elements | AREA 3



Environmental & Physical Conditions

Environmental Conditions

Spring Creek Reservoir Forest Preserve, which encompasses the southern perimeter of Area 3 and beyond in incorporated Bloomingdale, includes pond elements with significant wetland and floodplain coverage. Another pond is located in the northwest corner of Area 3 near Gorski Park in Roselle along Foster Avenue. The residential neighborhoods have moderate tree coverage.

Since the water-related environmental features are generally limited to

park and forest preserve areas, the residential neighborhood in Area 3 is not heavily impacted, if at all, by these environmental conditions.

Physical Conditions

The residential properties in Area 3 are generally well maintained within a low density residential setting with most local streets lacking curb and gutter within unincorporated parcels. Roadways are generally well maintained.

Area 3: Sub-Planning Area Analysis

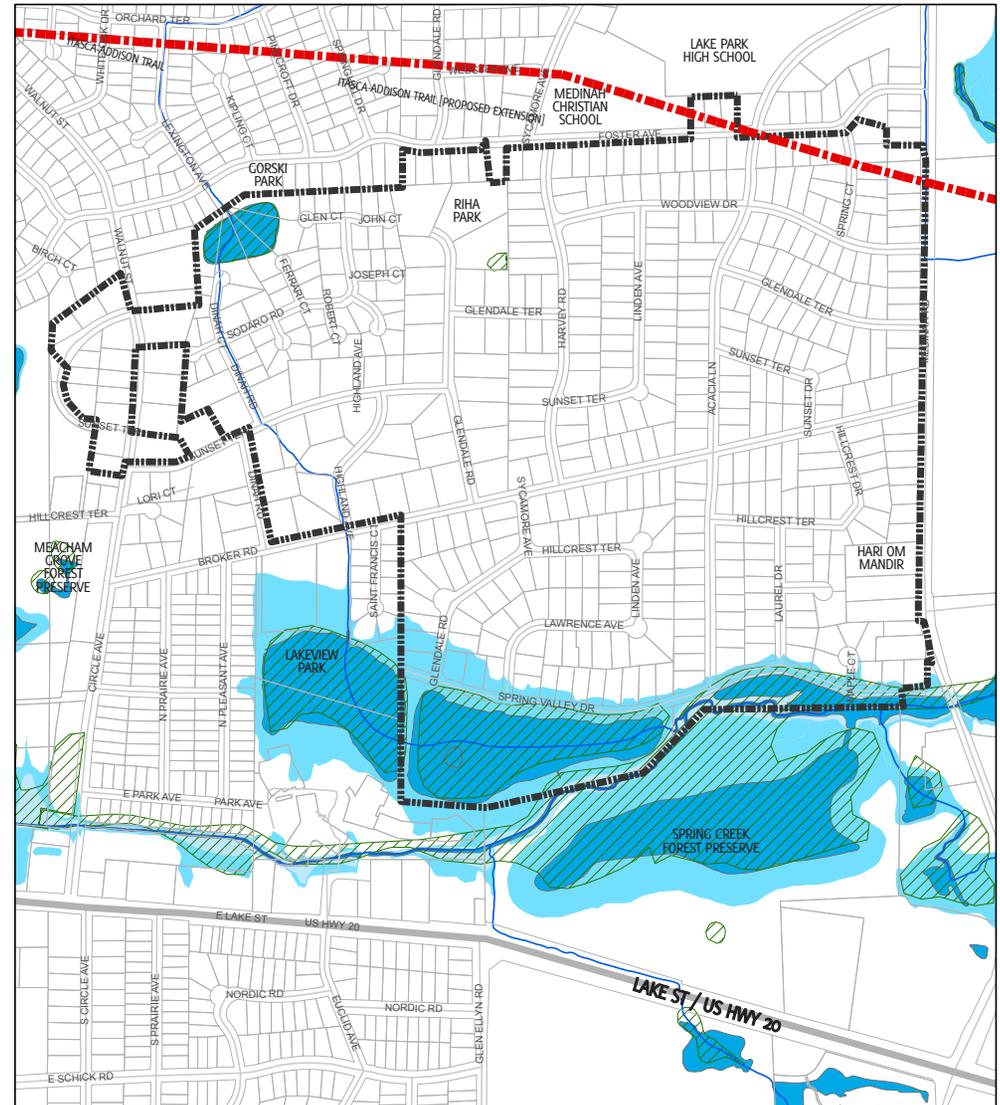


FIGURE 4.12
Environmental
Conditions | AREA 3



Jurisdictions | Area 3 is served by the following jurisdictions

- » **Water:** DuPage Water Commission
- » **Grade School Districts:** 11, 13
- » **High School Districts:** 108
- » **Park Districts:** Bloomingdale, Medinah
- » **Fire Protection Districts:** Bloomingdale, Roselle
- » **Special Police Districts:** Bloomingdale Township
- » **Library Districts:** None
- » **Special Service Districts:** None
- » **Airport:** DuPage Airport Authority
- » **Precincts:** Bloomingdale 8, 11, 20, and 32
- » **Political Jurisdictions:** County Board District 1; Congressional District 8; Illinois Representative District 45; Illinois Senate District 23
- » **TIF Districts:** None

Future Land Use Analysis | COMPARISON OF COUNTY & MUNICIPAL LAND USE DESIGNATIONS

Area 3: Sub-Planning Area Analysis

As the comparison of municipalities illustrates, the land use maps for Bloomingdale and Roselle do not indicate any discrepancies. In fact, they do not overlap very much at all, except for the section of Spring Creek Reservoir Forest Preserve. Relative to the County, the comparison indicates overall consistency in future land use designations. The only minor discrepancies are the parks and open space areas at the northwest section of Area 3. These discrepancies are not too significant, since some municipalities may combine parks and open space within a neighborhood as a blanket residential land use designation, with the understanding that some lots may be left undeveloped or reserved for park use.

The sequence of maps below compares the future land use designations proposed by DuPage County and adjacent municipalities that have made land use recommendations for the unincorporated parcels in Area 3. The source and date of the land use designations are noted below each map. The dates are important to consider in this land use analysis, as community mindsets and development activity may have changed over time.

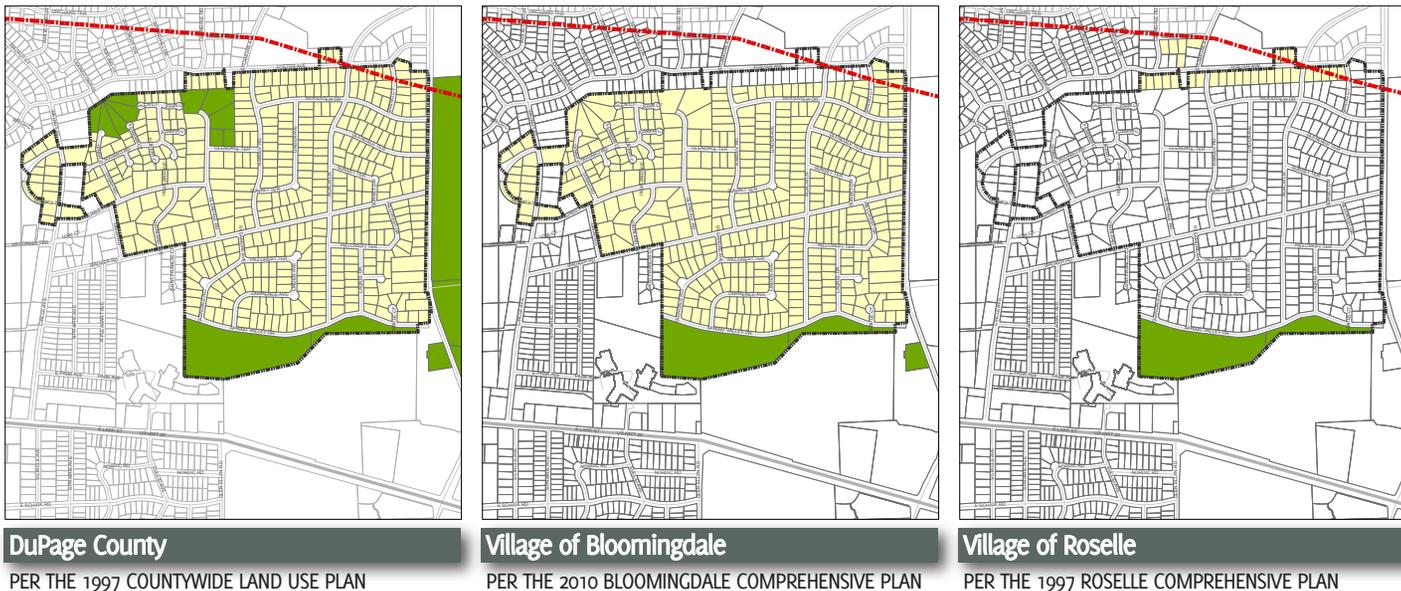


FIGURE 4.13
Comparison of County & Municipal
Future Land Use Designations | AREA 3

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses.

Zoning & Annexation

Zoning

All unincorporated properties in Area 3 are assigned the R-3 zoning classification, per DuPage County zoning designations. The park spaces are permitted uses in the R-3 zone, while the Hari Om Mandir temple along Medinah Road is allowed as a conditional use.

Zoning & Land Use Conflicts

The existing land uses do not have any conflicts with the underlying County zoning, which is an indication that current uses are commensurate to the zoning classifications.

In terms of future land uses, they are mostly consistent with existing uses, which signifies that the County does not foresee much change in land use in Area 3. As a result, future land uses are commensurate to the underlying County zoning classifications.

Annexation

The two adjacent municipalities remain open to potential annexations; however, they have generally refrained from forced annexations of unincorporated properties. In addition, Roselle typically requires private property improvements as a condition of annexation; otherwise, the Village would incur significant expenses for the improvements.

Given the jagged boundary lines of the unincorporated sections of Area 3,

annexation of individual parcels is a strong possibility as property owners consider the potential benefits of becoming incorporated into a municipality. The municipalities would gain a mutual benefit to annexation, as the residential properties would contribute to the tax base.

On the other hand, the case to annex the unincorporated parks, open space, and institutional uses is weaker, as they would not contribute to the municipal tax base. In addition, parks and open space may incur significant maintenance costs to municipal public works and/or parks departments.

As indicated in Figure 8.1 in Section 8, Bloomingdale and Roselle currently maintain a boundary agreement, which significantly reduces potential conflicts when an unincorporated property is being considered for annexation.

In addition, Bloomingdale shares a boundary agreement with Itasca, with Medinah Road being the boundary line. However, based on the future land use maps in Figure 4.13, Bloomingdale has planned for land uses within a majority of the unincorporated parcels in Area 3. Roselle plans for some of the parcels along Foster Avenue, while Itasca has no land use plans at all for this area.

Area 3: Sub-Planning Area Analysis

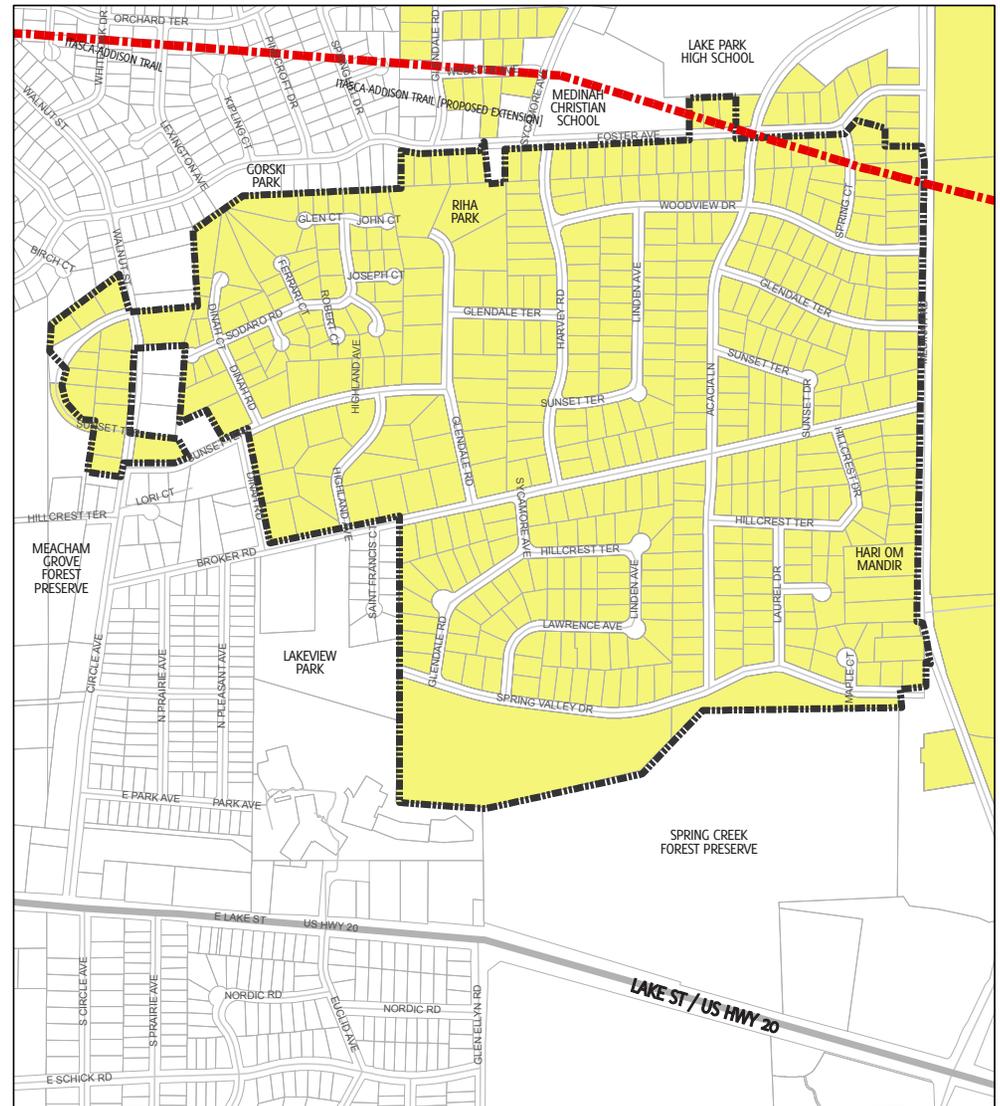
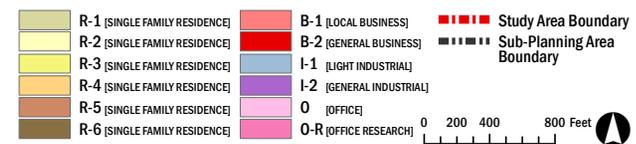


FIGURE 4.14
Existing County Zoning Designations | AREA 3

NOTE:
See Page 14 for zoning district details



Development Issues

Development Trends

Area 3 is a predominantly residential neighborhood, including park spaces and a Hindu temple. The overall housing stock is comprised almost exclusively of single family homes. Also, with its location away from Lake Street, Area 3 also has experienced no commercial development.

Vacancies

With only five vacant parcels at present, Area 3 has very few opportunity sites for new development. In addition, four of the five vacant parcels are under heavy tree cover, further limiting development potential.

Zoning Cases

The history of County zoning cases has been fairly limited to only 16 total cases¹⁰, with including 4 conditional uses (25%) and 12 variances (75%). The limited number of zoning cases may be an indication that zoning is not a major issue with property owners in Area 3. However, the significant number of variances, many of

which relate to yard dimensions, may suggest that the yard requirements in Area 3 are somewhat stringent to home development.

Permits

Over the past five years, the County has issued 199 permits¹¹ for various development-related activities in Area 3. About 16% (31 out of 199) of permits related to re-roofing or other roof work. Another 15% related to fencing. The remaining permits were associated with a variety of activities, including home additions, accessory structures, and yard setbacks.

Infrastructure

This neighborhood is presently served by septic systems, but has interest in municipal utilities from Roselle, particularly the desire for Lake Michigan water. However, Roselle does not presently envision a cost effective means to extend water and sewer to this neighborhood. The County does not presently serve unincorporated areas with utilities.

Area 3: Sub-Planning Area Analysis

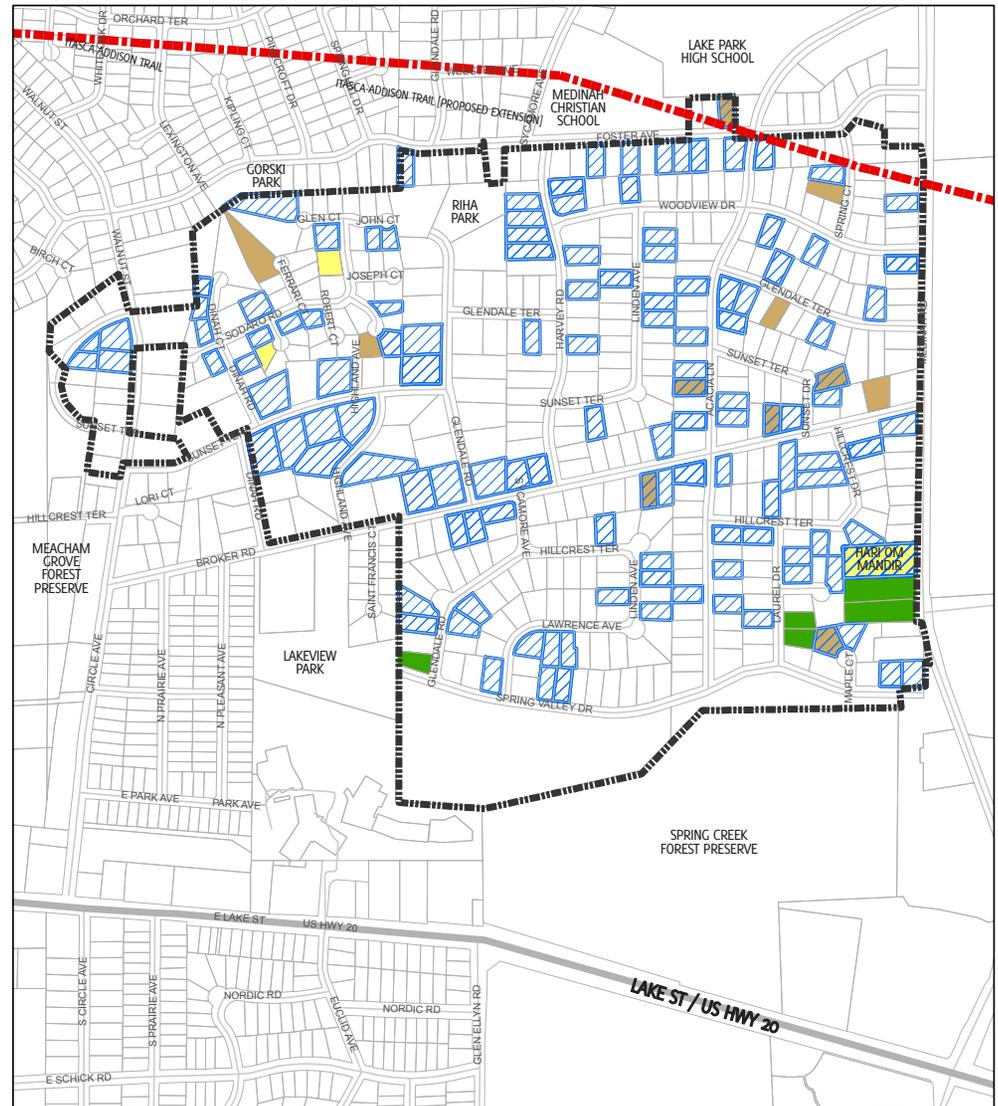
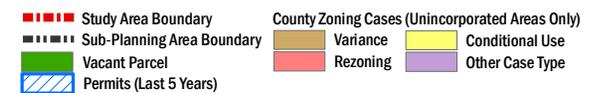
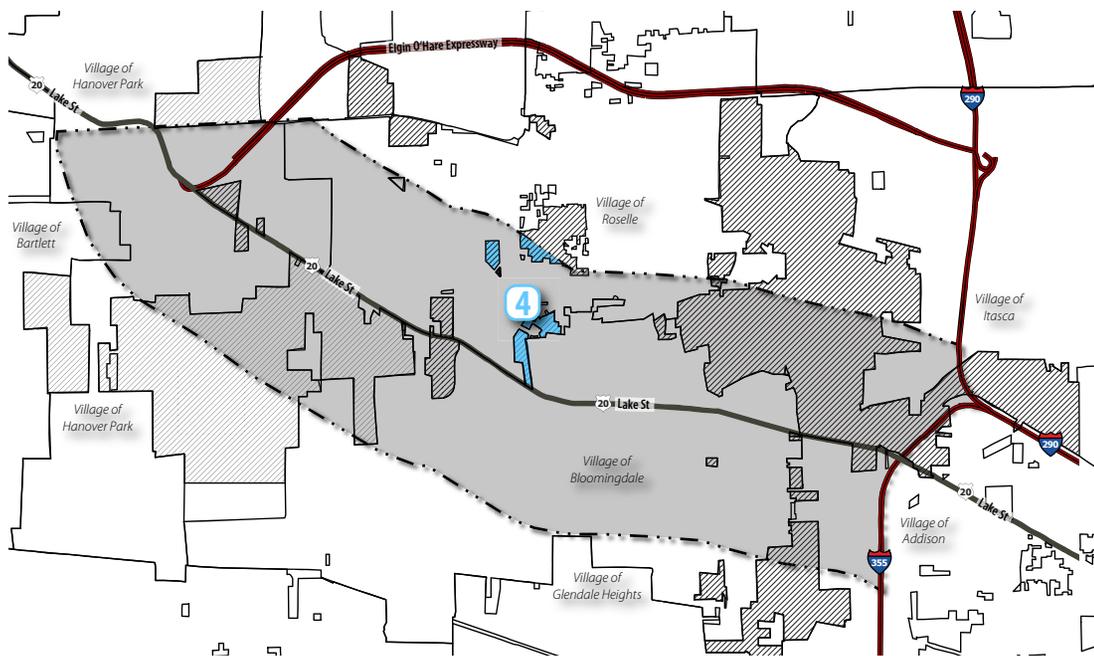


FIGURE 4.15
Development Issues | AREA 3



¹⁰ In some cases, multiple zoning cases may apply to a single property.

¹¹ In some cases, multiple permits may apply to a single property.



AREA 4 Sub-Planning Area Analysis

Area 4 generally encompasses unincorporated parcels located north of Lake Street (up to one mile north to Bryn Mawr Avenue), east of Springfield Drive, and west of Roselle Road. Area 4 is adjacent to two municipalities: Roselle on the north and Bloomingdale on the south. While Area 4 has generally developed into a predominantly residential neighborhood with no commercial development, it is also home to Bloomingdale Township facilities and a regional bike bridge that spans over Lake Street.

Existing Land Use & Transportation Elements

Prominent Land Uses

A majority of the unincorporated parcels in Area 4 are single family residential in a mix of modest ranch style and split level homes, along with teardown properties replaced with modern home construction. Valley Park is a small neighborhood park at the south-west corner of Bryn Mawr Avenue and Valley Road. Bloomingdale Township operates its main township and highway department offices along the east and west sides, respectively, of Rosedale Avenue near the Lake Street intersection. In addition, Fairway Landscaping & Nursery and the Bloomingdale Senior Center are located north of the township highway department. Area 4 has very few vacant parcels.

Prominent uses within adjacent incorporated areas include: Lake Park High School, Clauss Farn Recreation Area, and the Roselle Park District office in Clauss Recreation Center on the north-west; Four Seasons Park on the west; and Meacham Grove Forest Preserve on the southeast.

Roadways

Lake Street forms the southern boundary of Area 4. Roselle/Bloom- ingdale Road is a major north/south road serving Area 4, with a signalized intersection at Lake Street. Bryn Mawr Avenue, Mensching Road, Rosedale Avenue, and Foster Avenue are collec- tor roads that serve Area 4. Rosedale Avenue has a signalized intersection at Lake Street.

Transit

Area 4 is not presently served by any transit service. The closest bus service along Lake Street is to the east near

Swift Road on Pace Bus Routes 711 and 715. The Roselle Metra Station along the Milwaukee District/West (MD-W) Line offers the closest com- muter rail service, located about 2.8 miles¹² north of Area 4. Presently, there is no Pace bus access to the Me- tra station from Lake Street. However, the 2011 DuPage Area Transit Plan Up- date indicates a long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) bus circulator serving Lake Street and connecting to nearby Metra stations.

Pedestrian & Bicycle Pathways

The sidewalk system serving Area 4 is mostly limited to incorporated areas. However, most of the unincorporated areas have close access to the regional trail system, which includes the North Central DuPage Regional Trail and the local bikeways within adjacent parks and forest preserves.

In addition, the County 2012 Bike Map proposes a local bikeway along Lake Street, which provides the potential for connectivity to existing trails to create a continuous regional trail network serving the Lake Street Corridor.

The trailhead for the bike bridge serving the Central DuPage Regional Trail is also located in Area 4 at the northwest corner of Lake Street and Rosedale Avenue. In addition to connecting the north and south sides of Lake Street, the bike bridge links Meacham Grove Forest Preserve to Springfield Park.

¹² Distance measured from Metra station to the Lake St/Rosedale Ave intersection.

Area 4: Sub-Planning Area Analysis

4

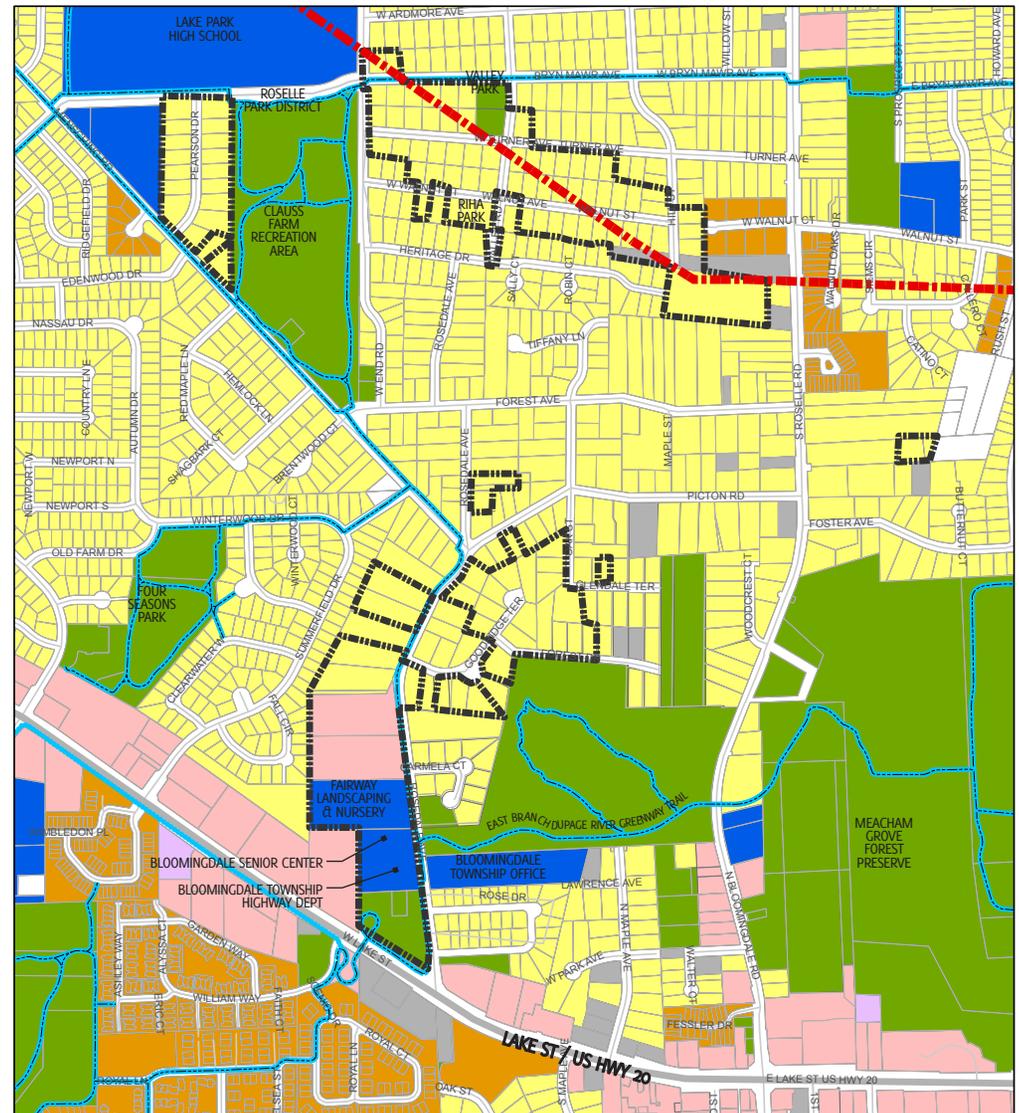


FIGURE 4.16
Existing Land Use & Transportation Elements | AREA 4



Environmental & Physical Conditions

Environmental Conditions

Very little of Area 4 is impacted by significant environmental features, except for the rear yard of the Bloomingdale Senior Center and the northwest corner of Lake Street and Rosedale Avenue. These environmental features, which include wetlands, creek, and pond, are integrated into the trailhead for the bike bridge. Tree coverage is fairly moderate within the unincorporated parts of Area 4.

Since the water-related environmental features are generally limited to a

minor portion of Area 4, the residential neighborhoods are not heavily impacted, if at all, by these environmental conditions.

Physical Conditions

The residential properties in Area 4 are generally well maintained within a low density residential setting, with many local streets exhibiting an alternating pattern of curb and gutter on one side and lack of curb and gutter on the opposite side. Roadways are generally well maintained.

Area 4: Sub-Planning Area Analysis

4

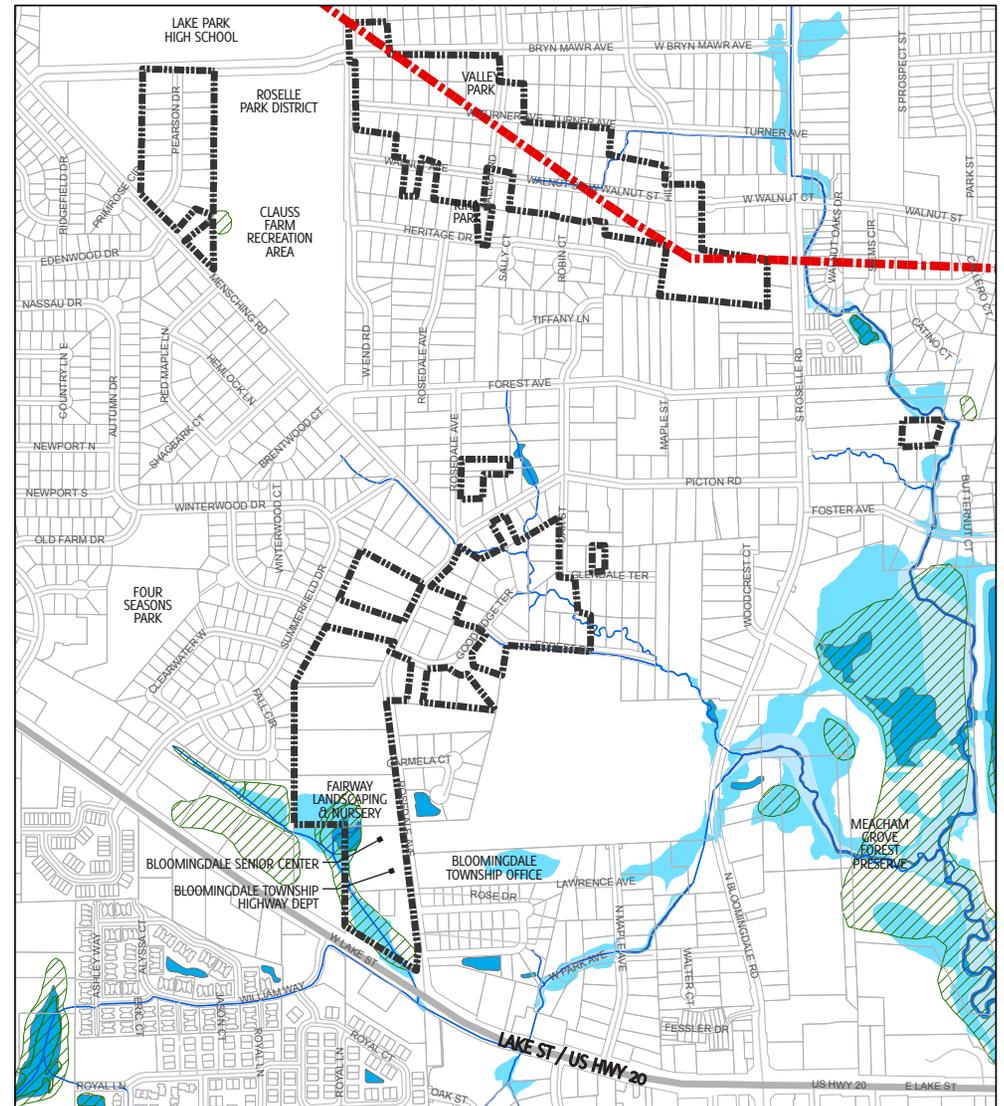
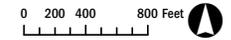


FIGURE 4.17
Environmental Conditions | AREA 4



Jurisdictions | Area 4 is served by the following jurisdictions

- » **Water:** DuPage Water Commission
- » **Grade School Districts:** 12, 13
- » **High School Districts:** 108
- » **Park Districts:** Bloomingdale, Roselle
- » **Fire Protection Districts:** Bloomingdale, Roselle
- » **Special Police Districts:** Bloomingdale Township
- » **Library Districts:** Roselle
- » **Special Service Districts:** None
- » **Airport:** DuPage Airport Authority
- » **Precincts:** Bloomingdale 13, 46, and 70
- » **Political Jurisdictions:** County Board District 1; Congressional District 8; Illinois Representative District 45 and 56; Illinois Senate District 23 and 28
- » **TIF Districts:** Two adjacent Bloomingdale TIF districts

Future Land Use Analysis | COMPARISON OF COUNTY & MUNICIPAL LAND USE DESIGNATIONS

As the comparison of municipalities illustrates, the land use maps for Bloomingdale and Roselle do not overlap at all. Relative to the County, the comparison indicates overall consistency in future land use designations. The only minor discrepancy is the small park/open space area on the east side of Area 4. This discrepancy is not too significant, since some municipalities may combine parks and open space within a neighborhood as a blanket residential land use designation, with the understanding that some lots may be left undeveloped or reserved for park use.

The sequence of maps below compares the future land use designations proposed by DuPage County and adjacent municipalities that have made land use recommendations for the unincorporated parcels in Area 4. The source and date of the land use designations are noted below each map. The dates are important to consider in this land use analysis, as community mindsets and development activity may have changed over time.

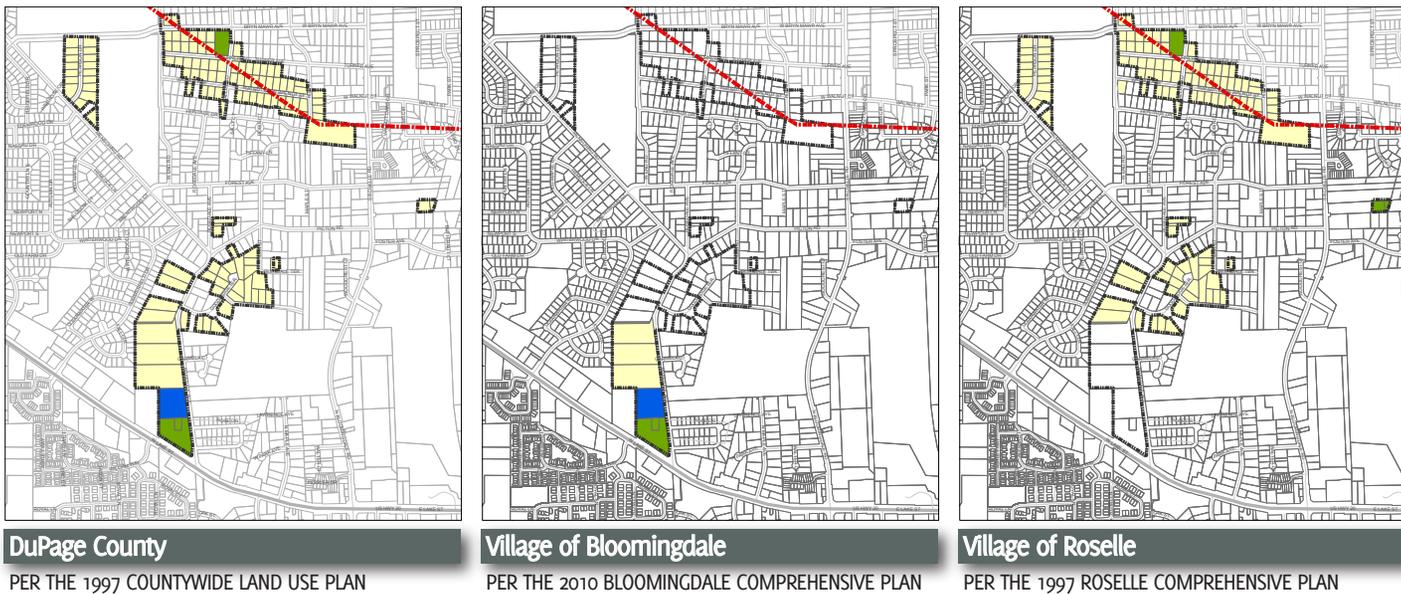


FIGURE 4.18
Comparison of County & Municipal Future Land Use Designations | AREA 4

 SF Residential	 Office
 MD Residential	 Public/Institutional
 HD Residential	 Parks/Open Space
 LD Commercial	 Vacant
 HD Commercial	 Study Area Boundary
 Industrial	 Sub-Planning Area Boundary

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses.

Zoning & Annexation

Zoning

The unincorporated properties in Area 4 are primarily assigned with residential and commercial zoning classifications, per DuPage County zoning designations, including the following:

- » R-3 for a majority of the residential home lots
- » R-4 for the small block of residential home lots along Pearson Drive
- » B-2 for the properties that include the Bloomingdale Township Transportation Department and Bloomingdale Senior Center, which are conditional uses, and the bike bridge, which is a permitted use
- » O for the Fairway Landscaping & Nursery site, which is not listed as a permitted or conditional use in the DuPage County Zoning Ordinance, unless it was developed as a planned unit development (PUD)

Zoning & Land Use Conflicts

The existing land uses is fairly consistent with the underlying County zoning, which is an indication that current uses are mostly commensurate to the zoning classifications. The only notable conflict is the nursery site, which is not a permitted or conditional use under O zoning, unless it was developed as a PUD. The B-2 zoning designation would be more appropriate, which allows greenhouses and nurseries as permitted uses.

In terms of future land uses, they are mostly consistent with existing uses, which signifies that the County does not foresee much change in land use. As a result, future land uses are mostly commensurate to the underlying County zoning, except for the potential to rezone the nursery site from O to B-2.

Annexation

The two adjacent municipalities remain open to potential annexations; however, they have generally refrained from forced annexations of unincorporated properties. In addition, Roselle typically requires private property improvements as a condition of annexation; otherwise, the Village would incur significant expenses for the improvements.

Given the jagged boundary lines of the unincorporated sections of Area 4, annexation of individual parcels is a strong possibility as property owners consider the potential benefits of becoming incorporated into a municipality. The municipalities would gain a mutual benefit to annexation, as the residential properties would contribute to the tax base.

On the other hand, the case to annex the unincorporated parks and township facilities is weaker, as they would not contribute to the municipal tax base. In addition, the park may incur significant maintenance costs to municipal public works and/or parks departments. However, in the potential case that the B-2 zoned township properties are redeveloped for commercial use, they would offer greater benefit to a municipal tax base.

As indicated in Figure 8.1 in Section 8, Bloomingdale and Roselle currently maintain a boundary agreement, which helps reduce potential annexation conflicts of unincorporated parcels. Based on the future land use maps in Figure 4.18, there is a clear demarcation of which unincorporated parcels will likely be annexed by the two municipalities.

Area 4: Sub-Planning Area Analysis

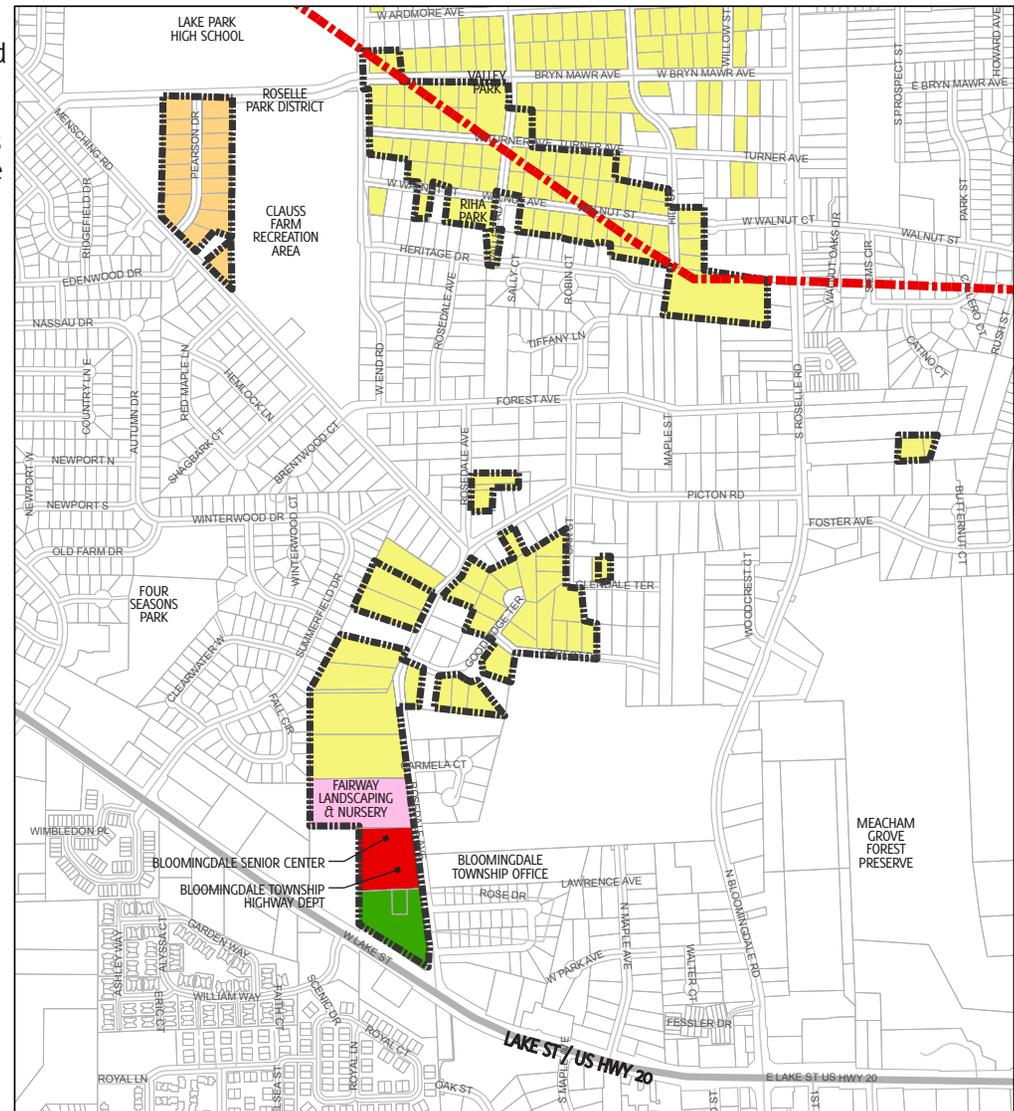
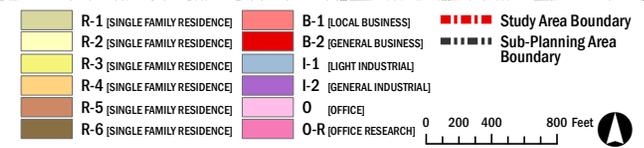


FIGURE 4.19
Existing County Zoning Designations | AREA 4

NOTE:
See Page 14 for zoning district details



Development Issues

Development Trends

Aside from the Bloomingdale Township facilities and Bloomingdale Senior Center, Area 4 has developed into a predominantly residential neighborhood, with all single family detached lots. Although frontage along Lake Street is limited, Area 4 has experienced no commercial development.

Vacancies

With only one vacant parcel at present, Area 4 has virtually no opportunity for major new development except possibly for a home site on the lone vacant parcel.

Zoning Cases

The history of County zoning cases has been fairly limited to only 10 total cases¹³, including 6 conditional uses, 3 variances, and an unspecified case.

Over half of the zoning cases pertain to two certain parcels: the Bloomingdale Township facilities and Fairway Landscaping & Nursery. The limited number of zoning cases may be an indication that zoning is not a major issue with property owners in Area 4.

Permits

Over the past five years, the County has issued 37 permits¹⁴ for various development-related activities, including almost 25% (9 out of 37) relating to re-roofing. The remaining permits were associated with a variety of activities, including fencing, signage, and exterior building and site improvements.

Infrastructure

The County does not presently serve unincorporated areas with utilities.

Area 4: Sub-Planning Area Analysis

4

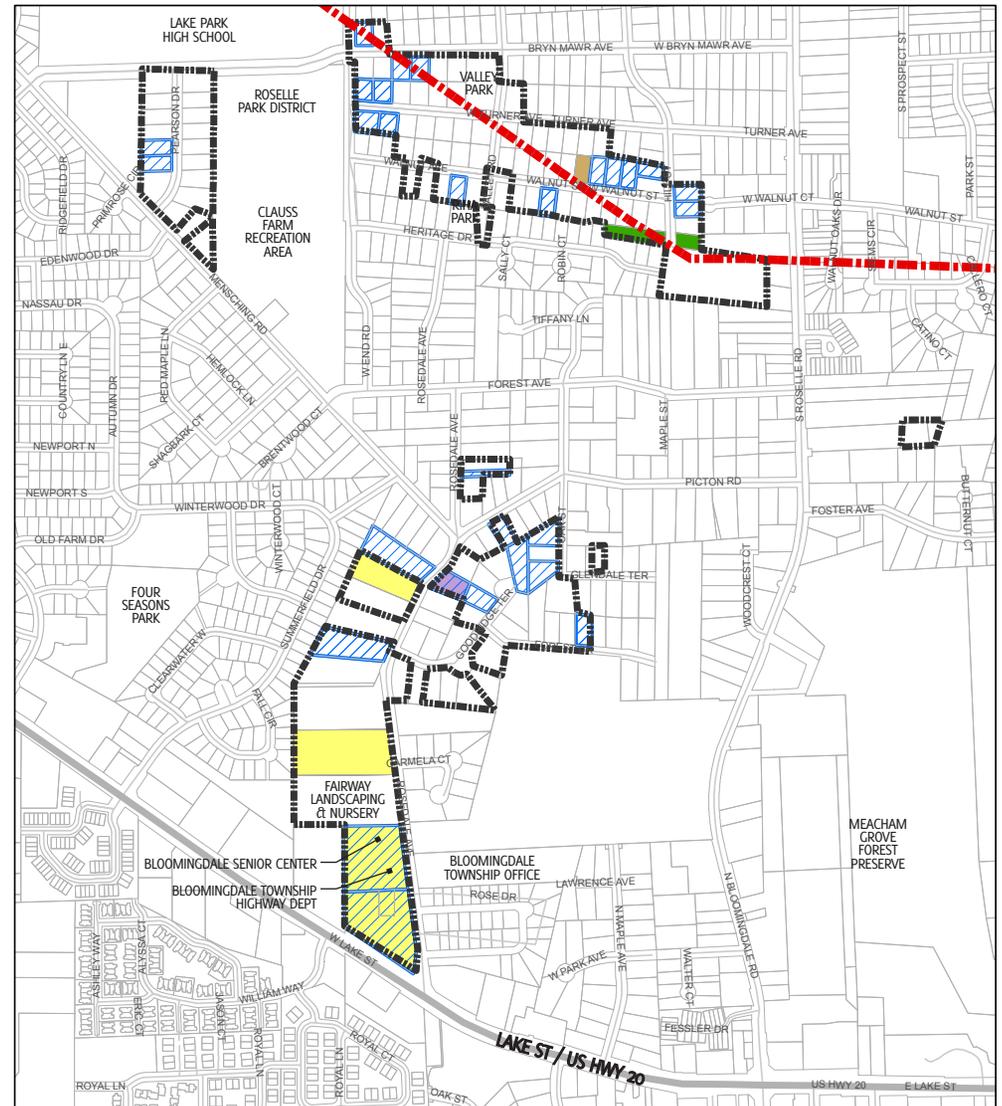
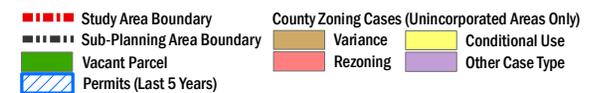
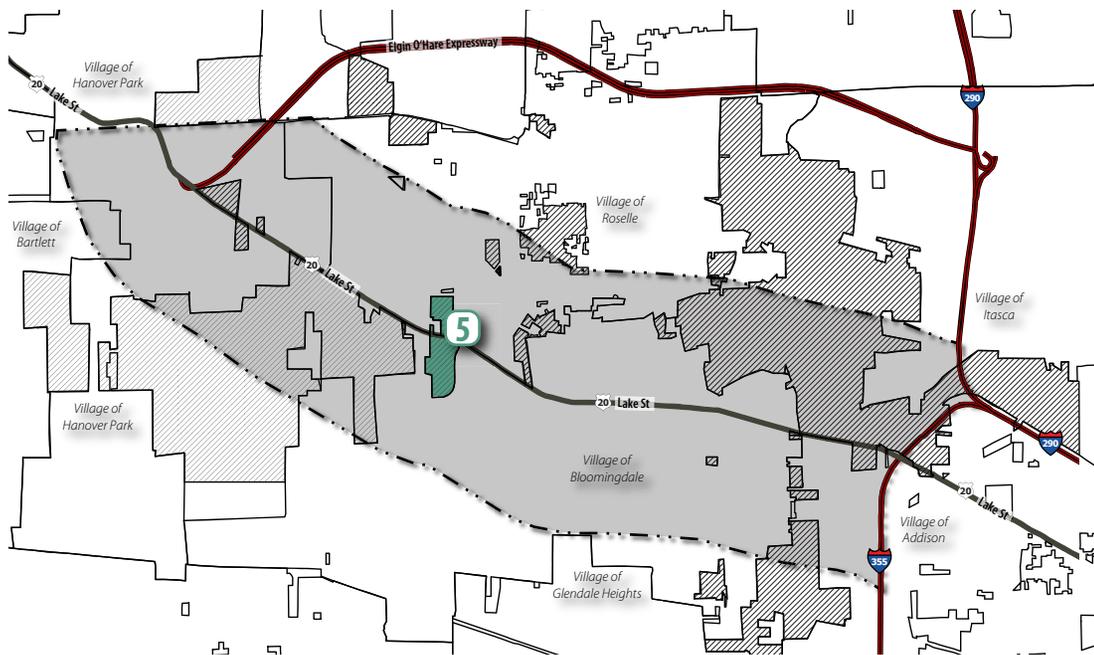


FIGURE 4.20
Development Issues | AREA 4



¹³ In some cases, multiple zoning cases may apply to a single property.

¹⁴ In some cases, multiple permits may apply to a single property.



AREA 5 Sub-Planning Area Analysis

Area 5 generally encompasses unincorporated parcels located north and south of Lake Street (up to one mile north to Bryn Mawr Avenue) along Garden Avenue from Rosebud Court to the north to the dead end near Springfield Drive to the south. Area 5 is adjacent to two municipalities: Roselle on the north and Bloomingdale on the south. The Lake Street/Garden Avenue intersection has attracted commercial development in various forms, which transition to single family residential neighborhoods.

Existing Land Use & Transportation Elements

Prominent Land Uses

Commercial retail and office uses are located at all four corners of the Lake Street/Garden Avenue intersection. Some of the retail uses have residential units above the first floor. The northwest corner is the only part of the intersection that is not currently unincorporated.

The remaining unincorporated parcels in Area 5 are primarily single family residential lots with deep setbacks and a mix of modest ranch style homes and teardown properties replaced with modern home construction. Two large stormwater detention ponds are located near the southeast corner of Lake Street and Garden Avenue. Area 5 has a few vacant parcels, with some set to the rear of existing residential home lots.

Prominent uses within adjacent incorporated areas include: Erickson Elementary School on the south; Springfield Park on the southeast; maintenance facility for Bloomingdale Park District on the east; Four Seasons Park on the northeast and a commercial office/retail complex at the northwest corner of Lake Street and Garden Avenue.

Roadways

Lake Street bisects Area 5 at the Garden Avenue intersection, which does not provide a signalized traffic light. Springfield Drive is a major road serving Area 5, with a signalized intersection at Lake Street. Lawrence is a collector road that serves Area 5.

Transit

Area 5 is not presently served by any transit service. The closest bus service along Lake Street is to the east near Swift Road on Pace Bus Routes 711 and 715. The Schaumburg Metra Station along the Milwaukee District/West (MD-W) Line offers the closest commuter rail service, located about 3.7 miles¹⁵ north of Area 5. Presently, there is no Pace bus access to the Metra station from Lake Street. However, the 2011 DuPage Area Transit Plan Update indicates a long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) bus circulator serving Lake Street and connecting to nearby Metra stations.

Pedestrian & Bicycle Pathways

The unincorporated sections of Area 5 are not presently served by sidewalks, although adjacent incorporated parcels include sidewalks. Despite the lack of sidewalk access, Area 5 does have access to the regional trail system, including the North Central DuPage Regional Trail and the local bikeways within the adjacent Springfield Park.

In addition, the County 2012 Bike Map proposes a local bikeway along Lake Street and Springfield Drive, which provide the potential for connectivity to existing trails to create a continuous regional trail network serving the Lake Street Corridor.

¹⁵ Distance measured from Metra station to the Lake St/Garden Ave intersection.

Area 5: Sub-Planning Area Analysis

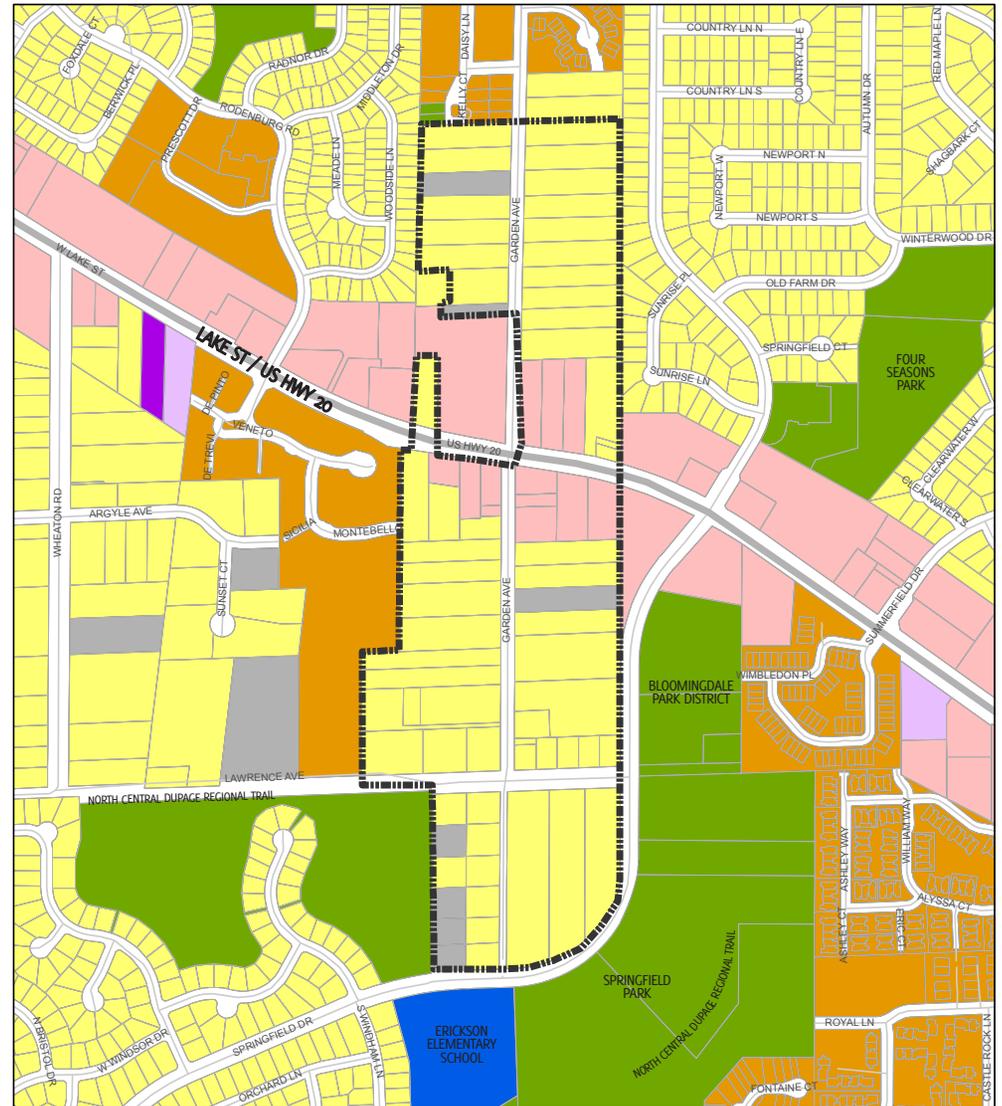


FIGURE 4.21

Existing Land Use & Transportation Elements | AREA 5



Environmental & Physical Conditions

Environmental Conditions

The area south of Lake Street and east of Garden Avenue includes ponds and wetlands, two of which are visible from Lake Street. Wetlands and floodplain are also located west of Garden Avenue, linking to the West Branch of the DuPage River. Area 5 is also highlighted by significant tree coverage, particularly within home lots.

Since the water-related environmental conditions are generally limited to the rear yards of lots, properties in Area 5

are not heavily impacted, if at all, by these environmental conditions.

Physical Conditions

The physical conditions in Area 5 are mixed, with some properties being well maintained and others exhibiting moderate to poor conditions with signs of dilapidation. The residential setting is primarily low density with streets lacking curb and gutter in most parts. Roadways are generally well maintained.

Area 5: Sub-Planning Area Analysis

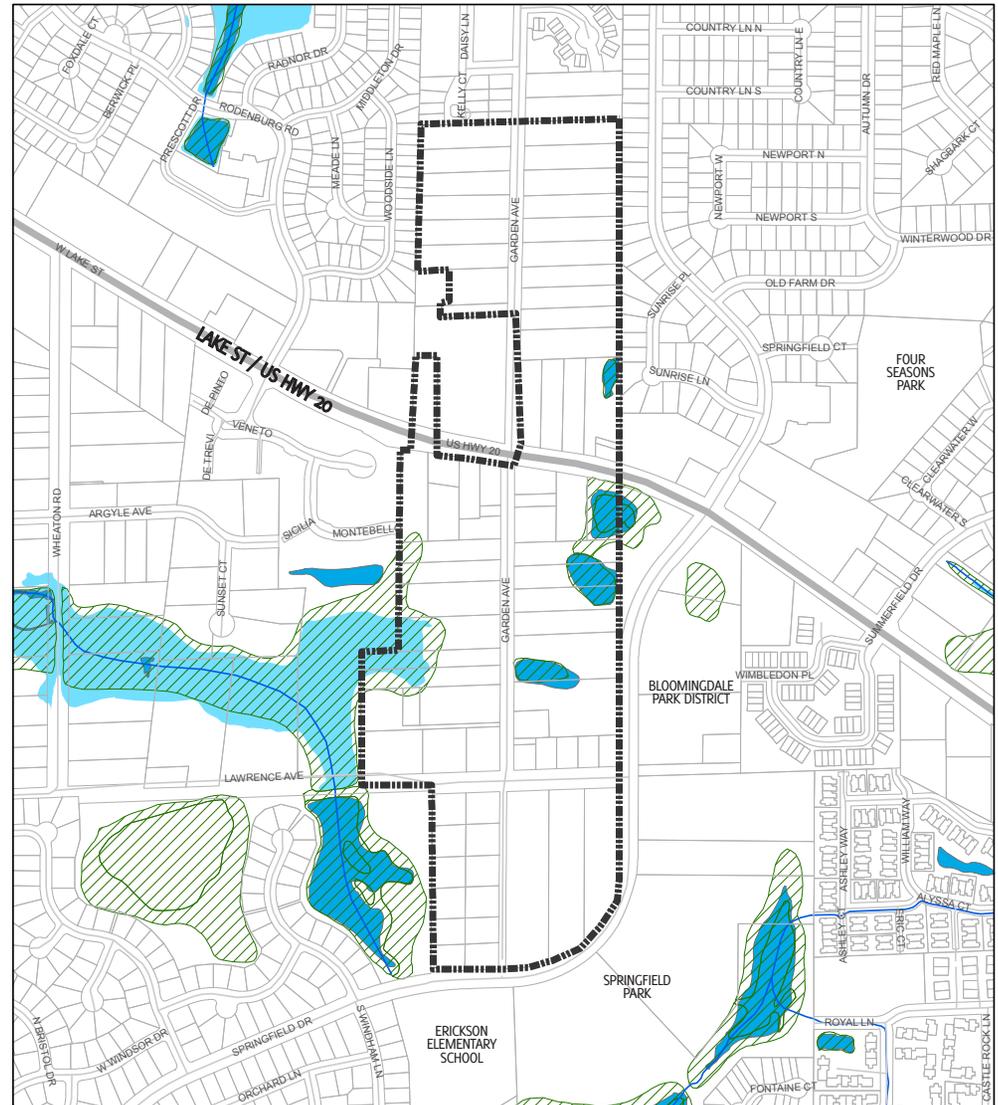
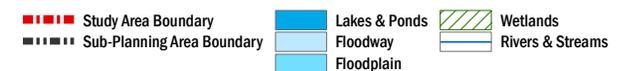


FIGURE 4.22
Environmental Conditions | AREA 5



Jurisdictions | Area 5 is served by the following jurisdictions

- » **Water:** DuPage Water Commission
- » **Grade School Districts:** 13
- » **High School Districts:** 108
- » **Park Districts:** Bloomingdale
- » **Fire Protection Districts:** Bloomingdale
- » **Special Police Districts:** Bloomingdale Township
- » **Library Districts:** Roselle
[NOTE: Not all properties are located within a library district]
- » **Special Service Districts:** None
- » **Airport:** DuPage Airport Authority
- » **Precincts:** Bloomingdale 46, 49, and 54
- » **Political Jurisdictions:** County Board District 1; Congressional District 8; Illinois Representative District 45 and 56; Illinois Senate District 23 and 28
- » **TIF Districts:** None

Future Land Use Analysis | COMPARISON OF COUNTY & MUNICIPAL LAND USE DESIGNATIONS

As the comparison of municipalities illustrates, the land use maps for Bloomingdale and Roselle do not overlap at all. Relative to the County, the comparison indicates general consistency in future land use designations for the residential lots located beyond the Lake Street/Garden Avenue intersection.

However, at the immediate intersection, the County proposes high density commercial at the three unincorporated corners, while Bloomingdale and Roselle indicate single family residential on the south side and north side, respectively. Since this area is not a major intersection along Lake Street, it is possible that the corners

develop with less intensive land uses, such as office or residential. The lack of a signalized traffic light is another indication that large scale commercial development is unlikely.

For example, the northern corners may develop with low intensity office uses, particularly given the existing commercial office/retail complex at the northwest corner, which are presently annexed into Roselle. On the other hand, the southern corners may redevelop with low intensity uses, such as offices or residential lots. Whether the parcels at the intersection remain unincorporated or not, the corner may

Area 5: Sub-Planning Area Analysis

benefit from lower intensity uses to minimize conflicts with adjacent uses. Another potential benefit would be the provision of new uses that generate less traffic at an intersection that does not have a signalized traffic light and may not receive one, given the full signalized intersections along Lake Street to the east at Springfield Drive and west at Rodenburg Road.

The sequence of maps below compares the future land use designations proposed by DuPage County and adjacent municipalities that have made land use recommendations for the unincorporated parcels in Area 5. The source and date of the land use designations are noted below each map. The dates are important to consider in this land use analysis, as community mindsets and development activity may have changed over time.

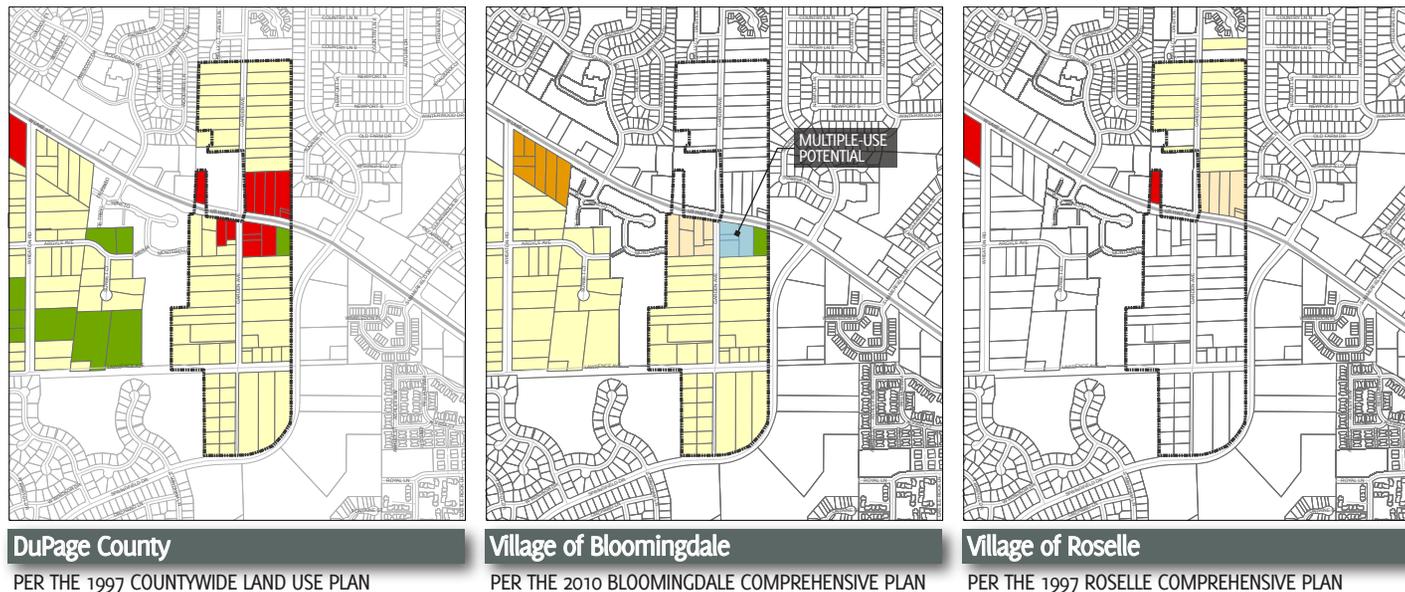


FIGURE 4.23
Comparison of County & Municipal
Future Land Use Designations | AREA 5

 SF Residential	 Office
 MD Residential	 Public/Institutional
 HD Residential	 Parks/Open Space
 LD Commercial	 Vacant
 HD Commercial	 Study Area Boundary
 Industrial	 Sub-Planning Area Boundary

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses.

Zoning & Annexation

Zoning

The unincorporated properties in Area 5 are primarily assigned with residential and commercial zoning classifications, per DuPage County zoning designations, including the following:

- » R-4 for all residential lots and some commercial lots along Lake Street
- » B-1 for the commercial use at the immediate northeast corner of Lake Street and Garden Avenue
- » B-2 for the commercial uses along the south side of Lake Street at the Garden Avenue intersection

Zoning & Land Use Conflicts

The existing land uses are fairly consistent with the underlying County zoning, which is an indication that current uses are mostly commensurate to the zoning classifications. The only notable conflicts are the commercial uses at the northeast corner of Lake Street and Garden Avenue, which would be more appropriate with B-1 or B-2 zoning rather than R-4.

In terms of future land uses, they are mostly consistent with existing uses, which signifies that the County does not foresee much change in land use in Area 5. As a result, future land uses are mostly commensurate to the underlying County zoning classifications, except for the potential to rezone the R-4 lots on the northeast corner of Lake Street and Garden Avenue to B-1 or B-2 zoning.

Annexation

The two adjacent municipalities remain open to potential annexations; however, they have generally

refrained from forced annexations of unincorporated properties. In addition, Roselle typically requires private property improvements as a condition of annexation; otherwise, the Village would incur significant expenses for the improvements.

Given the mostly uninterrupted boundary lines of the unincorporated sections of Area 5, there is strong potential that the residential lots may remain unincorporated, unless property owners consider the potential benefits of incorporation. Proximity to the Keeneyville community may also influence the decision to remain unincorporated, as Keeneyville has historically held out from annexation.

In the case that any of the residential lots do elect to become incorporated, they would contribute to the municipal tax base. The same can be said for commercial properties. An added benefit to annexing the full corner at Lake Street and Garden Avenue would be the opportunity to improve the intersection with safer pedestrian access and crossings like at the Rodenburg Road and Springfield Drive intersections.

As indicated in Figure 8.1 in Section 8, Bloomingdale and Roselle currently maintain a boundary agreement, which helps reduce potential annexation conflicts of unincorporated parcels. Based on the future land use maps in Figure 4.23, Roselle will likely annex the unincorporated parcels north of Lake Street, while Bloomingdale annexes the unincorporated parcels to the south.

Area 5: Sub-Planning Area Analysis

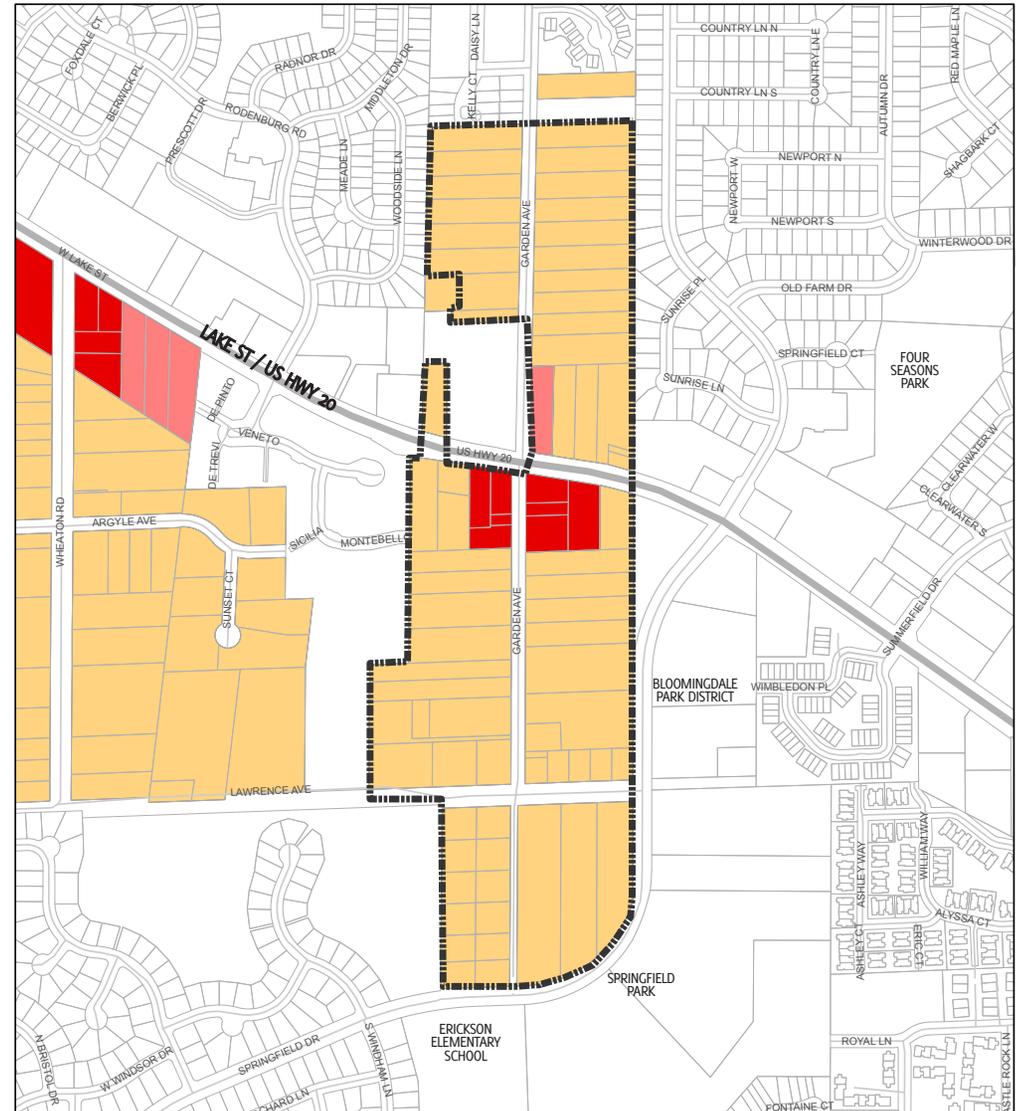


FIGURE 4.24
Existing County Zoning Designations | AREA 5

NOTE:

See Page 14 for zoning district details

R-1 (SINGLE FAMILY RESIDENCE)	B-1 (LOCAL BUSINESS)	Study Area Boundary
R-2 (SINGLE FAMILY RESIDENCE)	B-2 (GENERAL BUSINESS)	Sub-Planning Area Boundary
R-3 (SINGLE FAMILY RESIDENCE)	I-1 (LIGHT INDUSTRIAL)	
R-4 (SINGLE FAMILY RESIDENCE)	I-2 (GENERAL INDUSTRIAL)	
R-5 (SINGLE FAMILY RESIDENCE)	O (OFFICE)	
R-6 (SINGLE FAMILY RESIDENCE)	O-R (OFFICE RESEARCH)	

0 150 300 600 Feet

Development Issues

Development Trends

Although the Lake Street/Garden Avenue intersection lacks signalized traffic lights, Area 5 has attracted commercial development in various forms at all four corners, ranging from offices, service retail, and auto dealerships. Beyond the intersection, Area 5 transitions to residential neighborhoods with primarily single family lots.

Vacancies

Area 5 presently has seven vacant parcels, although heavy tree coverage on some of the parcels limits development potential. Any development of vacant parcels would likely be for residential uses to stay consistent with the surrounding neighborhoods.

Zoning Cases

The history of County zoning cases has been fairly limited to only 15 total cases¹⁶, including 80% (12 out of 15)

allotted to variances, as well as 1 conditional use and 2 rezonings. The fact that almost half of the zoning cases were related to businesses and denied approval may be an indication that the existing businesses may not be appropriate for the area, either due to use, site design, or other reason.

Permits

Over the past five years, the County has issued 20 permits¹⁷ for various development-related activities, including almost half (9 out of 20) of the permits pertaining to three certain parcels. Overall, the permits were associated with a variety of activities, including re-roofing, signage, and exterior building and site improvements.

Infrastructure

The County does not presently serve unincorporated areas with utilities.

Area 5: Sub-Planning Area Analysis

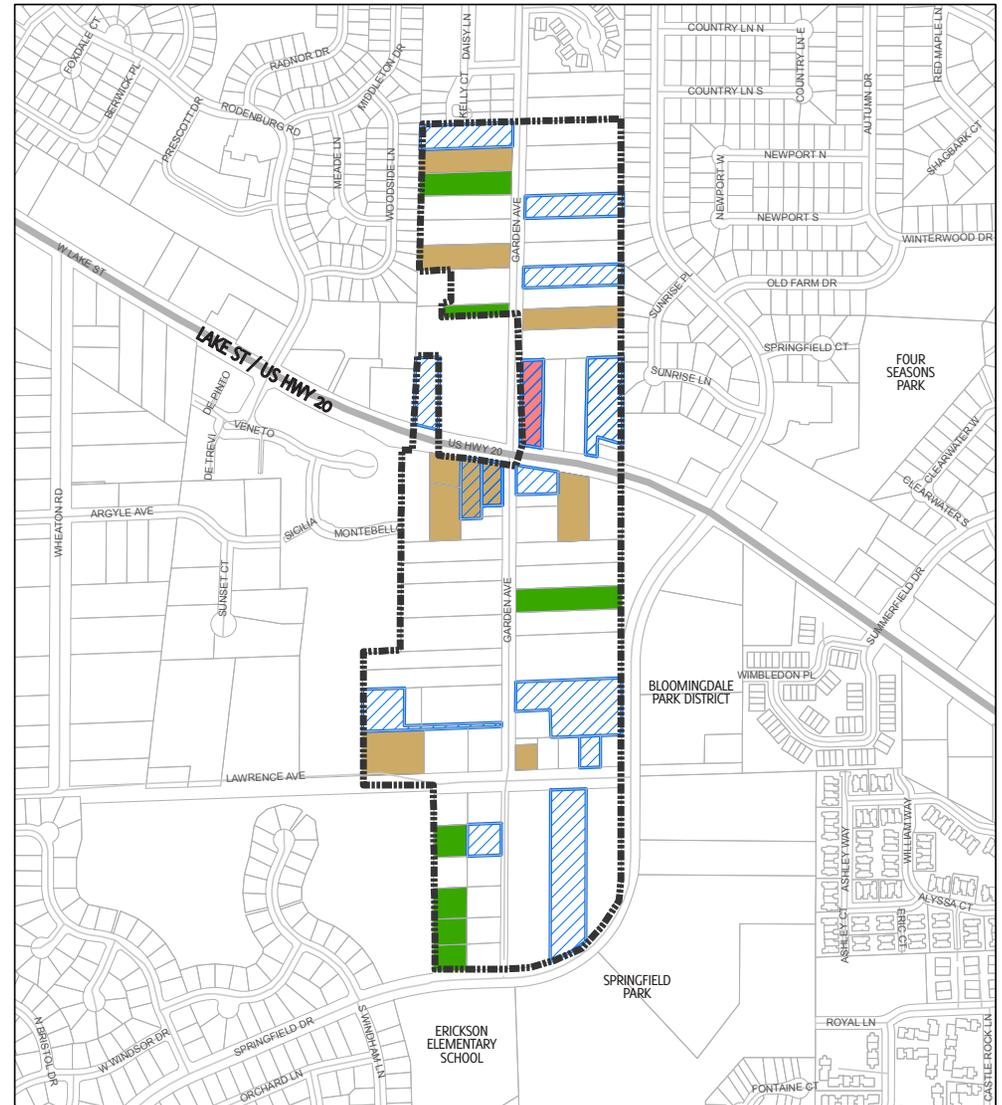
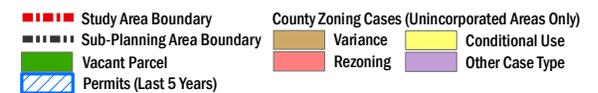
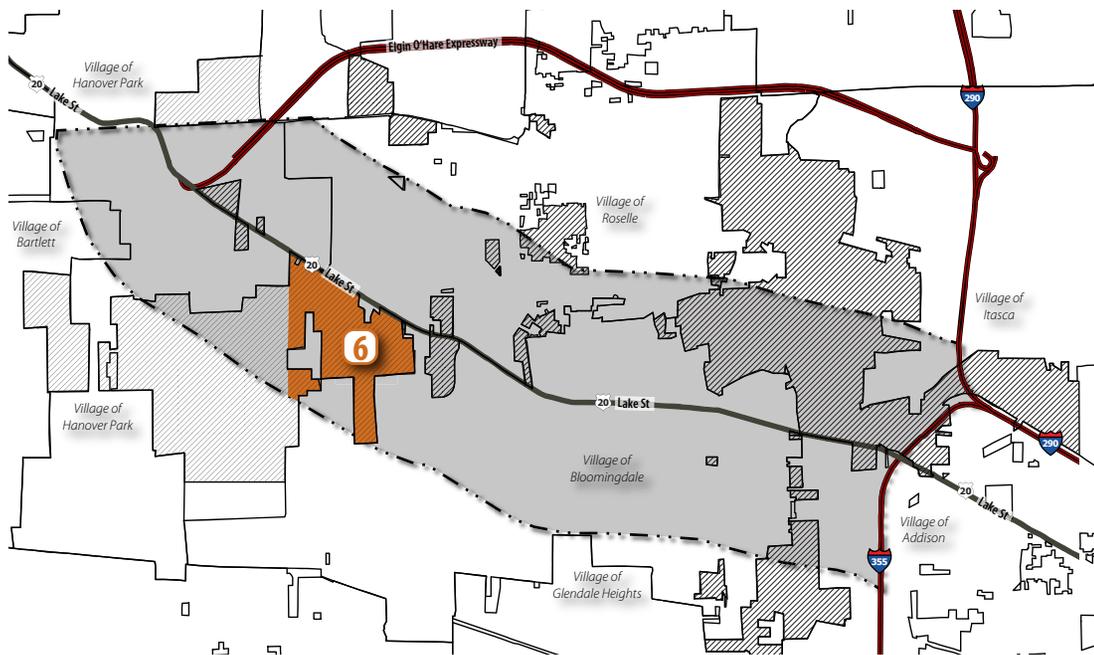


FIGURE 4.25
Development Issues | AREA 5



¹⁶ In some cases, multiple zoning cases may apply to a single property.

¹⁷ In some cases, multiple permits may apply to a single property.



AREA 6 Sub-Planning Area Analysis

Area 6 generally encompasses unincorporated parcels in the Keeneyville community located south of Lake Street (up to one mile south to Schick Road) between Cloverdale Road and Garden Avenue. Area 6 is adjacent to three municipalities: Bloomingdale on the south; Hanover Park on the northwest; and Roselle on the northeast. Primarily encompassing the Keeneyville community, Area 6 is mostly comprised of a single family residential neighborhood, with various commercial uses fronting Lake Street.

Existing Land Use & Transportation Elements

Area 6: Sub-Planning Area Analysis

Prominent Land Uses

Area 6 provides a diverse mix of uses. Single family residential uses on small and large lots are the predominant use. A mix of commercial retail, office, and industrial uses have access and frontage along Lake Street. Other uses include open space and Living Hope Bible Church. Area 6 also has multiple vacant parcels, many of which are occupied by wetlands or significant environmental features.

Though not part of Area 6, Mallard Lake Forest Preserve is also located within unincorporated parcels immediately adjacent to Area 6 to the west.

Prominent uses within adjacent incorporated areas include: Cornerstone Plaza and other retail businesses on the north side of Lake Street; Turnberry Lakes industrial park on the north; Erickson Elementary School on the southeast; and the Meijer retail site on the south along Schick Road.

Roadways

Lake Street forms the northern boundary of Area 6. Multiple streets provide access onto Lake Street, but only major collectors like Gary Avenue, Bryn Mawr Avenue, and Rodenburg Road provide signalized intersections. The mix of businesses along Lake Street also generate multiple curb cuts onto the busy street.

Transit

Area 6 is not presently served by any transit service. The closest bus service along Lake Street is to the east

near Swift Road on Pace Bus Routes 711 and 715. The Hanover Park and Schaumburg Metra Stations along the Milwaukee District/West (MD-W) Line offer the closest commuter rail service, located about 2.0 and 2.7 miles¹⁸, respectively, north of Area 6. Presently, there is no Pace bus access to the Metra stations from Lake Street. However, the 2011 DuPage Area Transit Plan Update indicates a long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) bus circulator serving Lake Street and connecting to nearby Metra stations.

Pedestrian & Bicycle Pathways

Sidewalks are relatively scarce in the unincorporated sections of Area 6, except along Gary Avenue. Despite limited sidewalk access, Area 6 has connectivity to the regional trail system, including the North Central DuPage Regional Trail and the Carol Stream-Bloomington Trail, as well as local bikeways within Mallard Lake Forest Preserve.

In addition, the County 2012 Bike Map proposes a local bikeway along Springfield Drive and Schick Road, which provide the potential for connectivity to existing trails to create a continuous regional trail network serving the Lake Street Corridor.

¹⁸ Distance measured from Metra station to the Lake St/Gary Ave intersection.

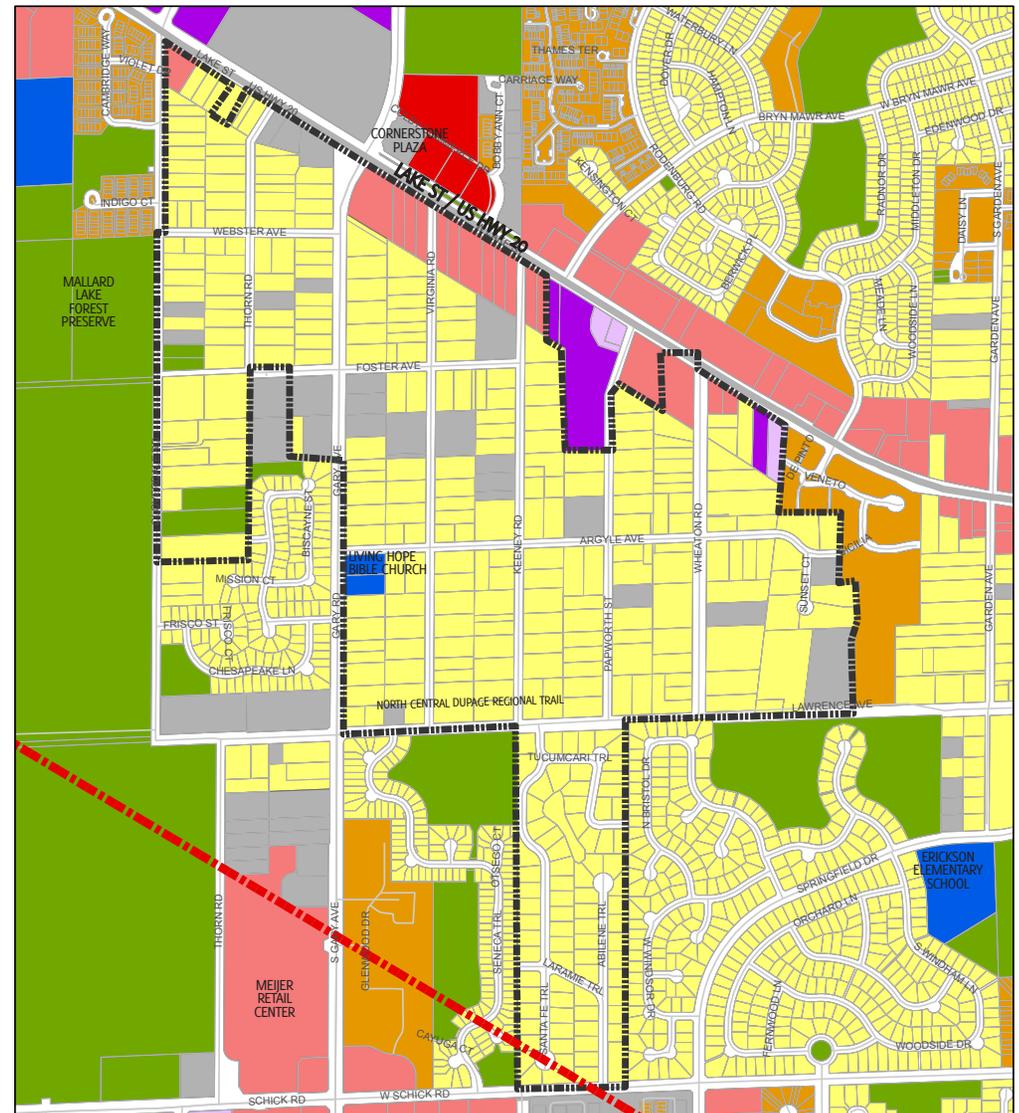


FIGURE 4.26
Existing Land Use & Transportation Elements | AREA 6

Environmental & Physical Conditions

Area 6: Sub-Planning Area Analysis

Environmental Conditions

A prominent swath of wetlands and floodplain cuts through the center of Area 6 and traverses along the West Branch of the DuPage River, forming a natural greenway that accentuates the pastoral character of the Keeneyville community. The river branch also leads west to Mallard Lake in the adjacent namesake forest preserve. Moderate tree coverage is also a defining character of the residential lots in Area 6.

Since the water-related environmental conditions cuts through the center of Area 6, adjacent residential properties may be impacted by these environmental conditions. However, lots beyond this central natural greenway may not feel as much impact, if at all, particularly since the remaining sections of Area 6 have very few environmental features except for small ponds and tree masses.

Physical Conditions

Most residential lots within Area 6 exhibit good physical conditions and properties that are well maintained. The residential setting is primarily low density with a rural street cross section and pastoral character. Although the roadways are generally well maintained, many lack curb and gutter.

On the other hand, many of the commercial uses are not as well maintained, particularly exhibiting signs of overcrowding and poor site design. Although some businesses keep their properties in good physical condition, the overall appearance along the south side of Lake Street is not cohesive and creates a stark contrast to the more orderly site design of the businesses on the north side, which are incorporated into Hanover Park and Roselle.

Jurisdictions | Area 6 is served by the following jurisdictions

- » **Water:** DuPage Water Commission
- » **Grade School Districts:** 13, 20, 93
- » **High School Districts:** 87, 108
- » **Park Districts:** Bloomingdale
[NOTE: Not all properties are located within a park district]
- » **Fire Protection Districts:** Bloomingdale
- » **Special Police Districts:** Bloomingdale Township
- » **Library Districts:** Poplar Creek
[NOTE: Not all properties are located within a library district]
- » **Special Service Districts:** None
- » **Airport:** DuPage Airport Authority
- » **Precincts:** Bloomingdale 4, 49, and 67
- » **Political Jurisdictions:** County Board District 1 and 6; Congressional District 8; Illinois Representative District 45 and 56; Illinois Senate District 23 and 28
- » **TIF Districts:** None

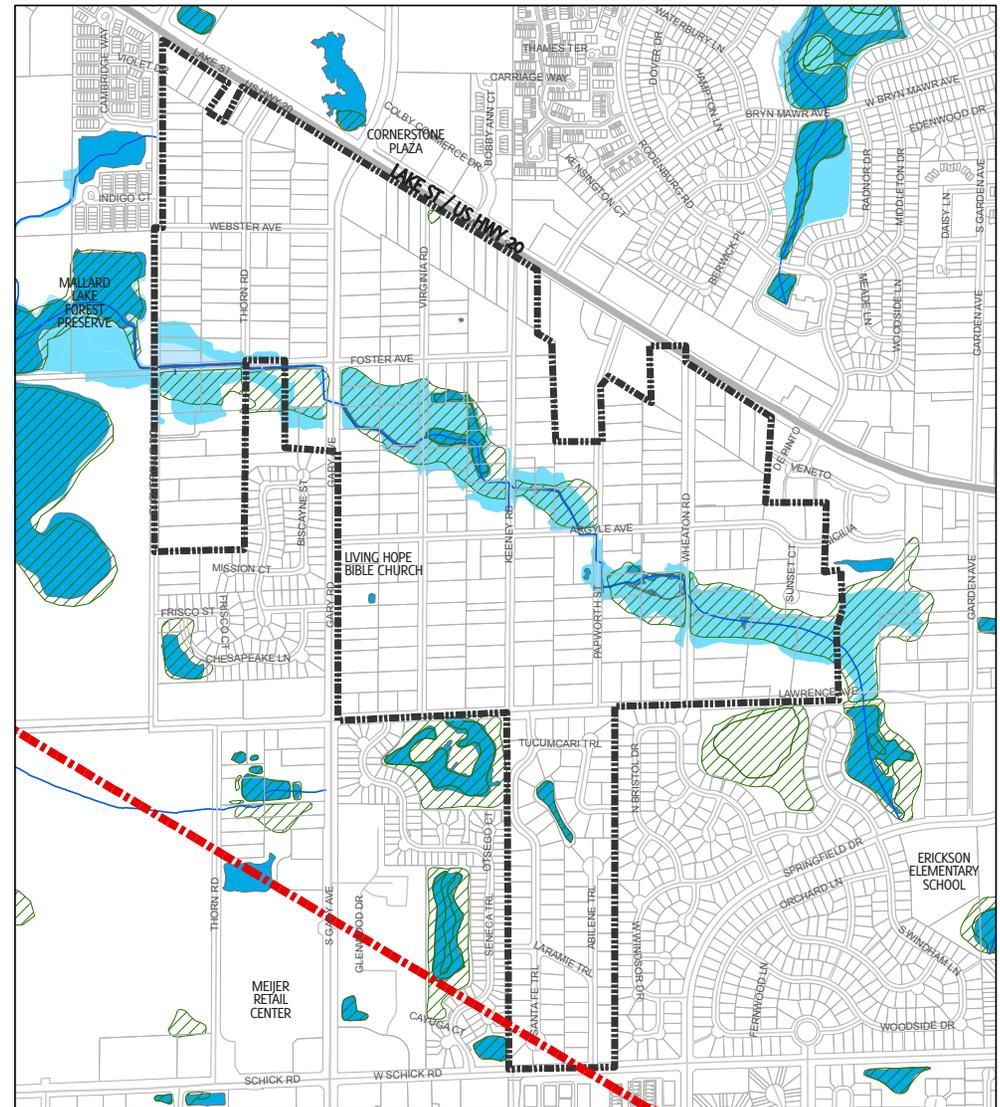
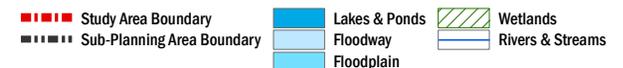


FIGURE 4.27
Environmental Conditions | AREA 6



Future Land Use Analysis | COMPARISON OF COUNTY & MUNICIPAL LAND USE DESIGNATIONS

Area 6: Sub-Planning Area Analysis

As the comparison of municipalities illustrates, the land use maps for Bloomingdale, Hanover Park, and Roselle do not overlap at all. The lack of overlap is a product of the boundary agreement the three municipalities reached when considering how

to plan for Area 6, which is primarily comprised of the Keeneyville community. However, Keeneyville has a high likelihood of remaining unincorporated, particularly given its history of refusing annexation, despite the future land use recommendations

that Bloomingdale, Hanover Park, and Roselle indicate on their respective land use maps.

Relative to the County, the comparison indicates some consistency in future land use designations, except for the following notable discrepancies:

- » For the residential lots located at the southeast corner of Lake Street and Wheaton Road, the County proposes single family residential, which would be consistent with the majority of the Keeneyville community. However, Bloomingdale shows medium density residential, which would be more consistent with the

Veneto condominium development to the east in incorporated Bloomingdale.

- » Another minor discrepancy is the designation of small park/open space areas throughout the residential sections of Area 6. However, this discrepancy is not too significant, since some municipalities may combine parks and open space within a neighborhood as a blanket residential land use designation, with the understanding that some lots may be left undeveloped or reserved for park use.

The sequence of maps below compares the future land use designations proposed by DuPage County and adjacent municipalities that have made land use recommendations for the unincorporated parcels in Area 6. The source and date of the land use designations are noted below each map. The dates are important to consider in this land use analysis, as community mindsets and development activity may have changed over time.

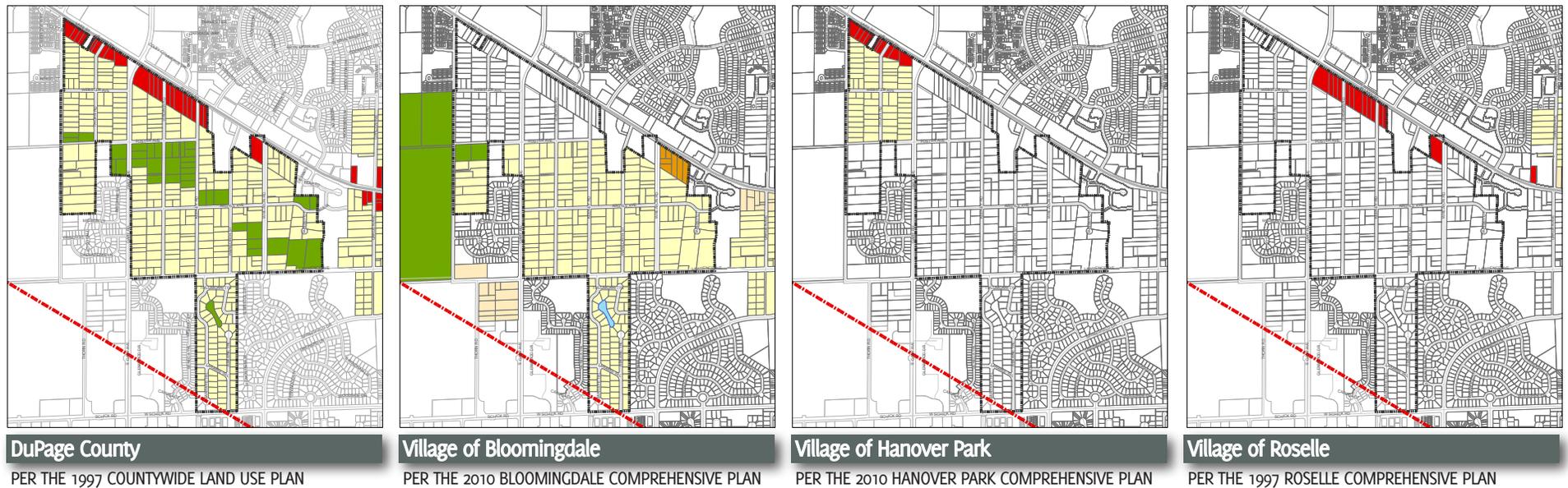
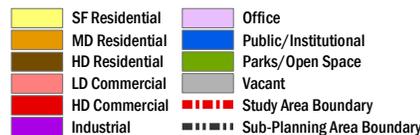


FIGURE 4.28
Comparison of County & Municipal
Future Land Use Designations | AREA 6



NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses.

Zoning & Annexation

Zoning

The unincorporated properties in Area 6 are primarily assigned with a mix of residential and commercial zoning classifications, per DuPage County zoning designations, including the following:

- » R-3 for the residential lots south of Lawrence Avenue
- » R-4 for the residential lots north of Lawrence Avenue, with parks and churches as conditional uses
- » B-1 for the commercial uses near the Lake Street/Wheaton Road intersection
- » B-2 for the remaining commercial uses along Lake Street

Zoning & Land Use Conflicts

The existing land uses do not have any conflicts with the underlying County zoning, which is an indication that current uses are commensurate to the zoning classifications.

In terms of future land uses, they are mostly consistent with existing uses, which signifies that the County does not foresee much change in land use in Area 6. As a result, future land uses are mostly commensurate to the underlying County zoning classifications, except for the potential to rezone the parcels at the southeast corner of Lake Street and Wheaton Road from B-1 and B-2 to R-4. However, the commercial zoning along Lake Street may vary depending on the character and level of redevelopment envisioned for Area 6.

Annexation

The three adjacent municipalities remain open to potential annexations; however, they have generally

refrained from forced annexations of unincorporated properties. In addition, Roselle typically requires private property improvements as a condition of annexation; otherwise, the Village would incur significant expenses for the improvements.

While annexation may not be likely, the municipalities recognize the value of some of the properties, particularly along Lake Street and at key intersections, for potential redevelopment. As a result, the municipalities assess the benefits they can extend to property owners to encourage potential annexation.

Given the history of strong opposition to annexation, there is a high likelihood that most properties, particularly residential lots, in Keeneyville will remain unincorporated. In the potential case that any of the residential lots do elect annexation, they would contribute to the municipal tax base.

Commercial and industrial uses may be more open to annexation, or perhaps selling their properties for redevelopment and annexation, given the valuable commodity of land along a major thoroughfare like Lake Street. These types of annexations would contribute to the municipal tax base.

As indicated in Figure 8.1 in Section 8, Bloomingdale, Hanover Park, and Roselle currently maintain boundary agreements with each other, which helps reduce potential annexation conflicts of unincorporated parcels. However, Keeneyville will likely remain unincorporated, particularly given its history of refusing annexation.

Area 6: Sub-Planning Area Analysis

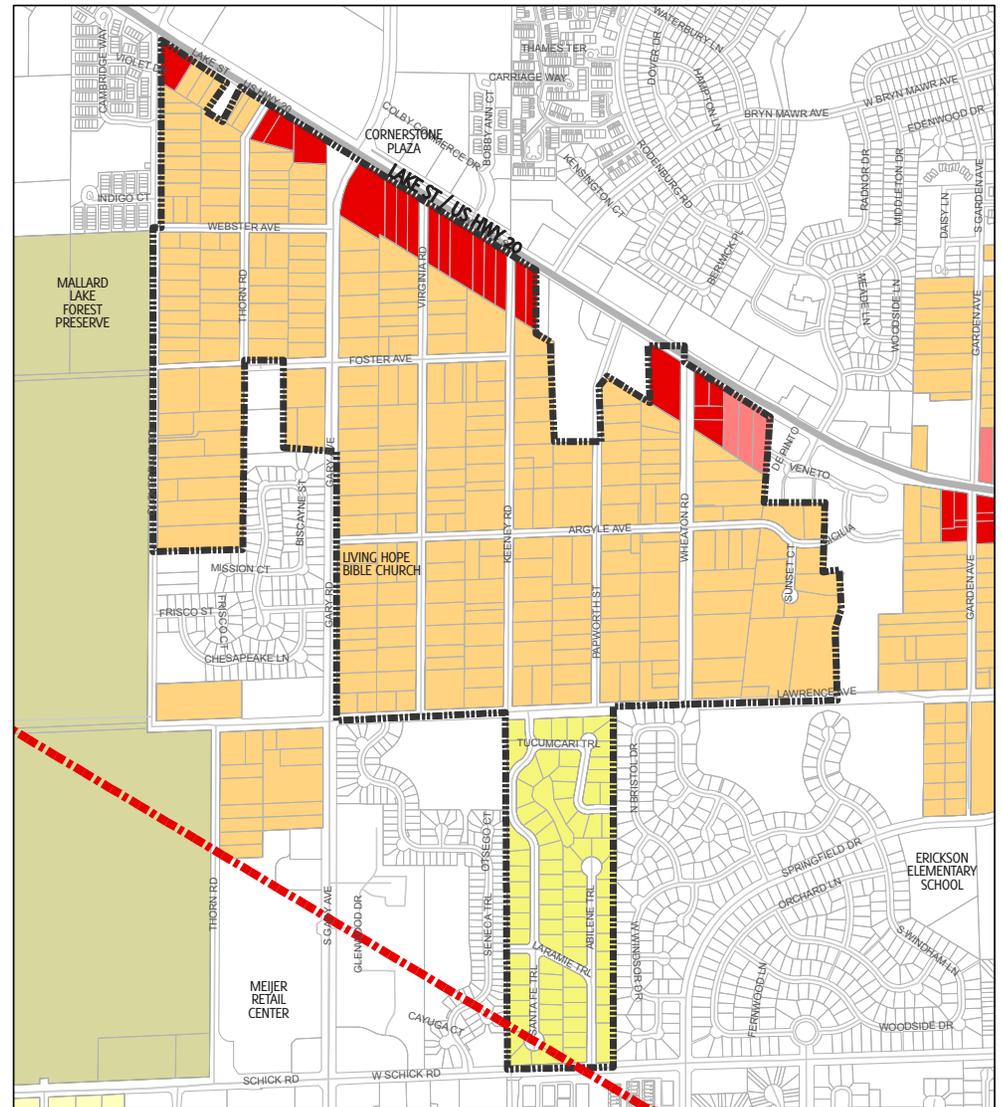


FIGURE 4.29
Existing County Zoning Designations | AREA 6

NOTE:
See Page 14 for zoning district details

 R-1 [SINGLE FAMILY RESIDENCE]	 B-1 [LOCAL BUSINESS]	 Study Area Boundary
 R-2 [SINGLE FAMILY RESIDENCE]	 B-2 [GENERAL BUSINESS]	 Sub-Planning Area Boundary
 R-3 [SINGLE FAMILY RESIDENCE]	 I-1 [LIGHT INDUSTRIAL]	
 R-4 [SINGLE FAMILY RESIDENCE]	 I-2 [GENERAL INDUSTRIAL]	
 R-5 [SINGLE FAMILY RESIDENCE]	 O [OFFICE]	
 R-6 [SINGLE FAMILY RESIDENCE]	 O-R [OFFICE RESEARCH]	

Development Issues

Development Trends

Area 6 is primarily comprised of the Keeneyville community. Taking advantage of visibility and access, the properties along Lake Street have primarily developed with commercial uses, many of which are auto-oriented businesses or uses that utilize outdoor storage. The remainder of Area 6 has developed as a residential neighborhood with a pastoral character with generally well kept properties.

Vacancies

Although Area 6 has multiple vacant parcels, many of them are either covered by significant tree masses or located along the natural greenway of wetlands and floodplain that cuts through the center of Area 6, which limit development potential. Other vacant parcels hold greater development potential for new residential or commercial uses, depending on the surrounding uses. In addition, vacant parcels along or near Lake Street could be paired with underutilized parcels to create larger sites for more substantial redevelopment.

Zoning Cases

The history of County zoning cases has included 48 total cases¹⁹, including 13 conditional uses, 7 rezonings, 27 variances, and 1 zoning map amendment.

All of the rezonings occurred along Lake Street. In addition, a majority of the zoning cases that were denied approval related to properties along Lake Street. These trends may be an indication that the existing businesses may not be appropriate for the area, either due to use, site design, or other reason.

Permits

Over the past five years, the County has issued 157 permits²⁰ for various development-related activities. One out of every five permits (33 out of 157) related to re-roofing or other roof work. About 8% of the permits relate to code violations, warnings, or property complaints. The remaining permits were associated with a variety of activities, including home additions, fencing, and exterior building and site improvements.

While permits were issued throughout Area 6, only about 11% (33 permits) were for properties along Lake Street. Also, almost one-third (47 permits) were issued for the residential enclave south of Lawrence Avenue.

Infrastructure

Much of the area is on well and septic. The County does not presently serve unincorporated areas with utilities.

Area 6: Sub-Planning Area Analysis

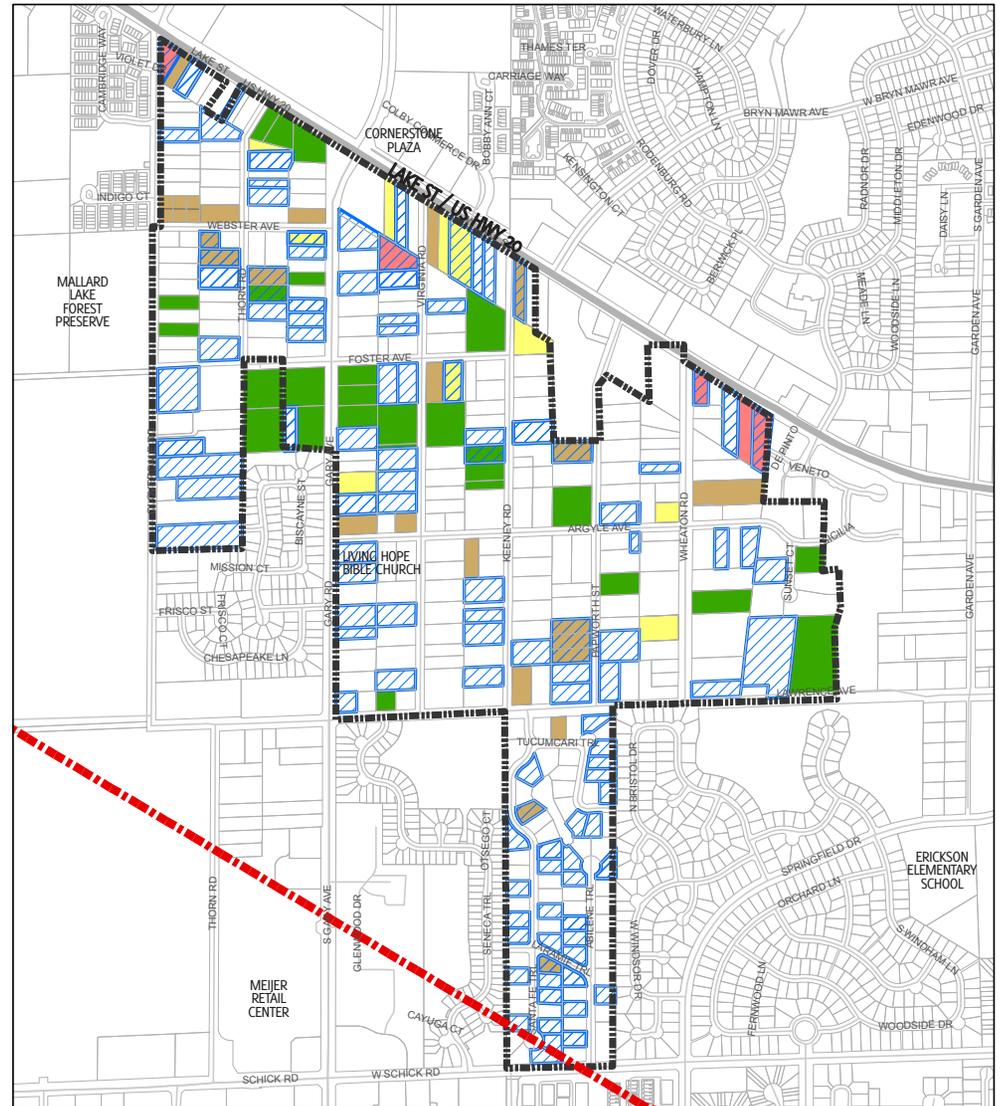


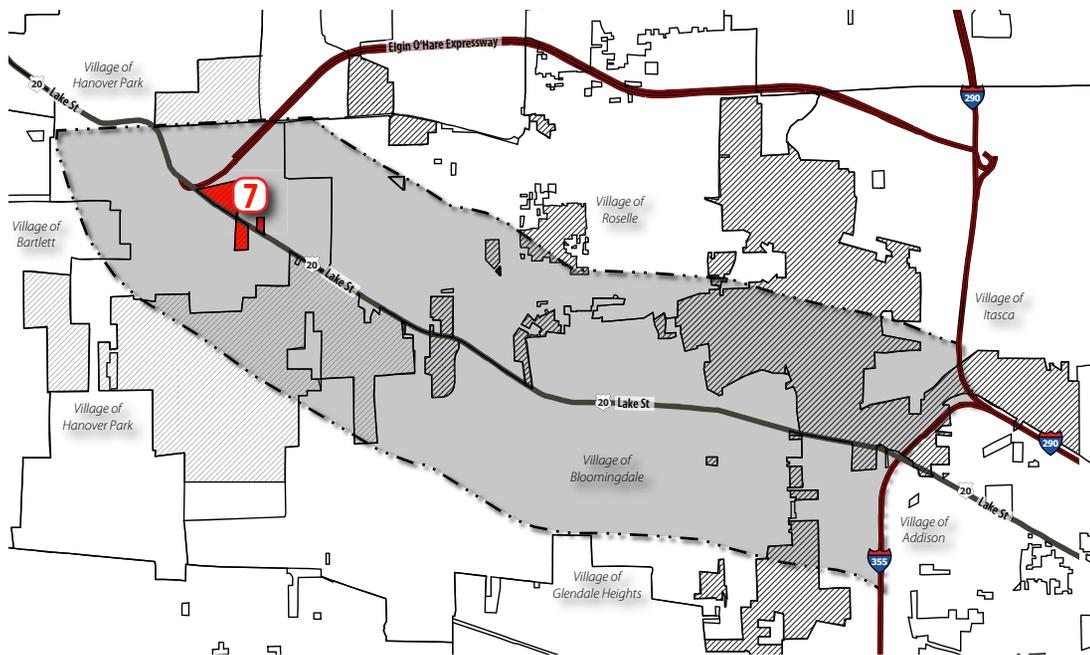
FIGURE 4.30
Development Issues | AREA 6

Study Area Boundary	Variance	Conditional Use
Sub-Planning Area Boundary	Rezoning	Other Case Type
Vacant Parcel		
Permits (Last 5 Years)		

0 250 500 1,000 Feet

¹⁹ In some cases, multiple zoning cases may apply to a single property.

²⁰ In some cases, multiple permits may apply to a single property.



AREA 7 Sub-Planning Area Analysis

Area 7 generally encompasses unincorporated parcels located north and south of Lake Street from Arlington Drive on the east to the Elgin-O'Hare Expressway on the west. Area 7 is completely surrounded by incorporated Hanover Park. Despite major retail businesses nearby and access to the expressway, Area 7 has attracted unique commercial establishments, including a sod farm and a golf facility. The West Branch of the DuPage River also runs prominently through Area 7.

Existing Land Use & Transportation Elements

Prominent Land Uses

Parks and open space are the predominant uses occupying unincorporated parcels in Area 7. In particular, Green Valley Golf Range and Miniature Golf encompass the unincorporated parcels south of Lake Street. On the north side of Lake Street are two farmstead homes and Central Sod Farms, which provides a large outdoor space for its products and operations. The West Branch of the DuPage River also runs prominently through Area 7. An access easement for a cell tower is also located in Area 7 near the Elgin-O'Hare Expressway interchange.

Prominent uses within adjacent incorporated areas include: Caputo's Fresh Market development on the southwest; Extended Stay America Hotel and Evangel Assembly of God Church on the northeast; the Turnberry Lakes industrial park on the east; and a mix of commercial businesses and offices around the Lake Street/Arlington Drive/Bartels Road intersection.

Roadways

Lake Street bisects Area 7 just to the west of the Arlington Drive/Bartels Road intersection, which provides signalized traffic lights. Arlington Drive/Bartels Road generally carry local traffic. Greenbrook Boulevard connects to Stearns Road, which is a major arterial road serving the area. The Elgin-O'Hare Expressway interchange is also located along this segment of Lake Street.

Transit

Area 7 is not presently served by any transit service. The closest bus service along Lake Street is to the northwest along Pace Bus Route 554, which serves the Hanover Park Metra Station. Additional bus service along Lake Street is located east near Swift Road on Pace Bus Routes 711 and 715.

The Hanover Park and Schaumburg Metra Stations along the Milwaukee District/West (MD-W) Line offer the closest commuter rail service, located about 1.2 and 2.1 miles²¹, respectively, north of Area 7. Presently, there is no Pace bus access to the Metra stations from Lake Street. However, the 2011 DuPage Area Transit Plan Update indicates a long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) bus circulator serving Lake Street and connecting to nearby Metra stations.

Pedestrian & Bicycle Pathways

Area 7 is not presently served by any sidewalks; however, there are opportunities to tie into adjacent sidewalks within incorporated areas to the east along Lake Street. Connection points to local and regional bikeways are also located nearby to the southwest, which tie into the North Central DuPage Regional Trail and the overall regional bikeway system.

²¹ Distance measured from Metra station to the Lake St/Bartels Rd intersection.

Area 7: Sub-Planning Area Analysis

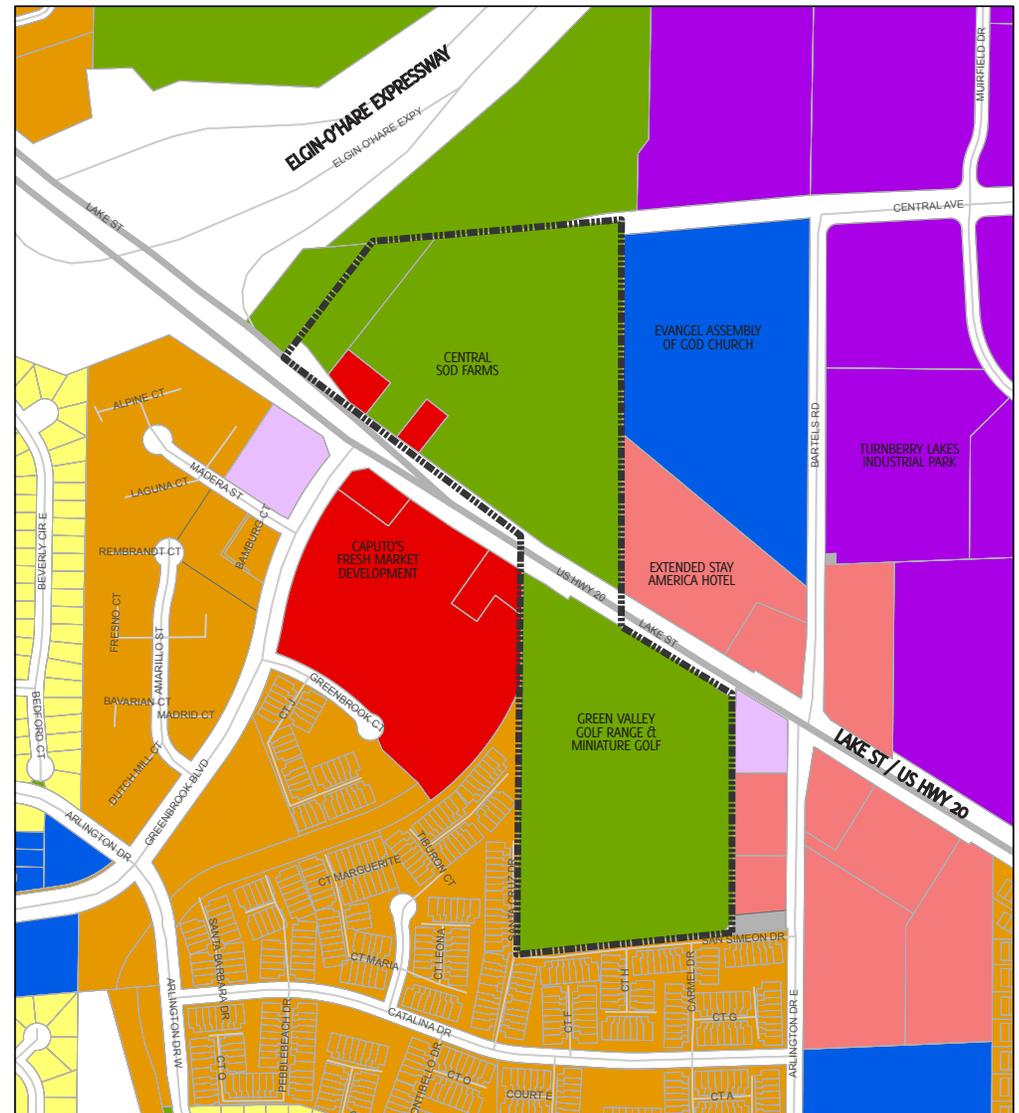


FIGURE 4.31
Existing Land Use & Transportation Elements | AREA 7



Environmental & Physical Conditions

Environmental Conditions

The West Branch of the DuPage River is a prominent environmental feature running through Area 7. The river also has its associated floodplain that comprises more than half of the north section of Area 7 and the northwest corner of the south section. Tree coverage is fairly light, except for a patch of trees along the river branch.

Physical Conditions

The two residential properties within Area 7 are well maintained and have a pastoral character in relation to the expansive open space north of Lake Street. Green Valley Golf Range and Miniature Golf are also well maintained on the south side of Lake Street. Roadways are generally well maintained.

Area 7: Sub-Planning Area Analysis

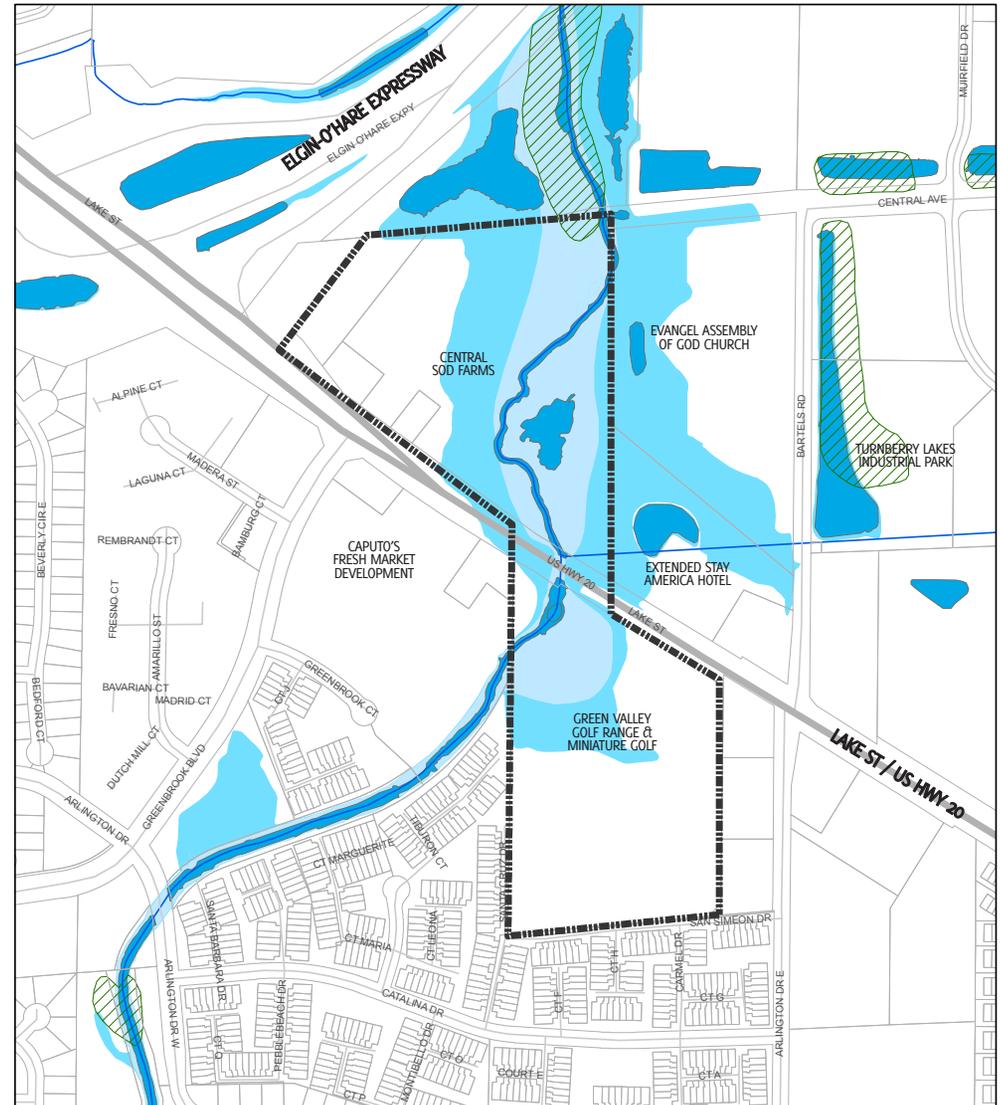


FIGURE 4.32
Environmental
Conditions | AREA 7

Jurisdictions | Area 7 is served by the following jurisdictions

- » **Water:** DuPage Water Commission
- » **Grade School Districts:** 20
- » **High School Districts:** 108
- » **Park Districts:** None
- » **Fire Protection Districts:** None
- » **Special Police Districts:** Bloomingdale Township
- » **Library Districts:** Poplar Creek
- » **Special Service Districts:** None
- » **Airport:** DuPage Airport Authority
- » **Precincts:** Bloomingdale 69
- » **Political Jurisdictions:** County Board District 6; Congressional District 8; Illinois Representative District 56; Illinois Senate District 28
- » **TIF Districts:** None

Future Land Use Analysis | COMPARISON OF COUNTY & MUNICIPAL LAND USE DESIGNATIONS

As the comparison of the County and Hanover Park illustrates, the maps depict major discrepancies in the future land use designations. In particular, the County proposes industrial use on the north side of Lake Street and office use on the south, perhaps envisioning Area 7 as developing into an employment center, given its proximity to the Elgin-O’Hare Expressway. However, Hanover Park indicates mostly commercial uses on both sides of Lake Street, which would be more consistent with the existing commercial development along Lake Street and Arlington Drive/Bartels Road.

The sequence of maps below compares the future land use designations proposed by DuPage County and adjacent municipalities that have made land use recommendations for the unincorporated parcels in Area 7. The source and date of the land use designations are noted below each map. The dates are important to consider in this land use analysis, as community mindsets and development activity may have changed over time.

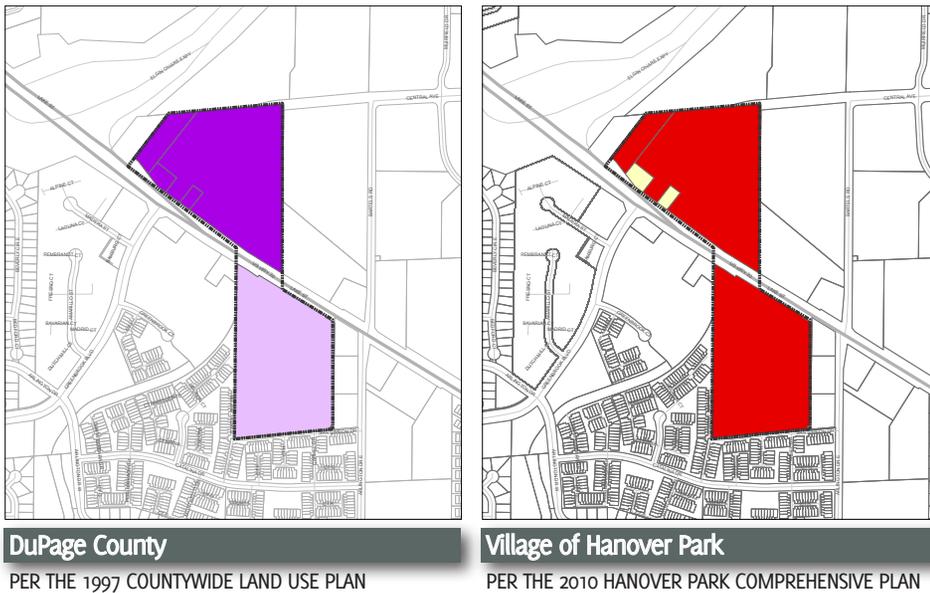


FIGURE 4.33
Comparison of County & Municipal
Future Land Use Designations | AREA 7

 SF Residential	 Office
 MD Residential	 Public/Institutional
 HD Residential	 Parks/Open Space
 LD Commercial	 Vacant
 HD Commercial	 Study Area Boundary
 Industrial	 Sub-Planning Area Boundary

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses.

Zoning & Annexation

Zoning

The unincorporated properties in Area 7 are primarily assigned with residential zoning classifications, per DuPage County zoning designations, including the following:

- » R-2 for the properties located north of Lake Street, with the cell tower and sod farm operating as conditional uses
- » R-5 for the property located north of Lake Street, with Green Valley Golf Range and Miniature Golf operating as a conditional use

Zoning & Land Use Conflicts

The existing land uses do not have any conflicts with the underlying County zoning, which is an indication that current uses are commensurate to the zoning classifications.

In terms of future land uses, they are vastly inconsistent with existing uses, particularly planning for future industrial and office uses. This may signify that the County envisions Area 7 developing into an employment center, given its proximity to the Elgin-O'Hare Expressway. As a result, rezoning to the I-1, I-2, and O zoning designations may be more appropriate. Moreover, rezoning to B-1 or B-2 may also be appropriate in the case that commercial redevelopment may occur, particularly given the other adjacent commercial businesses and proximity to the Elgin-O'Hare Expressway.

Annexation

Hanover Park typically remains open to potential annexations, but has gen-

erally refrained from forced annexations of unincorporated properties.

On the north side of Lake Street, the sod farm may hold some potential to be annexed, provided the benefits are sufficiently enticing. However, the two farmstead homes will likely remain unincorporated. Although total redevelopment is constrained by the immediate proximity to the river and interchange, it may open the door for annexation into Hanover Park. If redevelopment becomes a possibility, the north side of Lake Street could accommodate hotel use to complement the existing Extended Stay America Hotel to the east, particularly as future improvements to the Elgin-O'Hare Expressway make the western end of the Lake Street Corridor more attractive for new development.

On the south side of Lake Street, there is some potential for Green Valley Golf Range and Miniature Golf to be annexed, provided the benefits are sufficiently enticing. However, the south side of Lake Street may attract new commercial redevelopment, particularly given the proximity to the Elgin-O'Hare Expressway and existing commercial development at the Lake Street/Arlington Drive/Bartels Road intersection. As a result, this may generate greater probability of annexation into Hanover Park and enhance the Village's tax base.

Area 7: Sub-Planning Area Analysis

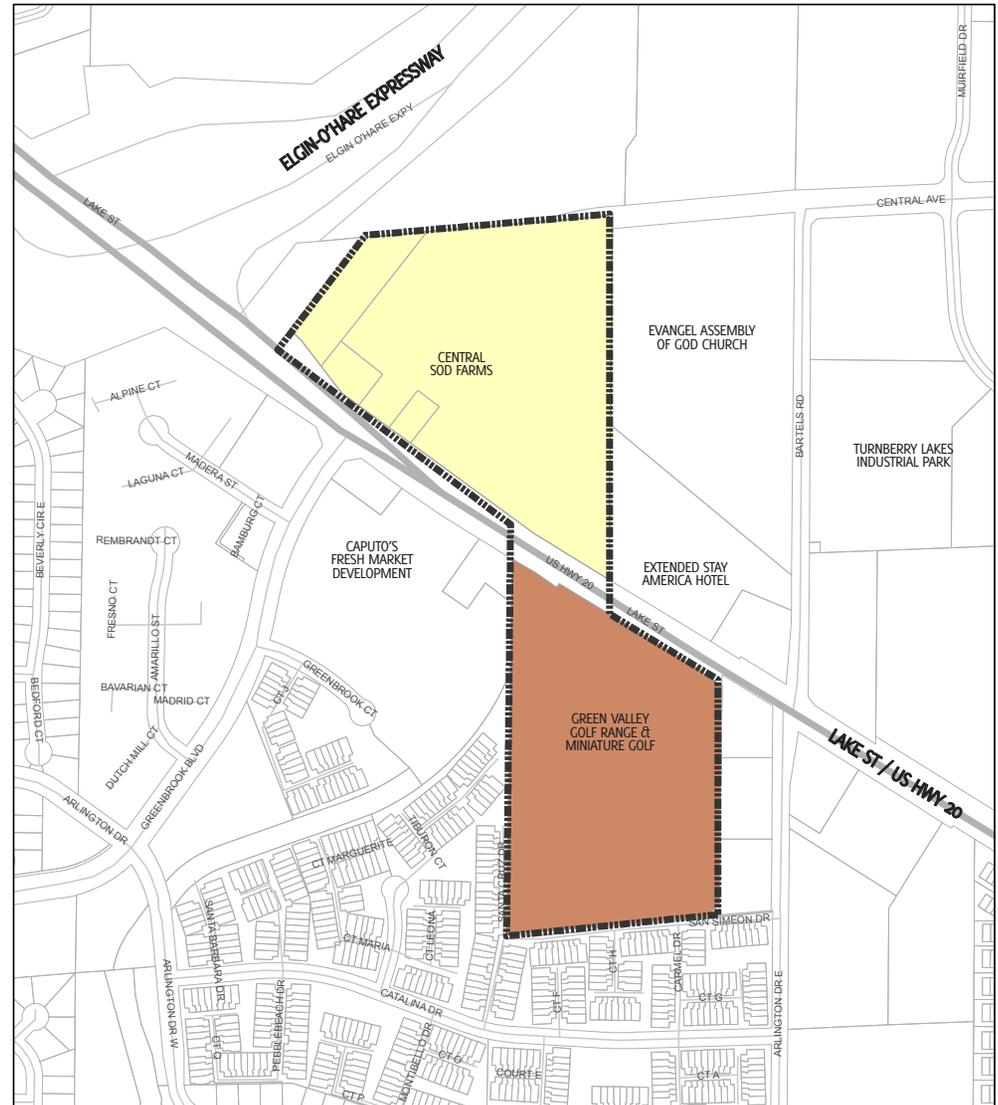
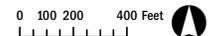
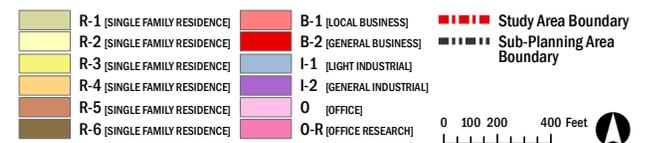


FIGURE 4.34
Existing County Zoning Designations | AREA 7

NOTE:
See Page 14 for zoning district details



Development Issues

Development Trends

Despite close access to the Elgin-O'Hare Expressway interchange, Area 7 has not developed with major retail businesses or services, like the adjacent Caputo's Fresh Market development and Extended Stay America Hotel, respectively. Rather, the Central Sod Farms located north of Lake Street and the Green Valley Golf Range and Miniature Golf facility to the south are two unique businesses along a prime stretch of the Lake Street Corridor. Major development on the north side of Lake Street may have been constrained by the immediate proximity to the Elgin-O'Hare Expressway interchange and the West Branch of the DuPage River.

Vacancies

Area 7 presently has no vacant land.

Zoning Cases

The history of County zoning cases has been limited to only one case so far, which was for Green Valley Golf Range and Miniature Golf to operate as a conditional use in an R-5 zoning district.

Permits

Over the past five years, the County has issued 5 permits²², all of which pertain to the operation and siting of equipment for cell towers and related antennae on parcels located on the north side of Lake Street.

Infrastructure

The County does not presently serve unincorporated areas with utilities.

Area 7: Sub-Planning Area Analysis

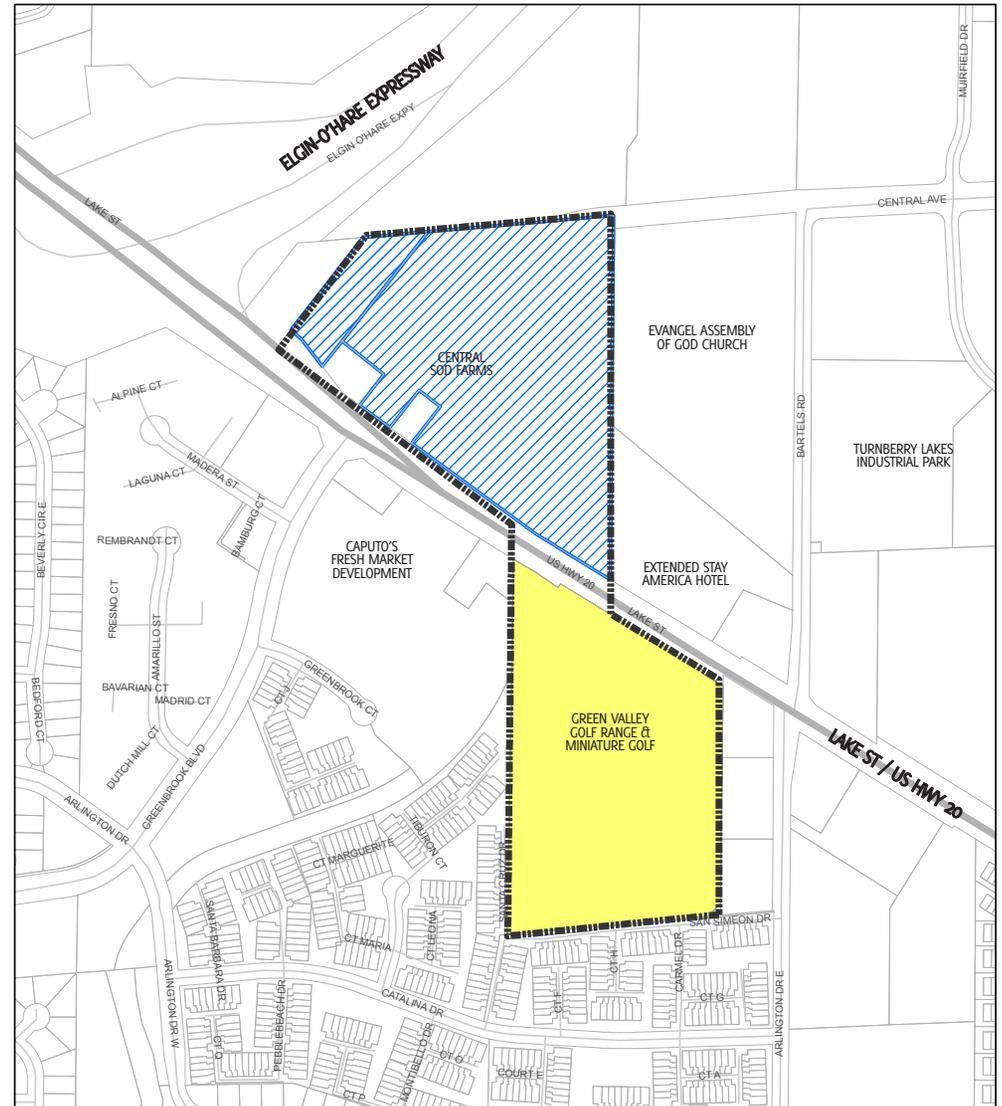
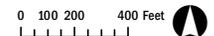


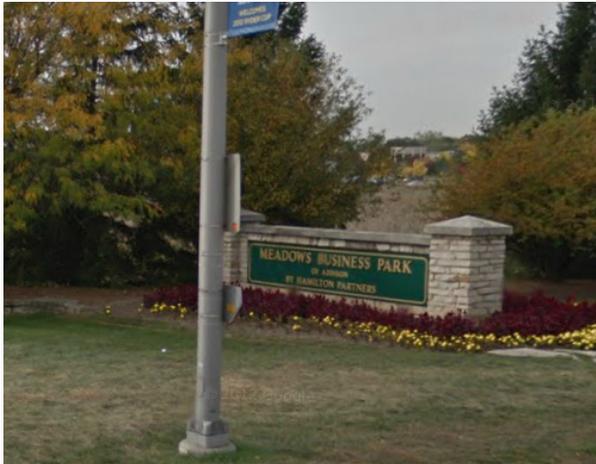
FIGURE 4.35
Development Issues | AREA 7

■ Study Area Boundary	■ County Zoning Cases (Unincorporated Areas Only)
■ Sub-Planning Area Boundary	■ Variance
■ Vacant Parcel	■ Rezoning
■ Permits (Last 5 Years)	■ Conditional Use
	■ Other Case Type



²² In some cases, multiple permits may apply to a single property.

5: Corridor Vision, Goals & Policy Statements



Serving as an employment center for the Lake Street Corridor, Meadows Business Park located near the I-355 interchange is the type of non-retail development that helps to diversify the economic viability of the corridor.

The establishment of policies and recommendations associated with the appropriate land uses for the unincorporated portions of the Lake Street Corridor cannot be made without first developing an understanding of the long term complexities of the future of business districts, and specifically those along major road corridors.

Future of Corridor Planning

In the Corridor Assessment Summary Report, the case was made that all communities need to reconsider long term economic development in light of dramatic changes in retailing, the impact of the new economy, and a generally accepted finding that as a nation we are “over-retailed,” meaning that our capacity to continue to buy goods cannot continue to support the supply of retail space. Studies of other regions reveal that the amount of retail space per capita has continued to grow to a point where it is no longer sustainable. A 1997 study indicated at that time the Chicago area was already over-retailed with 3.5 sq ft per capita of supply that exceeded demand.

From a local perspective, and based on anecdotal evidence from a survey of properties along the Lake Street Corridor, the over-retailing can be seen in outmoded centers, centers with excessive parking lots that are

underutilized, vacancies, and the replacement of retail stores with service businesses or educational facilities.

The long term performance of existing retail centers not only affects land use, but more importantly impacts local government revenues, as evidence in other metro areas suggests that reliance on sales taxes has been increasing over time. The ability of local governments to continue to provide their citizens with quality services is dependent on reliable sources of revenue. One of the most important is taxes from the sales of retail goods within their community. Thus, the pursuit of sales taxes dictates an

Communities need to reconsider long term economic development in light of dramatic changes in retailing, the impact of the new economy, and a generally accepted finding that as a nation we are “over-retailed,” meaning that our capacity to continue to buy goods cannot continue to support the supply of retail space.

The value of solid, viable business districts and centers is that they provide more than just revenue. They provide valuable services for residents, offer a place for the community to gather, are often good neighbors supporting community and school initiatives, and contribute to a community's sense of place through exemplary design.

economic development strategy that is heavily oriented to attracting retail development, at the exclusion of other revenue sources.

A study of over 30 communities in the Kansas City metro area revealed that over a twenty year period the portion of municipal budgets that relied on sales tax almost doubled, to approximately 17%, and that the ratio of sales tax to property taxes collected increased from 0.91 to 1.16, indicating that sales tax has surpassed property taxes in importance.

The Corridor Assessment Summary Report provides a table (see Figure 3.2) listing several other alternative sources of revenue, as well as a comparable chart (see Figure 3.3) describing the spending per acre impact of non-retail uses, showing that non-retail uses can have similar long term positive revenue impacts as do marginal retail centers, as both residential and workers make retail purchases. This issue is further complicated when, as is reported by studies of other regions, metro areas are overbuilt so that some developments are only economically feasible with inordinate subsidies and design compromises.

The value of solid, viable business districts and centers is that they provide more than just revenue. They provide valuable services for residents, offer a place for the community to gather, are often good neighbors supporting



The County and municipalities will focus on providing a balanced mix of uses that reduces excessive reliance on sales taxes, while still strengthening strong retail centers, such as the one anchored by Caputo's Fresh Market in the Springbrook retail center.

community and school initiatives, and contribute to a community's sense of place through exemplary design.

Moving forward, corridor communities need to consider alternative economic development and land use strategies that take a different approach to the function of commercial corridors. Communities should consider strategies that are not solely dependent on sales tax, which is not only volatile in terms of being closely tied to the performance of the economy, but may also be vulnerable as retail development and sales ebb and flow between communities.

Also, by supporting only the most desirable projects at the best locations, communities are able to be more selective in negotiating financial incentives for retail de-

velopments that have long term positive impacts beyond the short term sales tax boost.

Municipalities have few options to reduce their dependence on sales tax, either by reducing services or broadening their revenue base. The latter will be the challenge for the next several decades for corridors like Lake Street, specifically to repurpose business corridors from reliance on sales taxes by strengthening existing centers or nodes that are (or have the potential to remain) strong. This plan promotes the concept of introducing other uses that can provide for a more sustainable economy by enhancing commercial nodes and providing supportive land uses along the corridor that can further strengthen the market for retail nodes by introducing more households, employees, and complementary uses.

Broadening the municipal revenue base will be the challenge for the next several decades, to repurpose business corridors from reliance on sales taxes by strengthening existing centers or nodes that are strong, as well as introducing other uses that can provide for a more sustainable economy by enhancing commercial nodes and providing supportive land uses along the corridor that can further strengthen the market for retail nodes by introducing more households, employees, and complimentary uses.

Key Assessment Findings Supporting Corridor Policies

In the first phase of this corridor study for Lake Street, policies or regulations were identified that either resulted in inconsistencies between County and municipal land use objectives, or posed barriers to developing a unified consensus on the future of development in unincorporated areas. As summarized below, key findings from this assessment and feedback provided by Steering Committee members have provided the basis for the establishment of the overall vision and goals for the Lake Street Corridor:

- ❑ Trends in retailing and retail development recognize the impact of an oversupply of commercial use, including a reorientation of the type and character of retail establishments, and the transition of retail oriented destinations to centers offering a greater variety of services to residents. This transition addresses the impact of internet shopping on the need for physical storefront space, as well as requires a broader, more flexible economic development strategy. Economic development no longer can be solely based on the performance of commercial uses and sales tax, but must consider the impact of other non-traditional uses to maximize revenue potential.
- ❑ To accommodate non-traditional single-purpose uses, the traditional site standards, regulating such requirements as site size, lot depth, access, and building orientation will need to be re-evaluated to accommodate and promote the next generation of users. These users will likely be more diverse to provide for sustainable corridor development. This can be seen in commercial centers in the Village of Addison near the I-355/Lake Street interchange (see graphic on page 12), that includes a neighborhood oriented retail center anchored by a restaurant cluster, high density multi-family developments, and large anchor retail uses.

The long term development and revitalization of the Lake Street Corridor should be guided by an overall vision,

goals, and development principles that form a solid framework for ensuring a unified and coordinated approach to improving the function and economic vitality of business districts and residential neighborhoods within the corridor.

To provide clear direction to the planning efforts for the long term development of the Lake Street Corridor, a policy framework consisting of a vision statement and a series of goals and policy statements is recommended. This policy framework is intended to support the development principles in Section 6, which guide future development within the corridor. In addition, the policy statements provide the basis for the general framework plan in Section 7, and the specific recommendations in the final plan recommendations in the final phase of the corridor study.

Vision Statement

A vision statement sets forth the optimal direction and conditions for how the Lake Street Corridor evolves

over time to support sustainable development, serve the community, and provide multimodal connectivity linking people to destinations and opportunities. The vision statement is reflective of the aspirations of DuPage County and the communities along the Lake Street Corridor. In addition, the vision statement seeks to provide guidance to forging partnerships and building a consensus among the various local governments and DuPage County for the overall planning and development.

The vision statement also advances the four core tenets of CMAP's GO TO 2040 Plan -- livable communities, human capital, efficient governance, and regional mobility -- which were summarized in Section 1 of the Corridor Assessment Summary Report.

The vision statement provided below is intended to inspire decision makers and public officials to achieve the goals and policy statements identified herein. The overall vision statement is also broken down into three vision components, which provide the basis for the goals and policy statements defined on the following pages.

VISION STATEMENT

The Lake Street Corridor is a multi-modal corridor that accommodates regional vehicular, public transit, pedestrian, and bicycle movement; has a distinct identity through the establishment of sustainable land use patterns, expansion of the economic base, and fostering of a variety of supportive land uses; and consists of well-served and well-maintained residential neighborhoods that are assets to local communities and supportive of corridor businesses.

- 1 VISION COMPONENT ONE**
A multi-modal corridor that accommodates regional vehicular, public transit, pedestrian, and bicycle movement.
- 2 VISION COMPONENT TWO**
A distinct identity through the establishment of sustainable land use patterns, expansion of the economic base, and fostering of a variety of supportive land uses.
- 3 VISION COMPONENT THREE**
Well-served and well-maintained residential neighborhoods that are assets to local communities and supportive of corridor businesses.

Goals & Policy Statements

The planning process is based on a continuum of personal and collective decision making reflected in a shared vision of the corridor. The identification of goal statements provide the policy framework upon which all land use, both now and in the future, must be supported. The Lake Street Corridor Plan is a declaration of intent. It is advisory and does not itself constitute regulation. When the Plan is adopted by the involved governmental entities, all goals, policies, principles, and standards therein become policy.

The corridor goals and policy statements are supportive of the overall policies of the County, local municipalities, CMAP, IDOT, Pace, and the RTA, ensuring alignment with objectives for effective corridor planning and development. In addition, the corridor goals and policy statements reflect the objectives of leading planning organizations, including the National Complete Streets Coalition and Coalition for Smart Growth.

VISION COMPONENT ONE

A multi-modal corridor that accommodates regional vehicular, public transit, pedestrian, and bicycle movement.

Goal 1.1: Continue to support the role of the Lake Street Corridor as a major roadway for regional vehicular traffic, while also providing for the needs of pedestrians, bicyclists, and transit users.

Goal 1.2: Expand the public transit system to serve as an integral element in the overall economic development revitalization strategy.

Policy Statements

Policy 1.1: Reduce the number and frequency of site access points and promote cross access between properties to enhance accessibility and improve the function of the corridor in accordance with Strategic Regional Arterial guidelines.

Policy 1.2: Identify improvements for key intersections with highest existing or potential pedestrian and bicycle usage to improve safe access and circulation.

Policy 1.3: Expand transit services to provide more travel options and to enhance linkages to activity centers, employment centers, and neighborhoods.

Policy 1.4: Increase frequency of existing services and/or introduce new corridor specific services,

as development of higher intensity land uses occurs.

Policy 1.5: Support Pace's Arterial Bus Rapid Transit (ART) and high speed corridor programs, and the Cook DuPage Smart Corridor Plan to provide enhanced transit services and more efficient movement of vehicles.

Policy 1.6: Adopt a Complete Streets approach to corridor development that accommodates all modes of transportation and users, while also creating safe and welcoming environments for pedestrians and providing access to businesses, schools, and other community amenities.

Policy 1.7: Create/expand safe and efficient pedestrian and bicycle routes

to major destinations and activity centers.

Policy 1.8: Encourage the design of new commercial development that facilitates a system of safe and convenient pedestrian access from adjacent uses.

Policy 1.9: Include pedestrian amenities (e.g. pedestrian scaled entrances, clear access from public rights-of-way, inclusion of active street level uses, etc.) within new developments or major modifications to existing developments.

Policy 1.10: Include bicycle amenities (e.g. dedicated bicycle parking spaces, secure weather-resistant storage areas for bicycles, tire pump stations, etc.) with new corridor investment.

Policy 1.11: Consider park-and-ride locations to support high capacity fixed bus routes and reduce road congestion.

Policy 1.12: Improve the appearance of the corridor to create a positive investment environment and to create an attractive pedestrian experience, though the improvement and connection of sidewalks, decorative fencing, and landscaping.

Policy 1.13: Incorporate Pace development guidelines and RTA transit planning guidelines into plans and ordinances to promote suburban bus use and access to commuter rail, where available.

VISION COMPONENT TWO

A distinct identity through the establishment of sustainable land use patterns, broaden economic base, with a variety of supportive land uses.

Goal 2.1: Upgrade the Lake Street Corridor as an attractive and convenient mixed use corridor that serves and supports local communities and the surrounding region. It should be improved as a major traffic carrier, a site for a wide range of land uses, a shopping and business area for nearby residents, an employment center, and a more safe and convenient area for pedestrians and cyclists.

Goal 2.2: Support a node-centric approach to commercial development by concentrating pedestrian-friendly mixed use development at major nodes along the Lake Street Corridor and transitioning complementary uses between nodes. This concentration will support the transition of the Lake Street Corridor from a solely vehicular thoroughfare to a safe and pedestrian-friendly corridor with a balanced mix of uses. The creation of nodes will improve the corridor's aesthetics, multi-modal circulation, and long-term economic viability.

Policy Statements

Policy 2.1: Establish a healthy, diversified economy with a strong tax base with opportunities for employment, entrepreneurship, social interaction, and housing options for various life cycle stages.

Policy 2.2: Provide opportunities for a diversification of employment, housing, educational, and civic uses.

Policy 2.3: Promote new patterns and intensities of uses to increase economic competitiveness and enhance quality-of-life for residents and businesses.

Policy 2.4: Facilitate higher densities and mix of uses to promote sustainable

development and support the addition of expanded transportation options.

Policy 2.5: Take advantage of transit locations by locating more intensive uses such as multi-family housing and compact mixed uses near transit.

Policy 2.6: Achieve a balanced mix of uses at activity centers/nodes through public and private investments and application of appropriate zoning and land use tools and development incentives.

Policy 2.7: Consider consolidating commercial development along the Lake Street Corridor at ma-

JOR street intersections with the intent of enhancing the economic viability of businesses and maximizing the efficacy of an enhanced multimodal transportation system.

Policy 2.8: Develop pedestrian-, bicycle-, and transit-friendly development nodes that contain a variety of commercial and residential typologies with safe and convenient access from adjacent residential neighborhoods. Allow intermediate parcels between nodes to accommodate complementary uses that support the nodes.

Policy 2.9: Promote diverse nodes that enhance the

performance of businesses and use of public transit.

Policy 2.10: Transform existing well-performing business nodes into walkable, higher-density mixed use districts.

Policy 2.11: Target investments that support major activity centers that are or will be served by transit service and improved pedestrian and bicycle access.

Policy 2.12: Provide consistency in the application of plans and development standards between corridor communities and DuPage County to ensure a unified vision and predictability

for property owners and developers to a consistent, high quality image.

Policy 2.13: Prevent randomly scattered and strip commercial development by focusing high quality commercial development at key nodes.

VISION COMPONENT THREE**Well-served and well-maintained residential neighborhoods that are assets to local communities and supportive of corridor businesses.**

Goal 3.1: Maintain decent, affordable housing in stable, livable neighborhoods that offer security, high quality-of-life, and the necessary array of services and facilities to meet daily needs of residents and businesses.

Goal 3.2: Continue to support collaboration between corridor communities and DuPage County to ensure coordinated planning and development.

Policy Statements

Policy 3.1: Ensure that all residents and businesses within the corridor are adequately served by public facilities and utilities.

Policy 3.2: Evaluate the potential for shared services and facilities to enhance the effectiveness and cost efficiency of the provision of services.

Policy 3.3: Cooperate on the identification of issues that affect costs of services outside of County government.

Policy 3.4: Examine the services provided by the County to determine the most efficient delivery of services to unincorporated areas.

Policy 3.5: Facilitate development of alternative arrangements to provide services to unincorporated areas.

Policy 3.6: Establish a unified intergovernmental purpose and process to seek funding support from state and federal sources.

Policy 3.7: Establish/update intergovernmental agreements as the basis for the development of a unified vision, which will facilitate sound land use decisions, efficient provision of services, and sensible annexation of unincorporated areas, where feasible.

Policy 3.8: Establish/update boundary agreements with neighboring communities, where appropriate.

Policy 3.9: Establish a coordinated utility service plan in order to efficiently serve new development.

Policy 3.10: Encourage use of financial incentives to stabilize and improve residential properties and other supportive land uses.

Policy 3.11: Provide attractive and convenient pedestrian connections between residential neighborhoods and commercial/employment destinations within the corridor.

Policy 3.12: Establish programs and activities that advance the fostering of the spirit of unity, support, and cooperation within the corridor.

6: Corridor Development Principles

Too often, major traffic corridors create physical barriers and become obstacles to community life and activity. Corridors usually function as “separators” between neighborhoods and land use districts. The Lake Street Corridor should become a “connector” which links together the north and south sides of each community through which it passes, as well as the local neighborhoods that can conveniently access the corridor.

The vision and goals established in the previous section support the intent to transition the Lake Street Corridor from separator to connector. They form a strong foundation for the establishment of development principles for land uses and corridor elements that should define the Lake Street Corridor to provide a more sustainable approach to land use planning and economic development. The development principles are intended to ensure a coordinated and compatible pattern of development.

The development principles guide the following facets that influence the character, functionality, economic viability, and sustainability of the Lake Street Corridor:

- Addressing scale of development;
- Balancing new infill development with redevelopment of under-utilized sites;
- Providing a balanced mix of uses;
- Providing water and sewer utility infrastructure that mutually benefits property owners, municipalities; and service providers;
- Designing for a safe and interconnected multimodal transportation network.

Just as the vision and goals provide the basis for the development principles, these principles in turn help shape the framework plan in the next section. This current section describes the development principles for the following land uses and corridor elements:

- Residential units of varying types and densities;
- Retail businesses of varying scales;
- Dense mixed use centers
- Office and industrial uses (employment centers)
- Roadways
- Transit facilities
- Pedestrian and bicycle facilities

The development principles for Lake Street are not intended to replace the plans and intents of municipalities, who may each have their own design guidelines and development objectives for properties along the corridor. Rather, the development principles defined within this plan serve as a guide for the County and a framework from which to build when collaborating with municipalities. The principles also help curtail any conflicts between planning jurisdictions and enhance opportunities for achieving a coordinated and compatible pattern of development along the Lake Street Corridor.



Pace bus stops/shelters and sidewalks strengthen the intent to make Lake Street a “connector.”

Residential Development

As the vision statement indicates, the Lake Street Corridor should:

“[consist] of well-served and well-maintained residential neighborhoods that are assets to local communities and supportive of corridor businesses.”

While most homes along the corridor are well maintained both in incorporated and unincorporated areas, the residential development principles summarized herein aim to fortify the “support” component of the vision statement by providing residential units in the most appropriate areas along the corridor to balance and support commercial development.

Most of the residential neighborhoods that line the Lake Street Corridor are built out, comprised largely of low density single family residential blocks of varying lot sizes and

mix of older ranch homes with new modern homes on teardown properties. However, there are a few higher density residential areas like the White Oaks Commons townhouse community in Sub-Planning Area 1 and the Villa Veneto townhouse community adjacent to Sub-Planning Area 6 in incorporated Bloomingdale.

Although the corridor is almost fully developed, there are three development methods for fostering residential development along the Lake Street Corridor: (1) small scale infill development; (2) larger scale redevelopment requiring consolidation of multiple vacant and/or under-utilized parcels; and (3) redevelopment through lot consolidation, particularly in unincorporated areas that do not front Lake Street.

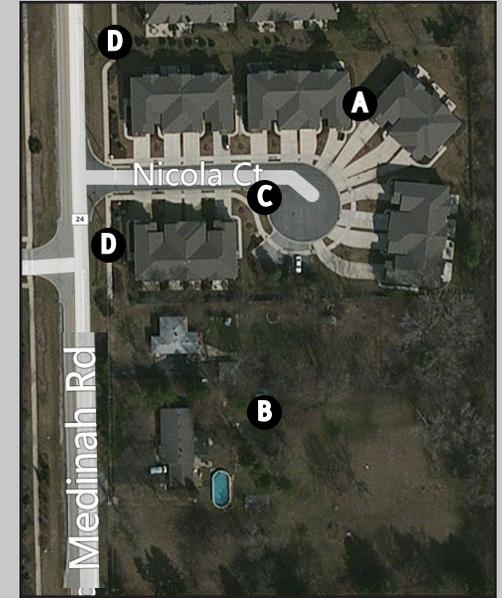
Principles for each of the three residential development scenarios are defined in the graphics to the right and on the next page.

DEVELOPMENT PRINCIPLES

Infill Residential Development along Lake Street

The Lake Street Corridor is generally defined by shallow lot depths directly along the roadway. While shallow lot depths create tight spaces in which to build, infill residential development is viable with appropriate site design. For example, the graphic on the right illustrates a residential condo infill development along Medinah Road south of Lake Street in Addison. As the aerial illustrates, the five-building infill development has the same lot width and depth as the combination of the two single family residential lots to the south. The densely spaced infill condos also feed onto a small cul-de-sac street to maximize the shallow lot depth and limited buildable area.

If provided directly along Lake Street, medium density infill residential development, such as a set of rowhouses or duplexes, is mostly suitable in transitional areas between medium intensity uses like office or service-oriented commercial uses. In certain cases, higher density infill residential uses, such as apartments or condos, may be placed adjacent to high intensity commercial uses. Although low density single family detached houses are present along Lake Street, individual sites with single family residential infill development should be encouraged in established neighborhoods to prevent spot development.



SOURCE: Bing Maps

- A** Residential units are compactly built as infill development on a site with shallow lot depth and limited buildable area
- B** The infill condo development has the same lot width and depth as the combination of the two single family residential lots to the south
- C** The infill condo units share a small street to feed onto the main road
- D** Opportunities to strengthen the pedestrian and bicycle network to provide safe and convenient access to nearby uses

**NOTE: All development principles indicated in the example provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.*

DEVELOPMENT PRINCIPLES

Large Scale Residential Development along Lake Street

Large scale residential development is more viable on sites with larger lot depths and comprised of multiple vacant or under-utilized parcels, particularly in areas with adequate utility infrastructure, transit facilities, and pedestrian and bicycle connectivity. Property acquisition may be necessary to assemble a single site large enough to accommodate a large scale residential development project. The example graphic below illustrates multiple large scale residential development along Golf Road in Niles. Large scale residential development may include different density types ranging from rowhouses and duplexes to apartments and condos.

If provided directly along Lake Street, large scale residential redevelopment is most suitable in transitional areas between medium intensity uses like office or service-oriented commercial uses. In certain cases, higher density infill residential development, such as apartments or condos, may be placed adjacent to high intensity commercial uses.

- A** High density residential units in high-rise buildings (A) and medium density residential units in mid-rise buildings (B) generate a concentrated area of people to support corridor businesses and comprise the local workforce, with opportunities to improve pedestrian access to the businesses
- B** Adjacent single family residential neighborhoods provide housing choices for residents and families
- C** Retail centers still maintain a presence along the corridor, but do not necessarily need to be a dominant presence along every segment of the corridor; building placement closer to the street with more side and rear parking and limited front parking is highly encouraged
- D** Pace bus access provide transit access for customers visiting corridor businesses and employees commuting to work
- E** Opportunities to strengthen the pedestrian and bicycle network to provide safe, convenient access between adjacent/nearby uses



*NOTE: All development principles indicated in the example provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.

SOURCE: Bing Maps

DEVELOPMENT PRINCIPLES

Residential Redevelopment through Lot Consolidation

A majority of the unincorporated areas along the Lake Street Corridor are comprised of single family detached residential lots. While most properties are generally well maintained, many blocks were platted in a piecemeal manner, creating lots of varying sizes that are inconsistent with adjacent blocks. To accommodate potential residential redevelopment, lot consolidation creates the opportunity to resubdivide for more consistent platting and provide incentives for annexation. For example, as the graphic below illustrates the larger lot and inconsistent platting in Block A could be reconfigured through lot consolidation to provide housing opportunities similar to the lot platting in Block B and encourage new residential development.

Lot consolidation is encouraged in areas that have inconsistent platting or a block of parcels that may hold the potential for redevelopment for new residential units that is compatible with the surrounding neighborhood. Lot consolidation holds significant potential for unincorporated parcels, which may receive the added benefit of platting that supports more efficient delivery of water and sewer utility services from a municipal or private provider. Lot consolidation may also be applied to incorporated parcels that display similar inconsistency in platting.



Block A exhibits inconsistent platting with a few small lots interspersed among various larger sized lots. Using the lot consolidation approach, Block A could be consolidated to allow for resubdivision into a platting configuration that is more consistent, as exhibited by Block B.

*NOTE: All development principles indicated in the example provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.

Retail Development

Although not as established and built out as other corridors in DuPage County, Lake Street provides a significant amount of retail with about 272 acres allotted to existing and planned retail development. From grocers (e.g., Caputo's and Butera) to various retail strip centers, retail is a significant contributor to the drawing power and economic vitality of the Lake Street Corridor.

Retail development primarily fronts Lake Street, providing high visibility for businesses and convenient access for customers. The build out of retail development has also occurred over time, with new developments like the Cornerstone Plaza retail center at the northeast corner of Lake Street and Gary Avenue being one of the more recent additions to the corridor. How-

ever, many retail properties are older in terms of business tenancy, building age, and design of lots and tenant spaces. While tenants come and go, it is the building, tenant spaces, and lots that may not necessarily be up-to-date to meet the modern needs of businesses. In addition, corridors around the region may be providing more retail than the market can absorb.

There are generally two development methods for fostering retail development along Lake Street: (1) small scale infill development; and (2) larger scale redevelopment requiring consolidation of multiple vacant and/or under-utilized parcels.

Principles for retail development are defined in the graphics to the right and on the next page.

In some cases, an infill retail development may not provide direct building frontage along the street, particularly providing parking up front to entice customers (G). However, as this example along Waukegan Road in Glenview shows, elements like landscaping to protect pedestrians on the sidewalk from the main road (H) and appropriately scaled signage (I) can make a welcoming environment for pedestrians.

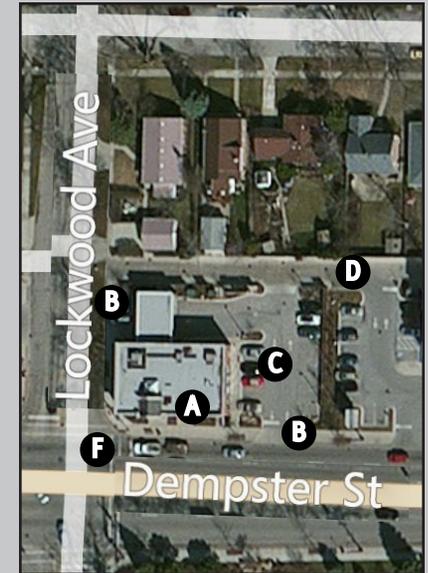


**NOTE: All development principles indicated in the examples provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.*

DEVELOPMENT PRINCIPLES Infill Retail Development along Lake Street

The Lake Street Corridor is generally defined by shallow lot depths directly along the roadway. While shallow lot depths create tight spaces in which to build, infill retail development is viable with appropriate site design. For example, the aerial and street-view graphics below illustrate the Edens Bank and Premier Physical Therapy building built as an infill development on a shallow lot at the northeast intersection of Dempster Street and Lockwood Avenue in Skokie. The shallow lot depth is accentuated by the residential lots to the north exhibiting the same lot depth. The development principles summarized below illustrate how an infill development can be viable despite limited buildable area.

SOURCE: Bing Maps



- A** Building frontage up to the main road to maximize visibility and create a pedestrian scale environment at street side
- B** Curb cuts limited to one on each side of the site to minimize ingress/egress points onto a busy road from a small site
- C** Parking provided to the side and rear of the site to maximize building frontage along the main road
- D** Cross access provided for customers to conveniently travel between adjacent commercial sites without having to re-enter traffic on the main road
- E** Pedestrian amenities such as a bench, refuse receptacle, and landscaping create a welcoming environment for customers
- F** A protected crosswalk at the lighted intersection creates a safe crossing environment for pedestrians at a high traffic road



DEVELOPMENT PRINCIPLES

Large Scale Retail Development along Lake Street

SOURCE: Bing Maps

Large scale retail development is more viable on sites with larger lot depths and comprised of multiple vacant or under-utilized parcels, particularly in areas with adequate utility infrastructure, transit facilities, and pedestrian and bicycle connectivity. Property acquisition may be necessary to assemble a single site large enough to accommodate a large scale retail redevelopment project.

The example aerial graphic on the right shows the Willow Festival retail development along Willow Road and Waukegan Road in Northbrook. The large scale of Willow Festival is discernible by comparing its overall size to the sizes of its component retail sites, such as the Buffalo Wild Wings, Whole Foods, CVS, Chase, and Lowe's.

The development principles summarized below illustrate how a large scale development like Willow Festival can be viable beyond the businesses that comprise it. The surrounding uses and amenities contribute to the viability of the businesses and appeal of a large scale development.

While not all large scale retail developments will have the same set of businesses, uses, and amenities like Willow Festival, a similar development for the Lake Street Corridor should aim to offer many of the same offerings to optimize its success and attraction.



- A** Strong anchor businesses to attract regional customers and other businesses
- B** Restaurant cluster to provide options for diners in a concentrated area
- C** Staple businesses like banks and pharmacies to attract customers seeking everyday goods and services
- D** An entertainment or recreational attraction to attract patrons who may visit other businesses nearby
- E** Limited site entrances to reduce number of curb cuts and encourage shared access between businesses
- F** Location at intersection of two major roads with high traffic volume and strong visibility for businesses
- G** Multi-use trails to provide safe and convenient access for pedestrians and bicyclists from nearby offices and homes
- H** Pace bus routes to provide transit connectivity for employees and customers
- I** Nearby high density residential neighborhoods provide around-the-clock customer base for businesses, with opportunities to improve pedestrian accessibility to the businesses
- J** Nearby office park generates daytime population to provide customers for businesses, particularly restaurants, with opportunities to improve pedestrian accessibility to the businesses

Mixed Use Development

As the vision statement for the Lake Street Corridor states, the corridor:

“... will have a distinct identity through the establishment of sustainable land use patterns that provides opportunities to broaden and expand the economic base by fostering a variety of supportive land uses.”

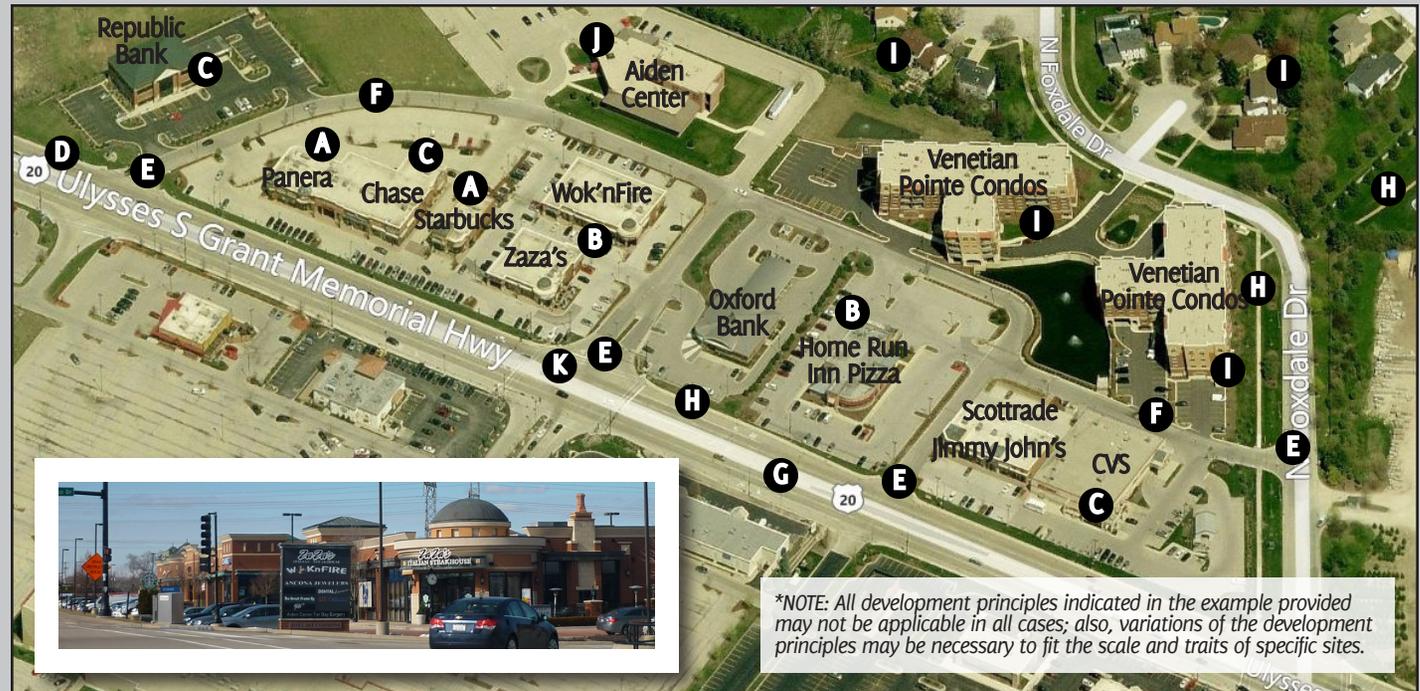
One of the most effective ways to achieve a sustainable land use pattern is through mixed use development, which groups compatible uses together in a configuration that fosters a symbiotic relationship between the uses. For example, the aerial graphic to the right illustrates a mixed use development with retail and restaurants along a major arterial road, with office uses and high density residential units within the development to generate the daytime population and all-day population, respectively, to support the businesses. Other elements like access for pedestrians, bicyclists, and bus riders, as well as efficient site design to help control traffic flow, also contribute to the success of a mixed use development, particularly with different users visiting the development for varying needs.

Principles for mixed use development are defined in the graphic to the right.

DEVELOPMENT PRINCIPLES Mixed Use Development along Lake Street

Mixed use development along the Lake Street Corridor generally follows similar principles as a large scale retail development, except that non-commercial elements like residential units and office buildings are also integrated into the development site. For example, the aerial graphic below illustrates the mixed use development along Lake Street east of I-355 in Addison. The retail and restaurant components along Lake Street comprise Fox Lake Commons, with the Venetian Pointe condos at the rear of the development. The Aiden Center for Day Surgery medical office facility and the Republic Bank office building also line the rear perimeter of the mixed use development. The development principles summarized to the right illustrate how a mixed use development can be viable along a major road that has historically developed as a predominantly retail corridor.

- A** Strong businesses like Panera and Starbucks to attract regional customers and other businesses
- B** Restaurant cluster to provide options for diners in a concentrated area
- C** Staple businesses like banks and pharmacies to attract customers seeking everyday goods and services
- D** Location along major road and near interstate generates high traffic volume and visibility for businesses
- E** Limited site entrances to reduce number of curb cuts and encourage shared access between businesses
- F** Interior access drive encourages shared access for businesses and residences
- G** Pace bus routes to provide transit connectivity for employees and customers
- H** Sidewalks and multi-use trails to provide safe and convenient access for pedestrians and bicyclists from nearby offices and homes
- I** Nearby residential complexes and neighborhoods provide around-the-clock customer base for businesses
- J** Nearby medical office generates daytime population to provide customers for businesses, particularly restaurants
- K** Protected crosswalks at the lighted intersections create a safe crossing environment for pedestrians at a high traffic road



*NOTE: All development principles indicated in the example provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.

SOURCE: Bing Maps

Employment Centers Development

Employment centers include businesses that provide jobs to the local workforce, as well as educational or training facilities to prepare the workforce. From office parks and light industrial facilities to the service industry and retailers, the Lake Street Corridor offers a wide breadth of businesses and uses that provide employment opportunities for the workforce. Even as the economy continues to recover, the corridor will continue to evolve through redevelopment and entrepreneurship to respond appropriately to market needs. The education system also plays a role, with the corridor providing a strong position to provide community colleges, tech schools, and training facilities to generate workers with the skillsets that meet the ever-changing needs of employers.

Moreover, strengthening the employment centers along the Lake Street Corridor will enable the County and the corridor communities to achieve the corridor the vision, particularly to “broaden and expand the economic base.”

Principles for strengthening the development of employment centers along the Lake Street Corridor are defined in the graphic to the right.

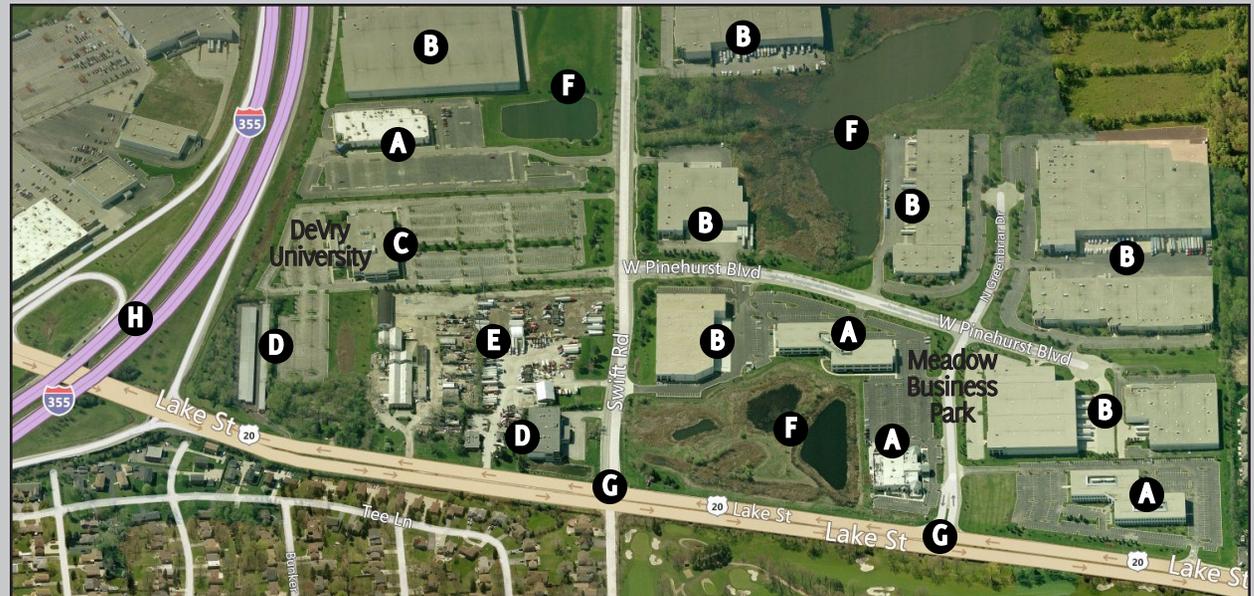
DEVELOPMENT PRINCIPLES Employment Centers Development

Employment centers can take different forms. Whether strictly an office park or a mixed use district that includes offices, light industry, and an educational facility, the employment centers that will define the Lake Street Corridor will all strive to meet the same goals: to provide jobs, prepare the workforce, and contribute to the growth of the local, regional, and global economies.

The aerial graphic below illustrates an example of an employment district in DuPage County taking the form of a mixed use district. The development principles summarized to the right illustrate how an employment center can be developed to create vitality along a major road corridor through commerce, employment, education, and opportunities for growth and entrepreneurship.

- A** Office uses provide spaces for businesses and entrepreneurs for research, development, and/or general operations
- B** Light industrial and intermodal facilities take advantage of the interplay with office uses and a technical college, as well as superior access to the interstate
- C** An educational facility, such as a technical school or community college, provides a nearby location for workforce training and preparation
- D** Compatible uses, such as public storage units, blend well with the office and light industrial environment of a major employment center
- E** Under-utilized sites offer potential for redevelopment
- F** Expansive sites provide adequate space for stormwater management facilities
- G** Access to a major arterial road provides convenient access for employees, deliveries, and product transport
- H** Access to an interstate provides superior connectivity to the regional highway system

**NOTE: All development principles indicated in the example provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.*



Roadway, Pedestrian & Bicycle Facilities

Designing a safe and accessible street for all users -- from the motorists and transit riders to pedestrians and bicyclists -- is the primary tenet of the Complete Streets approach, which is supportive of the vision statement for the Lake Street Corridor:

“A multi-modal corridor that accommodates regional vehicular, public transit, pedestrian, and bicycle movement.”

The Active Transportation Alliance is one of the leading advocates for Complete Streets, particularly developing policies and supporting active steps that create safe, convenient, and accessible environments for bicycling, walking, and public transit.

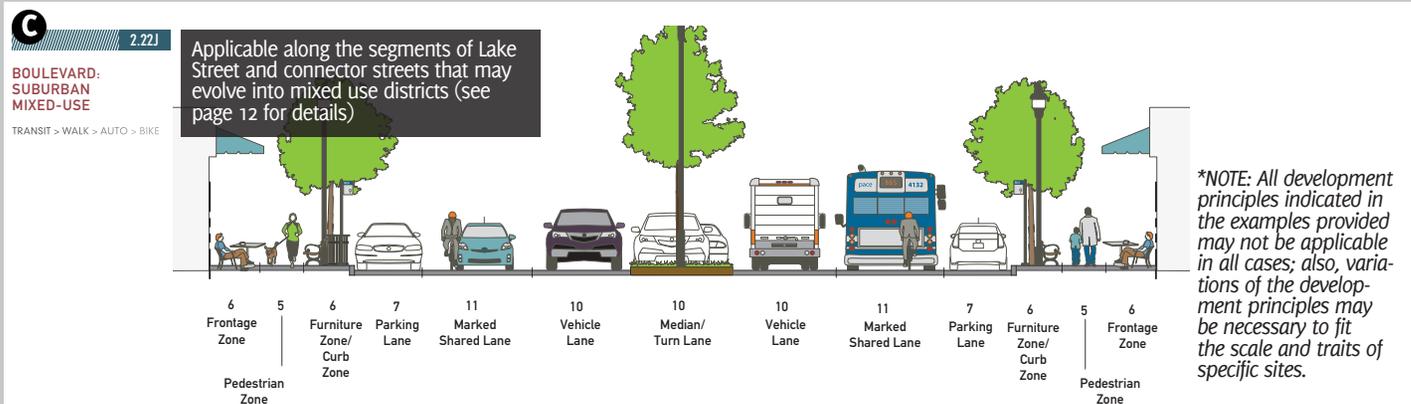
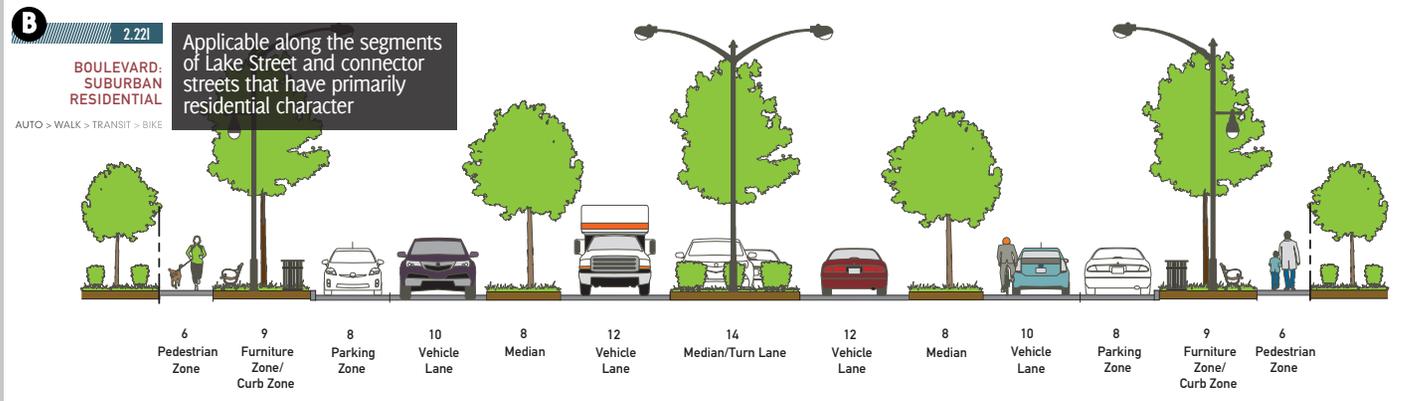
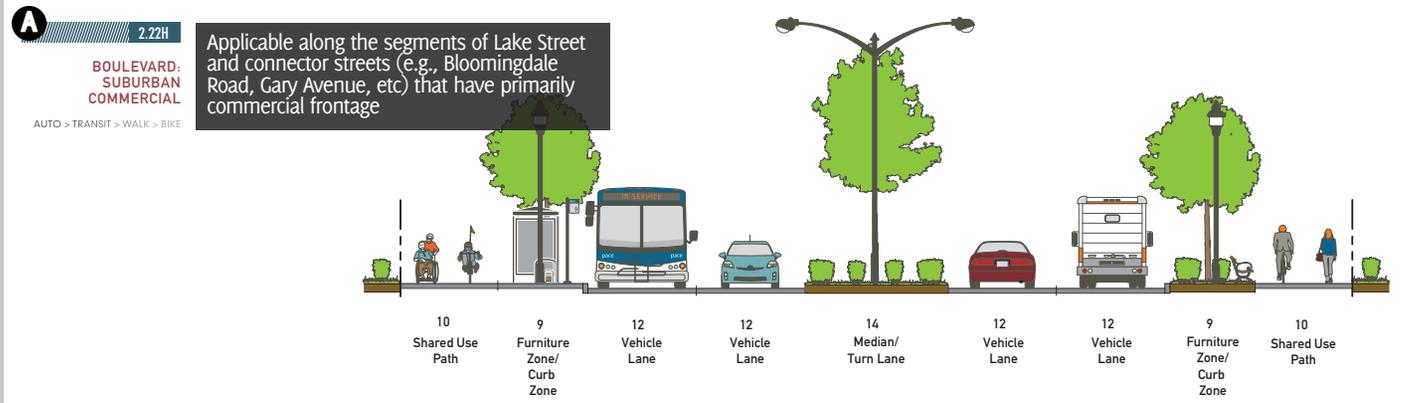
Complete Streets Typologies

To this end, the Active Transportation Alliance developed the *Complete Streets, Complete Networks: A Manual for the Design of Active Transportation*, which includes, among other useful tips and resources, a series of Complete Streets typologies which emphasize the importance of designing for all modes of transportation and providing greater flexibility in the design of streets. To access the complete Complete Streets manual from Active Transportation Alliance for more details on typologies, please visit:

www.atpolicy.org/Design

DEVELOPMENT PRINCIPLES Complete Street Typologies

SOURCE: *Complete Streets, Complete Networks: A Manual for the Design of Active Transportation*, Active Transportation Alliance, 2012



*NOTE: All development principles indicated in the examples provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.

Roadway, Pedestrian & Bicycle Facilities

Complete Streets Components

In addition to typologies, the Complete Streets manual describes other physical components that can be implemented to create a Complete Street. These components include: (1) lighting; (2) furnishings; (3) green infrastructure; (4) signing; and (5) textures and markings.

To access the complete Complete Streets manual from Active Transportation Alliance for more details on the components and implementation steps, please visit:

www.atpolicy.org/Design

Creating Interconnected Neighborhoods

One point of connectivity that often gets overlooked is the safe and convenient pedestrian connection between adjacent but different land uses, such as a residential neighborhood next to a retail center. As the graphic on the right illustrates, not all families have convenient pedestrian access to the Tutor Time Child Care/Learning Center, despite living adjacent to or within close walking distance of the center. Tutor Time is also located within an auto-oriented office park, which isn't as pedestrian friendly as it could be. These conditions discourage walking and create inconvenient driving trips, when a more accessible sidewalk system would create a safer and more welcoming pedestrian environment and alleviate roadway traffic.

DEVELOPMENT PRINCIPLES Complete Street Components

Lighting



- Pedestrian-Scale
- Vehicle-Scale
- Combined Pedestrian- and Vehicle-Scale
- Solar/LED Light Fixtures
- In-Pavement Lighting
- Custom Design
- Catenary

Furnishings



- Public Seating
- Refuse Receptacles
- Bollards
- Parking Stations
- Newspaper Racks
- Transit Shelters
- Bike Parking
- Others

Green Infrastructure



- Tree Rows & Plantings
- Bioswales
- Rain Gardens
- Urban Agriculture & Community Gardens

Signing



- Street Signs
- Transit Signs
- Interpretive Signs

Textures & Markings



- Paint
- Tactile & Texture Changes
- Brick & Pavers
- Permeable Paving
- Plastics

SOURCE: Complete Streets, Complete Networks: A Manual for the Design of Active Transportation, Active Transportation Alliance, 2012

DEVELOPMENT PRINCIPLES Creating Interconnected Neighborhoods

As the graphic illustrates, families from homes west and south of the Tutor Time Child Care/Learning Center do not have direct sidewalk access to the children's center (A), forcing parents to make inconvenient driving trips to drop off/pick up their children, despite living within close walking distance. Even with sidewalk access leading to/from Lake Street to the north (B), Tutor Time is still located within an auto-oriented office park that does not create a safe and welcoming environment for pedestrians, particularly parents with young children. As a result, parents living nearby may elect to drive their children to Tutor Time, even though the driving trip may be longer distance-wise than a walking trip. Creating a more interconnected neighborhood will result from being more cognizant of the context of the surrounding neighborhood and encouraging site designs that balance vehicular access and a safe, welcoming pedestrian environment.

*NOTE: All development principles indicated in the example provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.



Transit Facilities

In addition to the roadway, pedestrian, and bicycle facilities that comprise the multi-modal character envisioned for the Lake Street Corridor, the vision statement also includes public transit as part of this character:

“A multi-modal corridor that accommodates regional vehicular, public transit, pedestrian, and bicycle movement.”

While accommodations for transit facilities are provided in the Complete Street typologies on page 14, preparing an area for bus and rail service requires certain steps or alterations to ensure the corridor is supportive of transit and encourages the ridership needed to make transit viable.

In 2012 the RTA released its *Setting The Stage For Transit Guidebook*, which outlines the steps that municipalities and neighborhoods can take to make their communities more transit accessible. The graphics on the right illustrate the changes to a corridor that a community would need to make to support new Pace bus service, which will enhance transit accessibility and provide transit supportive development along the corridor.

To access the complete guidebook from the RTA, please visit:

www.rtachicago.com/images/stories/final_RTG_imgs/TransitGuide_Interactive.pdf

DEVELOPMENT PRINCIPLES Introducing Bus Service & Transit Supportive Design

Existing Conditions

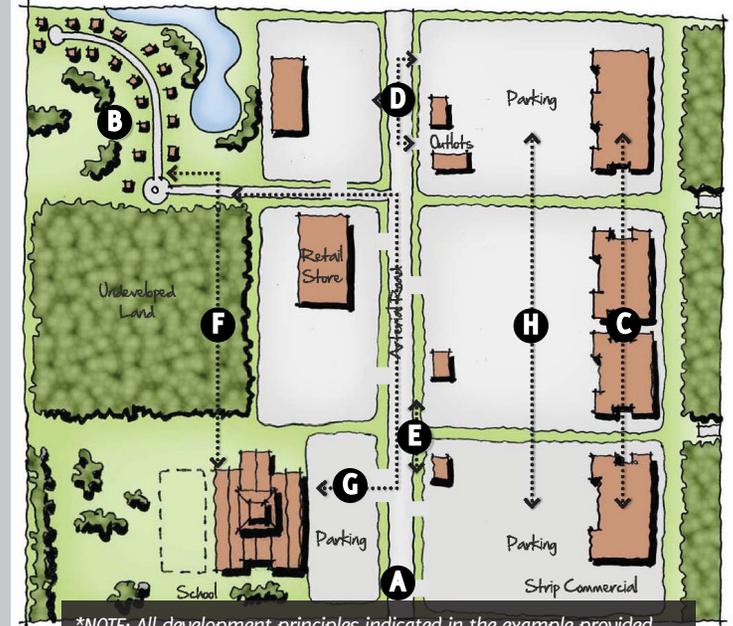
For a typical corridor that holds the potential to support bus service, current conditions may generally exhibit low-density, segregated land uses that make fixed bus routes infeasible. Community based services could be utilized to serve the corridor until sufficient bus ridership is attained that would support fixed bus route service. These existing conditions are illustrated in the top graphic on the right.

- A** No fixed route bus service due to insufficient demand for riders
- B** Single family housing isolated along cul-de-sac
- C** Commercial buildings set back toward rear of lots
- D** Multiple curb cuts, lack of sidewalks, and buildings set back from road make environment hostile to pedestrians and bicyclists
- E** No pedestrian lighting or other amenities for pedestrians
- F** No path to walk or bike from homes to school
- G** No direct road from homes to school requires cars to travel along road
- H** Large parking lots along commercial arterial road

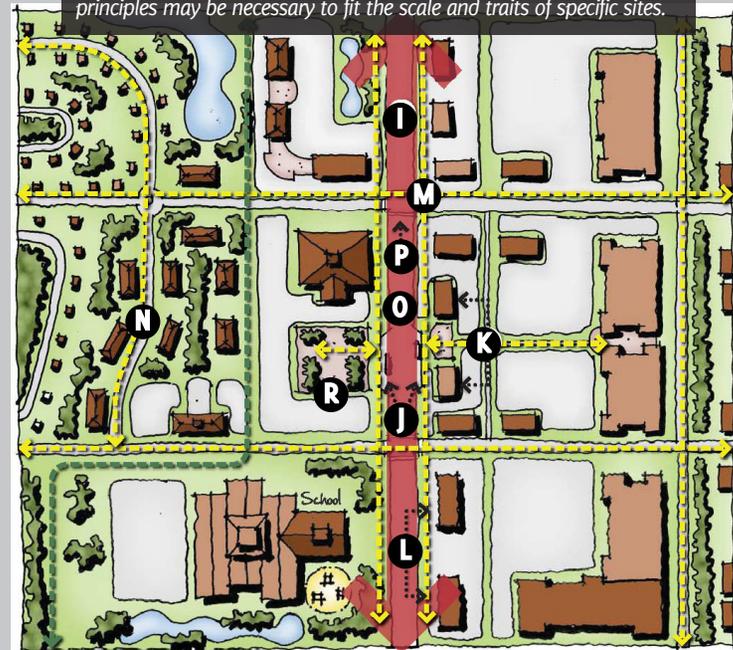
New Bus Service

In order to support a Pace fixed route bus, several changes to the corridor would be necessary to increase the potential for ridership. For example, the bottom graphic on the right includes creating a new collector road between the single family homes and the school, encouraging new commercial buildings along the arterial, and adding pedestrian and transit amenities. Taken together, these changes to the corridor would make it safe, convenient, and fast for a commuter or traveler to take a bus.

- I** Pace fixed bus route along arterial road
- J** Bus pullovers allow safe loading and unloading for passengers along road without need for detour into site
- K** New buildings and additions built close to arterial road with minimal setbacks
- L** Primary entrances directly accessible from sidewalk and viewable from road
- M** Minimized curb cuts to arterial road to improve walkability along sidewalks
- N** New collector street connects single family homes directly to school
- O** Arterial road is redesigned with min 12 ft land width to accommodate buses
- P** Turn lanes and crosswalks at intersections minimize safety hazards and enhance traffic flow
- R** Convenient, safe parking areas should enhance surrounding streetscape and design of the corridor



**NOTE: All development principles indicated in the example provided may not be applicable in all cases; also, variations of the development principles may be necessary to fit the scale and traits of specific sites.*



SOURCE: *Setting The Stage For Transit Guidebook: How To Make Your Community Transit Accessible*, RTA, 2012

7: Framework Plan

The Framework Plan forms the basic organizational structure to guide development and improvement along the Lake Street Corridor. The vision, goals, and development principles outlined in Sections 5 and 6 provide a strong foundation for the Framework Plan.

Framework Plan

The Framework Plan provides the long term vision for the Lake Street Corridor, particularly to repurpose the corridor by supporting a more sustainable approach to land use planning and economic development. In addition, the Framework Plan focuses on recommendations that will

have a transformative effect on the development and improvement of the Lake Street Corridor.

Given the potential for major changes to County and municipal policies, zoning, land use, and development regulations, it will take a more long term approach to actualize the concepts outlined in the Framework Plan. For example, the shift away from the over-retailing of major road corridors like Lake Street and transition towards a more sustainable approach of a balanced mix of land uses will take time. It will also take time to build up the transit, pedestrian, and bicycle infrastructure to establish a truly multimodal corridor that is conveniently accessible and safe for all users.

The Framework Plan is summarized on the map in Figure 7.1 and the descriptive narratives on the following pages.

Land Use Plan | NEXT STEP

While the Land Use Plan for DuPage County will be prepared in the next phase of this study, the Framework Plan will guide the Land Use Plan. Each plan, however, takes a different perspective of the development and improvement of the Lake Street Corridor. More specifically, the Framework Plan takes a more long term view of how the corridor will evolve over time. On the other hand, the Land Use Plan provides a near term perspective of the County's land use composition, particularly to reflect current development patterns and support prospective changes in the future to align more with the organizational structure defined by the Framework Plan.

In addition, the Land Use Plan will affirm an achievable land use composition that the County can officially adopt and actualize in the near term. In general, the Land Use Plan will focus on defining the role of unincorporated parcels in furthering County policies, as well as bringing more consistency between the County's land use recommendations and municipal land use plans. The Land Use Plan will also support the long term recommendations outlined by the Framework Plan, particularly ensuring the transformative effects that it advocates are not hindered and are achievable.

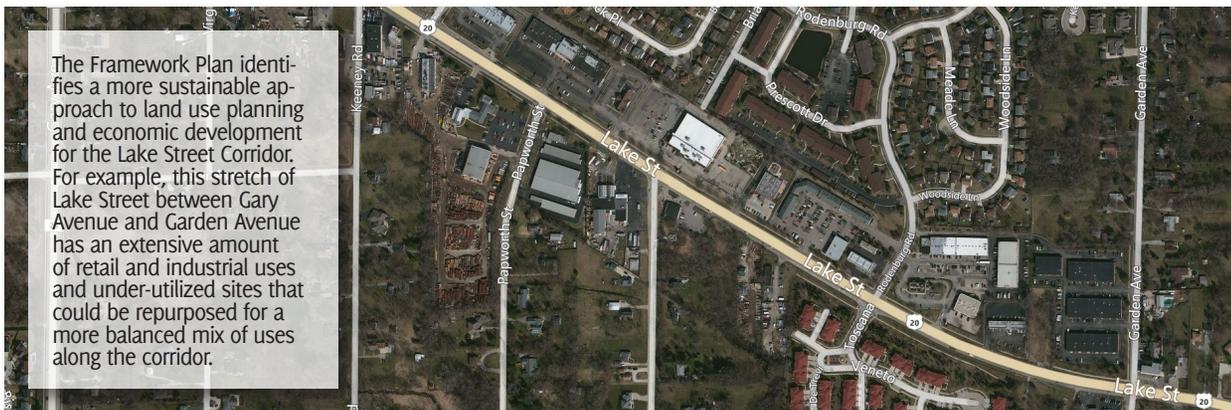
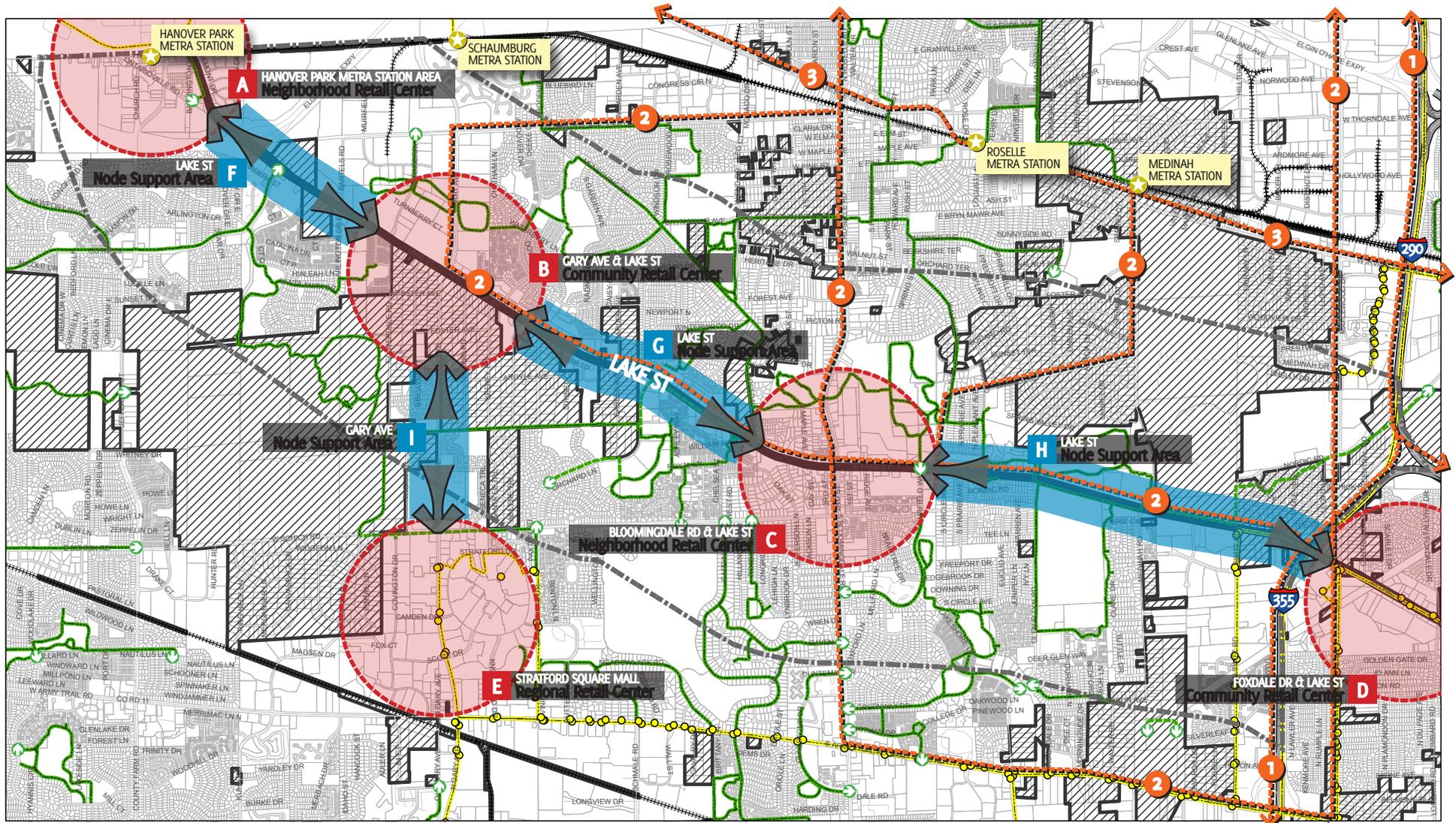


FIGURE 7.1
Framework Plan

The map below illustrates the Framework Plan that forms the basic organizational structure to guide the future development and improvement of the Lake Street Corridor. In particular, the Framework Plan highlights the physical relationships between the various framework elements, as indicated in the legend to the right. More detailed descriptions of each framework element are provided on the following pages.

- | | | | |
|---|--|---|---------------------------|
|  | Node |  | Pace Bus Route [EXISTING] |
|  | Node Support Area |  | Pace Bus Stop [EXISTING] |
|  | Unincorporated Area |  | Transit Route [PROPOSED] |
|  | Trail [EXISTING] | 1: I-355 Express Bus Corridor | |
|  | Trail [PROPOSED, PER DUPAGE COUNTY] | 2: Elgin-O'Hare West Bypass (EO-WB) Bus Circulators | |
|  | Trail [PROPOSED, ADDITIONAL CONNECTIONS] | 3: IL 19 Arterial Bus Rapid Transit (ART) Corridor | |



Nodes



Nodes are represented by a major intersection that can be classified by a traditional retail center typology: neighborhood, commercial, and regional. Each node encompasses a coverage area within a 1/2-mile radius from the central intersection, which is the distance an average person is willing to walk rather than drive. Also, each node is typically identified as an anchored center with a major anchor, like a grocer or mass merchandiser. Nodes generally represent the strongest centers along the Lake Street Corridor, which should continue to be strengthened by building up development, improving transportation facilities, and providing adequate utility infrastructure for local homes and businesses.

A HANOVER PARK METRA STATION AREA Neighborhood Retail Center

Node A represents the neighborhood retail center comprised of the Hanover Park Metra Station area near the intersection of Barrington Road and Lake Street. This area currently provides limited retail businesses mixed with some office and industrial uses, as well as a variety of residential unit types. In 2012 the Village of Hanover Park adopted the Village Center and Transit Oriented Development (TOD) Plan for the Metra Station area, which would develop as a neighborhood retail center with a dense mix of retail, residential, office, and other uses to support the commuter rail station and potential for buses or circulators serving Lake Street. This node has potential for infill development or redevelopment of under-utilized sites to build out the conceptual vision for the Village Center and TOD Plan.

WHY THIS NODE IS SIGNIFICANT TO THE CORRIDOR: With the Village of Hanover Park investing its time and resources in preparing the Village Center and TOD Plan, the node is clearly an important element to building out Hanover Park's community vision to support sustainable development through TOD. Node A is also located close to the Elgin-O'Hare Expressway.

APPLICABLE DEVELOPMENT PRINCIPLES: The development principles relating to residential, retail, and mixed use development (see pages 70-74 in Section 6) apply to Node A.

B GARY AVE & LAKE ST Community Retail Center

Node B represents the community retail center at the intersection of Gary Avenue and Lake Street, which currently provides a mix of

commercial retail, office, and industrial uses. Cornerstone Plaza, which is comprised of a mix of retail businesses, restaurants, and hotel, is the most recent development that could serve as a model for site design and integration of a mix of uses. Development on the north side of Lake Street is stronger and more viable than the south side, with the former being located within incorporated Roselle and the latter being unincorporated. Under-utilized sites provide opportunities for infill development or redevelopment of consolidated lots..

WHY THIS NODE IS SIGNIFICANT TO THE CORRIDOR: Node B is located within close proximity to the Elgin-O'Hare Expressway, providing superior access to a regional road and opportunities for commercial development. The Turnberry Lakes industrial park is also nearby to serve as a major employment center for Node B. In addition, the Elgin-O'Hare West Bypass (EO-WB) circulator is proposed to provide transit service to Node B.

APPLICABLE DEVELOPMENT PRINCIPLES: The development principles relating to residential, retail, and mixed use development (see pages 70-74 in Section 6) apply to Node B.

C BLOOMINGDALE RD & LAKE ST Neighborhood Retail Center

Node C represents the neighborhood retail center at the intersection of Bloomingdale Road and Lake Street, which is the entry point for Old Town Bloomingdale and the surrounding mix of retail, office, and residential uses. Caputo's Fresh Market is also a major grocery anchor for Node C on the eastern stretch of Lake Street. With Node C being mostly built out, there are limited opportunities for major redevelopment but stronger potential for infill development.



Node C at the intersection of Lake Street and Bloomingdale Road is a neighborhood retail center, with the Old Town Bloomingdale commercial district serving as a key focal point for the corridor.

WHY THIS NODE IS SIGNIFICANT TO THE CORRIDOR: The draw of Old Town Bloomingdale and Caputo's Fresh Market strengthen the case for this area to serve as a node along Lake Street. The mix of retail, office, and residential uses also support a sustainable development pattern that provides the daytime population from office employees and the round-the-clock customer base from the residences to support local businesses. In addition, the Elgin-O'Hare West Bypass (EO-WB) circulator is proposed to provide transit service to Node C.

APPLICABLE DEVELOPMENT PRINCIPLES: The development principles relating to residential, retail, and mixed use development (see pages 70-74 in Section 6) apply to Node C.

D FOXDALE DR & LAKE ST Community Retail Center

Node D represents the community retail center at the intersection of Foxdale Drive and Lake Street, which is generally comprised of a mix of uses, including the retail and office uses in Fox Lake Commons and the Venetian Pointe residential condo development. On the periphery of the 1/2-mile radius of Node D is the major retail center including Wal-Mart, Sam's Club, Office Depot, and Best Buy. Single family residential neighborhoods also comprise the periphery. With Node D being mostly built out, there is limited opportunities for major redevelopment but stronger potential for infill development.

WHY THIS NODE IS SIGNIFICANT TO THE CORRIDOR: The mixed use development around Fox Lake Commons and the Wal-Mart/Sam's Club retail center make Node D a major draw for the Lake Street Corridor. Close proximity to I-355 also

provides superior access to the interstate system. Node D also has prominent existing and planned transit access.

APPLICABLE DEVELOPMENT PRINCIPLES: The development principles relating to residential, retail, and mixed use development (see pages 70-74 in Section 6) apply to Node D.

E STRATFORD SQUARE MALL Regional Retail Center

Node E represents Stratford Square Mall, which is the regional retail center at the intersection of Gary Avenue and Camden Drive. Although Node E lies beyond the Study Area defined for the Lake Street Corridor, Stratford Square Mall is a major draw for the region and may influence how the other nodes evolve.

WHY THIS NODE IS SIGNIFICANT TO THE CORRIDOR: Stratford Square Mall is a major regional draw with close proximity to the Lake Street Corridor.

APPLICABLE DEVELOPMENT PRINCIPLES: Node E is beyond the scope of this study but has influence on the Lake Street Corridor.

Node Support Areas



The node support areas are located adjacent to nodes. While the entire Lake Street Corridor is supportive of the nodes, the more prominent node support areas generally provide offices/employment centers and residential neighborhoods along Lake Street that generate the daytime and all-day populations, respectively, to support the businesses within the nodes. They may also provide additional convenience oriented retail.

F LAKE ST BETWEEN NODE A & NODE B Node Support Area

G LAKE ST BETWEEN NODE B & NODE C Node Support Area

H LAKE ST BETWEEN NODE C & NODE D Node Support Area

Node Support Area F represents the segment of the Lake Street Corridor between Nodes A and B. Node Support Area G represents the segment of the Lake Street Corridor between Nodes B and C. Node Support Area H represents the segment of the Lake Street Corridor between Nodes C and D. Over time, Areas F, G, and H may benefit from reducing their retail footprints by shifting some retail uses to Nodes A, B, C, and D to create more viable and sustainable retail centers at these nodes. The reduced retail footprints would create opportunities for expanded employment centers, including new offices, educational facilities, or light industrial uses to generate daytime population to support businesses within the adjacent nodes. New residential development, such as apartments, could also fill in the old retail footprint to provide housing for the workforce, students, and residents seeking housing options beyond the single family units present throughout the Lake Street Corridor. Area H could also provide additional entertainment, recreational, and destination uses to complement Medinah Country Club, Bloomingdale Golf Club, and Eaglewood Resort & Spa.

APPLICABLE DEVELOPMENT PRINCIPLES:

The development principles relating to residential, retail, and mixed use development (see page 70-74 in Section 6) are applicable to Areas F, G, and H.

I LAKE ST BETWEEN NODE B & NODE E Node Support Area

Node Support Area I represents the mostly residential area along Gary Avenue between Lake Street and the retail cluster at Stratford Square Mall and the Meijer development along Schick Road. The residents in this area provide the round-the-clock population to support Nodes B and E.

APPLICABLE DEVELOPMENT PRINCIPLES:

The development principles relating to residential development (see pages 70-71 in Section 6) are applicable to Area I.

Unincorporated Parcels



Recognizing that a majority of the unincorporated parcels in the Study Area do not immediately front Lake Street, they still play an integral role in advancing the corridor development and improvement objectives outlined by the Framework Plan. More specifically, unincorporated parcels offer the following benefits to planning for the Lake Street Corridor:

- ❑ Established communities, such as Nordic Park and Keeneyville, provide the residents and families to support businesses and add to the workforce within the corridor. While a majority of the unincorporated areas are low density single family residential, some provide higher density living options, such as the White Oaks Commons townhouse community in Sub-Planning Area 1.
- ❑ A majority of unincorporated areas are under-served by pedestrian and bicycle facilities and adequate utility infrastructure, which reinforces the need to provide such facilities and infrastructure. Doing so will only benefit the Lake Street Corridor as a whole, particularly advancing a more interconnected sidewalks and trails network, as well as improving water and sewer utilities serving incorporated and unincorporated areas.
- ❑ Parcels that are under-served by adequate utilities or subdivided into disjointed lotting patterns offer the potential to be annexed, assembled, and/or resubdivided for redevelopment. For example, some of the unincorporated parcels in Sub-Planning Area 5 at the intersection of Lake Street and Garden Avenue hold the potential to be redeveloped to support neighborhood-based businesses more fitting for the area assembled for a non-retail use, such as residential units or offices.



Established neighborhoods in unincorporated areas, such as the White Oaks Commons townhouse community in Sub-Planning Area 1, provide residents and employees to support local businesses along the Lake Street Corridor.

Transit Connectivity



The Framework Plan Map illustrates existing system of Pace bus routes and bus stops. In addition, short- and long-term proposals for future transit facilities are shown to demonstrate how an expanded transit system can better serve the Lake Street Corridor, particularly enabling residents, employees, and visitors to patronize businesses, commute for work, and access other services and facilities along the corridor without a car. The following transit facilities were proposed in the 2011 DuPage Area Transit Plan Update:

- Short-term proposal for express bus service along the I-355 Corridor [SEE SEGMENT 1 ON THE MAP].
- Long-term proposal for the Elgin-O'Hare West Bypass (EO-WB) circulators, which will run along multiple interconnected bus routes within the Study Area and connect to the proposed West O'Hare multimodal station [SEE MULTIPLE SEGMENTS 2 ON THE MAP].
- Long-term proposal for the IL 19 Arterial Bus Rapid Transit (ART) Corridor, which will run along IL 19/Irving Park Road located north of the Study Area but runs parallel to Metra's Milwaukee District/West (MD-W) Line and provides connectivity to other bus transit lines that will serve the Lake Street Corridor [SEE SEGMENT 3 ON THE MAP].

Pedestrian/Bike Connectivity



The Framework Plan Map illustrates existing and planned bikeways, per the DuPage County 2012 Bike Map. Additional bikeway connection points are indicated to support the County's plans to continue building a more interconnected network of bikeways and trails.

Although not indicated on the Framework Plan Map, completing the sidewalk network within unincorporated areas is encouraged, where right-of-way and funding resources are available. In a majority of cases, unincorporated areas significantly lack sidewalks. This often creates situations where a sidewalk within an adjacent incorporated area ends abruptly in unincorporated area before picking back up again when re-entering incorporated area. Ideally, the sidewalk network should be as continuous as the bikeway network to provide uninterrupted connectivity for pedestrians and bicyclists to access businesses, jobs, services, and other community facilities along the Lake Street Corridor.

This page intentionally left blank to facilitate double-sided printing.

8: Principles of Intergovernmental Cooperation

The advancement of the policies and recommendation of this plan is dependent on commitment of membership of the Lake Street Corridor Steering Committee to implement these policies locally. This section provides Principles of Intergovernmental Cooperation as general statements of intent to provide the basis for further discussion on the best ways to achieve the vision, goals, policies, and general development and annexation plan for the Lake Street Corridor.

The Principles of Intergovernmental Cooperation establish basis guidelines for central aspects of the development, improvement, and management process for the corridor. They are intended to help ensure: (1) coordinated and compatible patterns of development; (2) consistent and high-quality image and character; (3) balanced and sustainable economic development; and (4) cost efficient provision of public services.

The Principles of Intergovernmental Cooperation illustrate the Steering Committee's intent to manage and coordinate the growth and development process, and the Lake Street Corridor members' intentions to promote such cooperation within their own jurisdictions. The endorsement of these principles provides a starting point for collective and individual planning activities. By agreeing

to a common set of principles, the Steering Committee can help avoid unnecessary competition and conflicts between member jurisdictions, and enhance opportunities for achieving desired development through collective initiatives and cost effective service delivery along the corridor.

Principles

The Principles of Intergovernmental Cooperation are organized under three main categories: (1) Development Impact; (2) Coordinated Planning; and (3) Coordinated Implementation.

Development Impact

The development of land along the borders of two or more member communities requires special consideration among corridor members.

- ❑ Ensure that land uses are compatible with and do not adversely impact uses within adjacent communities or unincorporated areas.
- ❑ Provide written notifications to the adjacent community when projects are at proposed locations adjacent to or within other community planning jurisdictions.

- ❑ Coordinate meetings between communities to discuss alternative approaches to resolving concerns about projects of potential negative impact.
- ❑ Encourage cooperation between communities to formulate mitigating measures, such as landscaping, open space buffers, access lighting controls, hours of operation, and other techniques, in situations where the adjacency of land uses causes unavoidable impacts.



This image shows the landscape screening for an office development in Roselle at the southeast corner of Lake Street and Garden Avenue. Intergovernmental cooperation will be key for Roselle and Bloomingdale to determine appropriate treatments for the other three corners that respects the respective design intents of both communities.

Coordinated Planning

Planning documents should contain consistent land use principles and policies established by this corridor plan, and be used as the basis for formulating individual municipal plans.

- ❑ Encourage each corridor community to update its comprehensive plan to reflect the recommendations herein, and keep plans updated at least every five years.
- ❑ Encourage corridor communities to adopt compatible and complementary land use classification systems in their comprehensive plans and zoning ordinances.
- ❑ Encourage corridor communities to consult with neighboring communities as plans are updated to ensure compatibility and address other mutual interests relating to the corridor.
- ❑ Encourage each corridor community to require site plan review to ensure consistent application of the standards recommended herein.
- ❑ Promote planning for public transit through local education and maintenance of close relationships with Metra and Pace to improve transportation services and ensure they are well coordinated with areas of highest development density.

Coordinated Implementation

Adoption of plans and policies formulated as part of the Lake Street Corridor Plan will go a long way to achieving cooperation between DuPage County and corridor communities. The following principles of cooperation will further advance the goals of this plan.

- ❑ Promote the benefits of cooperation and coordination in the provision of capital improvements, such as streets, utilities, open spaces, sidewalks, and trails. Capital improvement plans of corridor communities should be coordinated with neighboring

municipalities and other relevant taxing bodies or special districts.

- ❑ Continue to explore tools and techniques for the implementation of corridor plans and principles. These might include enforceable development requirements or review procedures, and revenue sharing.
- ❑ Pursue adoption of this plan or other joint sub-area plans under the Local Land Resource Management Act, which provides extra powers, protection, and flexibility to jurisdictions in establishing mutual agreements to guide and control growth over areas of shared interest.
- ❑ Consider the establishment of a joint marketing program to promote revitalization of the corridor.

Intergovernmental Planning & Management

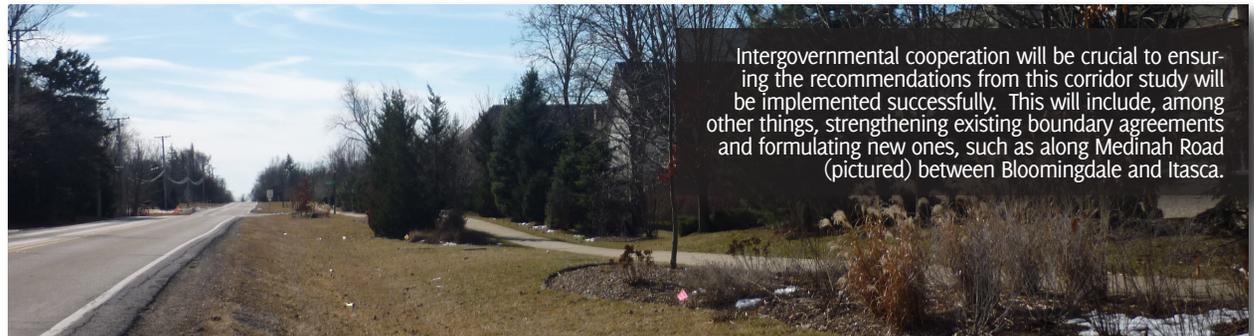
In most states the primary authority to regulate the use of private land is delegated by state legislatures to local governments. In Illinois, the State has extended that authority to include agreements between municipalities over joint or shared areas of interest.

Intergovernmental agreements are common methods for neighboring jurisdictions to pool resources, such as utility/road maintenance and police services, in order to provide for the joint ownership of equipment, engage in

joint planning, and agree upon boundaries. The result of intergovernmental cooperation through these agreements is significant cost savings, efficiency, and coordinated growth management.

One of the key elements of the County's Strategic Plan is to improve the management of unincorporated areas, both in terms of land use and development, and the provision of services. The Strategic Plan advocates the examination of services provided by the County to determine the most efficient delivery of services, and to continue to provide services where it is shown to be cost effective to do so. Where it is shown not to be cost effective, the County will facilitate alternatives with other providers of services. To implement these objectives, the County seeks partnerships to improve the effectiveness of County government, seeking new opportunities to coordinate actions with other units of local government.

Issues regarding the future of development of the Lake Street Corridor should also be tied to the issue of who can best manage this future and under what conditions can the County achieve a more economically sustainable model for the provision and management of services. As unincorporated areas become fewer and more isolated, the ability of County government to provide services in a cost effective manner is reduced. Furthermore, the lack of services, primarily water and sewer utilities, to certain areas raises questions over the long term health and environmental conditions of communities. This plan also outlines tools in Illinois that can be used to establish such cooperation, as summarized below.



Intergovernmental cooperation will be crucial to ensuring the recommendations from this corridor study will be implemented successfully. This will include, among other things, strengthening existing boundary agreements and formulating new ones, such as along Medinah Road (pictured) between Bloomingdale and Itasca.

This section explores options for the most effective approach for the County and its municipal partners to coordinate efforts and effectuate the best long term change to improve both economic and physical conditions in unincorporated areas.

Summary of Jurisdictional Issues

As shown on the Boundary Agreements Map in Figure 8.1, communities along the Lake Street Corridor have implemented boundary agreements that have defined the ultimate jurisdiction over most of the unincorporated areas. Only a few unincorporated areas are completely surrounded by a single community.

Bloomington and Addison have not yet resolved annexation boundary issues associated with development along the Medinah Road area south of Lake Street.

Tools for Intergovernmental Planning

Two tools that are recommended to guide intergovernmental planning along the Lake Street Corridor are the Local Land Resource Management Planning Act and multi-jurisdictional boundary agreements.

Local Land Resource Management Planning Act

(50 ILCS 805/) (Municipal/County Agreements)

In 1985 Illinois adopted the Local Land Resource Management Planning Act. This important legislative initiative added strength to the ability of counties and municipalities to engage in intergovernmental planning activities and to develop joint land resource management plans that address critical land and water resource issues.

This State Act provides broad powers to municipalities and counties to adopt intergovernmental plans and enter into agreements for their enforcement and management, including the adoption of common ordinances. Many of the other tools and approaches discussed below work best when developed in conjunction with the powers granted by the LLRMP Act. The LLRMP Act provides the structure for successful implementation of the plan recommendations.

In addition to traditional land use designations, the LLRMP Act identifies planning/management areas where both growth management and redevelopment plans are paired with management objectives. The planning

element delineates “where we should go” over a longer timeframe, while the management element proposes “how we can get there.” The planning goals are oriented to a physical end-state of land uses and supporting public support systems. The management goals give direction to fundamental governmental and private actions, which will cause the desired physical condition to occur.

A summary of the key relevant elements of the Act are provided below:

Local Government (50 ILCS 805/) Local Land Resource Management Planning Act

Sec. 2. Findings and purpose. (a) It is the purpose of this Act to encourage municipalities and counties to protect the land, air, water, natural resources and environment of the State and to encourage the use of such resources in a manner which is socially and economically desirable through the adoption of joint or compatible Local Land Resource Management Plans. It is the intent of this Act for such units of local government to be immune from liability under federal antitrust laws.

B. “Local Land Resource Management Plan” means a map of existing and generalized proposed land use and a policy statement ... adopted by the municipal and county governing bodies. ... Such a plan shall be deemed to be “joint or compatible” when so declared by joint resolution of the affected municipality and county, or when separate plans have been referred to the affected municipality or county for review and suggestions, and such suggestions have been duly considered by the adopting jurisdiction and a reasonable basis for provisions of a plan that are contrary to the suggestions is stated in a resolution of the adopting jurisdiction.

Sec. 5. Implementation Requirements. Municipalities or counties that have adopted Local Land Resource Management Plans and that wish to receive plan-

“Local Land Resource Management Plan” means a map of existing and generalized proposed land use and a policy statement in the form of words, numbers, illustrations, or other symbols of communication adopted by the municipal and county governing bodies. The Local Land Resource Management Plan may interrelate functional, visual and natural systems and activities relating to the use of land. It shall include but not be limited to sewer and water systems, energy distribution systems, recreational facilities, public safety facilities and their relationship to natural resources, air, water and land quality management or conservation programs within its jurisdiction. Such a plan shall be deemed to be “joint or compatible” when so declared by joint resolution of the affected municipality and county, or when separate plans have been referred to the affected municipality or county for review and suggestions, and such suggestions have been duly considered by the adopting jurisdiction and a reasonable basis for provisions of a plan that are contrary to the suggestions is stated in a resolution of the adopting jurisdiction.

ning grants and to use the additional powers and authorities established under this Act shall also adopt:

- (1) Implementing ordinances and zoning and subdivision ordinances as authorized by law and by this Act;
- (2) A 3 year capital improvement and maintenance program for the jurisdictions considering reasonably anticipated growth and designed to accommodate contiguous development;
- (3) A statement of goals which shall be compatible with the local situation of the municipality or county; and
- (4) A system and timetable to review and update the plans at least once every 10 years.

In the case of municipalities and counties that have adopted joint or compatible plans, such ordinances and programs shall be parallel and coordinated between the local jurisdictions.

Sec. 6. Intergovernmental Agreements. A municipality or county may enter into and enforce intergovernmental agreements for joint or compatible planning, local land resource management administration and zoning ordinance enforcement with counties, municipalities and other units of State and local government notwithstanding general statutory limitations concerning county and municipal zoning.

Inter-municipal Planning and Zoning

Pursuant to 50 Ill. Comp. Stat. 15/0.01 et seq. (2004), corporate authorities of counties, municipalities, and townships are permitted to enter into intergovernmental agreements to effectuate joint or regional planning efforts. The Regional Planning Commission Act permits counties, municipalities, and other local governmental units, authorized by the Illinois Department of Commerce and Economic Opportunity, to form inter-municipal planning agreements within and beyond state borders.

Issues for Further Exploration

- » Joint/Shared Land Use/Zoning Controls
 - Shared review of development/zoning proposals.
 - Administrative approvals if consistent with the LLRMP.
 - Joint commissions with each participating/affected community if a development or zoning request not consistent with the LLRMP. This is particularly important if the boundary agreement includes revenue sharing terms that are dependent on the existence of proposed non-residential uses.
- » Financing of Public Improvements/Services
 - Revenue Sharing
 - County Tax Increment Financing (would require amendment to State Statute as currently does not apply to corridor), Special Service Area, Business District Developments, Grants?
- » Consistency with Local Development Controls
 - County zoning, subdivision and building codes to be consistent with municipal standards
- » Neighborhood Improvement Plans
 - Joint planning for targeted improvements, investments in neighborhoods. Plan can establish common database, identify problems to be addressed, list strategies/actions to address problems. Specific programs for neighborhood improvements can be developed, including financing options.
- » Model Agreements
 - Lake County/Villages of Hawthorne Woods & North Barrington – revenue sharing agreement
 - Issue: Disagreement over scale, impact of large retail shopping center
 - Agreement: Provides that property remains in Lake County at a higher intensity that would have been approved by adjacent municipalities. Each municipality receives authority to review compliance with local design standards. Tax base/revenues are shared between County and municipalities.

- Lake County/ Villages of Old Mill Creek/Wadsworth – joint land use plan, zoning, development review, and utility agreement
 - Issue: Overlapping competition for annexation of economic development area at Rt. 173 and I-94. The Route 173 Corridor Council developed the agreement terms to establish land uses and development standards for the Rt. 173 I-94 interchange area.
 - Agreement: County to provide utility services. All jurisdictions to adopt a common planned development zoning district, land use plan and design standards to control the development of the area. Once annexed, other jurisdictions have the right to review and comment on proposed development project throughout all parts of the development approval process to ensure compliance with agreed to standards.

Multi-Jurisdictional Boundary Agreements (Municipal/Municipal Agreements)

Boundary agreements specify the relationship between communities that have mutual interest in unincorporated property for which they share overlapping planning areas. Land use, service, management, fiscal impact, and zoning issues can be addressed by Local Land Resource Management Plans and related intergovernmental ordinances and/or agreements. Boundary agreements are important tools to establish ultimate community boundaries, to provide clear direction to property owners and developers seeking annexation, and responsibilities for public services and facilities planning areas (sewer, water, public safety). Boundary agreements remove the likelihood that developers will “seek the better deal,” allowing for a rational planning process based on the merits of a project and its compliance with the community plan.

Issues for Further Exploration

- » Joint/Shared Land Use/Zoning Controls
 - Shared review of development/zoning proposals.

- Joint commissions with representation of each participating/affected community if request not consistent with community plan or boundary agreement conditions. This is particularly important if the boundary agreement includes revenue sharing terms that are dependent on the existence or proposed non-residential uses.
- » Financing of Public Improvements/Services
- Revenue Sharing
- » Consistency Between Local Development Controls
- Municipal zoning, subdivision and building codes to be consistent, or special standards to be created in an agreement.
- » Incentives/Issues for Annexation
- Neighborhood affinity. How do residents identify themselves? Part of 'A' or 'B' community or independent
 - Infrastructure improvement costs – generally prohibitive as new property tax revenue not likely to off-set cost for utility extension and on-going services
 - Political barriers (voting block)
- » Models
- Villages of Deer Park & Kildeer (Lake County) – revenue sharing/disconnection
 - Issue: Deer Park sought ability to consolidate parcels along Rand Road for larger redevelopment, which includes properties in Kildeer
 - Agreement: Kildeer and Deer Park agree to disconnect and then annex certain properties with agreement that a portion of the sales tax revenues generated from the disconnected parcels are shared for a period of 5 years. If properties not disconnected within one year of agreement, then each Village relinquishes land use and zoning control of the land to be ultimately annexed to the other Village. Each Village retains right to review and changes to comprehensive plans applicable to subject area, and establishes design standards to be

applied to annexed areas. Sewer and water service will be determined by capability of either community, and may require FPA amendments.

- Villages of Downers Grove/Darien (DuPage County)
 - road/utility improvement cost agreement
 - Issue: Both communities have a history of working together to make improvements to streets that lie within both municipalities. Typically this involves reconstructing streets, replacing watermains, and installing traffic calming measures. As part of a project Downers Grove may reconstruct the streets and replace the watermains located in the Darien portions of a subdivision.
 - Agreement: Downers Grove will reconstruct the portions of the streets and watermains that are located within the City of Darien. Darien will allow Downers Grove to make the improvements within their jurisdiction. No permits will be required. Darien will pay Downers Grove for the improvements within the City of Darien. If Darien fails to make the payment by the deadline, Downers Grove has the right to withhold water purchase payments, as Downers Grove purchases water from Darien to serve residents in certain part of the community.
- Kankakee County
 - Locally adopted plans which are consistent with the County's Plan, particularly with regard to shared extra-territorial jurisdictional planning authority, have the greatest chance for implementation success. The adoption of local plans in tandem with the County as "Joint Land Resource Management Plans" will create an opportunity for collaborative implementation, particularly with respect to effective land use control within the unincorporated areas. Kankakee County passed a 2030 Comprehensive Plan updated for Land Use and Resource Management in 2005 that provides for joint or compatible land use plans and implementation. Kankakee County subsequently adopted several local community comprehensive plan

updates as a part and component of the 2030 County Comprehensive Plan update. Other counties that have adopted LMRPs in northern Illinois include: Will County, Kendall County, Kane County, Rock Island County, and Winnebago County.

- Villages of Lake Zurich & Kildeer
 - Village officials passed a Joint Land Resource Management Plan for 45 acres of undeveloped land at Rand and Cuba Roads. Both villages set up a joint committee of village officials to oversee development of the property. The land had been annexed by Lake Zurich in May 1992. Under the new agreement all 45 acres will become part of Kildeer. The two villages will share equally in any property tax and sales tax revenues that follow upon development of the land. In addition, the land-use agreement contains a boundary line agreement.

Sources

Supply and Demand of Retail Real Estate: A History of Repositioning, Jennifer Nickoles, Johns Hopkins Carey Business School, Spring 2009.

Trends in Retail Sales and Sales Tax Dependency for Kansas City Metropolitan Area, Dean Daterndahl, Mid-America Regional Council, November 2005.

A Descriptive Analysis of the Retail Real Estate Markets at the Metropolitan Level, Mark Eppli and Steven P. Laposo January, 1997. (Originally published in Journal of Real Estate Research, Volume 14, No. 3, 1997).

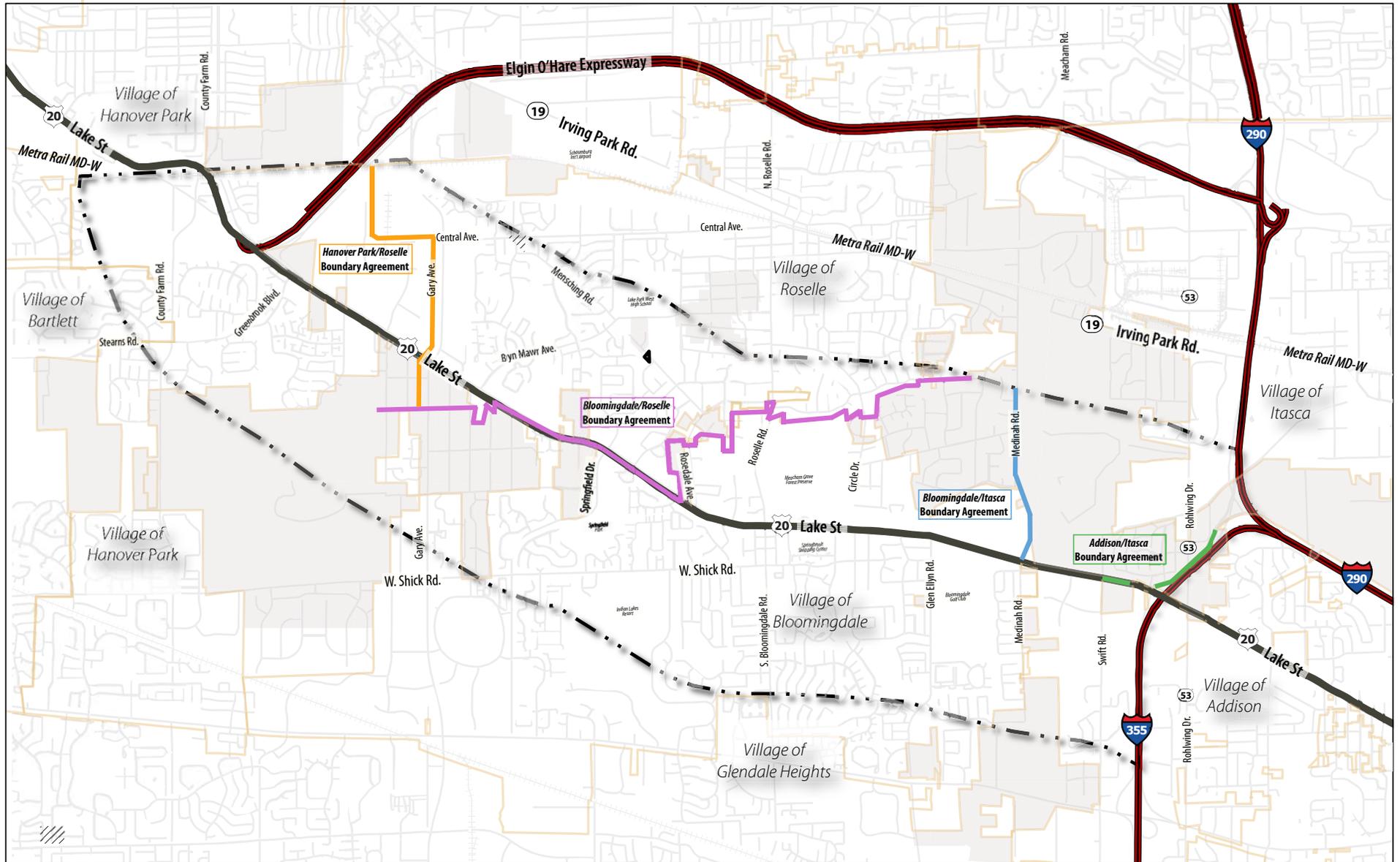
I-80 Corridor Planning Study, Northeastern Illinois Planning Commission, 1997.

Principles of Agreement, Corridor Planning Council, Lake County, 1990.

Intergovernmental Agreements: Steps to Drafting a Beneficial Intergovernmental Agreement, Robert Britz and Vicki Johnson, Ottosen Britz Kelly Cooper & Gilbert, Ltd, Spring 2009.

FIGURE 8.1
Boundary Agreements Map

- BOUNDARY AGREEMENT LINE (HANOVER PARK & ROSELLE)
- BOUNDARY AGREEMENT LINE (BLOOMINGDALE & ROSELLE)
- BOUNDARY AGREEMENT LINE (BLOOMINGDALE & ITASCA)
- BOUNDARY AGREEMENT LINE (ADDISON & ITASCA)



9: Land Use Plan for Lake Street Corridor

SHORT-TERM LAND USE PLAN

The short-term land use plan primarily ensures that land use designations for the Lake Street Corridor are consistent with municipal plans, thus requiring minimal policy changes, if any, and providing opportunities for support from elected officials..

LONG-TERM LAND USE PLAN

The long-term land use plan builds upon the concepts of the Framework Plan, which is intended to repurpose the Lake Street Corridor by supporting a more sustainable approach to land use planning and economic development. With the potential for major changes to County and municipal policies, zoning, and development regulations, a long-term approach is charted to shift Lake Street away from being over-retailed and more towards providing a balanced mix of land uses that is more economically sustainable and enhances the County and municipal tax bases. The implementation of the long-term land use plan will require willing sellers and further review of specific plans by developers.

The overall purpose of this corridor planning study is to produce a set of land use, development, and policy guidelines that DuPage County and the corridor communities can utilize to promote and influence development along the Lake Street Corridor. Regarding land use, the impetus for this study is rooted in an ongoing land use planning process that DuPage County has undertaken with a series of updates since 1990. However, an official County land use plan has not been adopted despite these efforts.

As illustrated below, the two goals for this study are supportive of the creation of a Land Use Plan for DuPage County, particularly focusing on unincorporated areas:

Study Goal #1: Land Use & Development

Continue working towards making the County's land development regulations as consistent as possible with those of neighboring municipalities.

Study Goal #2: 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.

In addition, the Land Use Plan is intended to be supportive of development that fosters a balanced mix of uses that are economically sustainable and enhance the tax base for the County and the corridor communities.

It is recognized that certain land use recommendations may require policy changes at the County and municipal levels, which may take considerable time to allot appropriate discussion with property owners, County executives, public officials, and other stakeholders who would be impacted by certain policy changes. At the same time, the County recognizes the importance of having a land use plan in place for the near term to help guide development and provide a baseline for discussions that may impact policy changes. As a result, two versions of the Land Use Plan were developed for the Lake Street Corridor, which are described at the far left.

In general, both the short- and long-term Land Use Plans for the corridor define the role of unincorporated parcels in furthering County policies, as well as support the vision, goals, policies, and recommendations outlined by the Framework Plan (see Sections 6 and 7). The short- and long-term Land Use Plans for the Lake Street Corridor are illustrated in Figures 9.1 and 9.2, respectively, followed by detailed plans for each of the 7 sub-planning areas.

Supporting the CMAP GO TO 2040 Plan

While the overall purpose of this corridor planning study is to produce a set of land use, development, and policy guidelines that DuPage County and the corridor communities can use to promote and influence development along the Lake Street Corridor, this study is also intended to advance the four core tenets of CMAP's GO TO 2040 Plan, as summarized below. With the short-term Land Use Plan developed primarily for consistency with municipal plans and garnering political support for County approval, the long-term Land Use Plan is designed to be more transformative in nature to redefine corridor development that is more economically sustainable, diversifies the tax base, and supports the GO TO 2040 Plan.

All elements of this Lake Street Corridor Study -- from the corridor vision, goals, and policy statements (Section 5), corridor development principles (Section 6), the Framework Plan (Section 7), principles of intergovernmental cooperation (Section 8), and the short- and long-term Land Use Plans (Section 9) -- have consistently reflected the core tenets of the GO TO 2040 Plan.



In 2010, the Chicago Metropolitan Agency for Planning (CMAP) released its GO TO 2040 Plan, which is the long-range comprehensive plan for the Chicago region, including DuPage, Cook, Kane, Kendall, Lake, McHenry, and Will Counties. In particular, the GO TO 2040 Plan explores opportunities and policies regarding land use, transportation, economics, environment, housing, social systems, demographics, governance, and the quality-of-life of communities throughout the Chicago region. As summarized below, the four core tenets of the GO TO 2040 Plan are: (1) Livable Communities; (2) Human Capital; (3) Efficient Governance; and (4) Regional Mobility.

For more information, please visit: www.cmap.illinois.gov



Livable Communities

Livable communities typically display common characteristics, such as promoting healthy lifestyles, creating safe spaces, promoting walkability, providing transportation choices, and enhancing accessibility to opportunities for education, housing, commerce, and employment. These characteristics promote cost effectiveness for residents, families, businesses, and governments. They ensure that districts like the Lake Street Corridor help enhance the livability in DuPage County and advance the economic competitiveness of the region.



Human Capital

To remain economically competitive, districts like the Lake Street Corridor must support sustainable employment growth that provides good paying jobs to the local workforce and equips them with the knowledge and skills to vie for jobs within the local, regional, and global marketplaces. While commerce opportunities abound along Lake Street, the corridor is also home to DeVry University's Addison campus and within close proximity to the College of DuPage's Bloomingdale and Addison campuses to prepare a skilled and capable workforce.



Efficient Governance

As a corridor that traverses through five municipalities, two townships, and the County itself, efficient governance over how the Lake Street Corridor evolves is imperative to ensure economic, physical, and human resources are maximized to their greatest capacities. The findings of this study build upon data and input from the various communities, governing bodies, and transportation agencies that are impacted by or have oversight of the Lake Street Corridor. A collective assessment provides concise information for efficient decision making.



Regional Mobility

With average daily traffic as high as 47,900 cars per day along Lake Street, there is no question that the corridor is one of the most critical components of DuPage County's transportation network for residents, visitors, commuters, and businesses. The Lake Street Corridor connects people to homes, jobs, shops, services, schools, and recreation facilities. Making proper investments to improve the mobility of the corridor is important to keep people and products moving safely and efficiently, whether by car, truck, bus, train, bike, or on foot.

Land Use Categories

RESIDENTIAL

- SF Residential
- MD Residential
- HD Residential

Residential uses encompass a diversified housing stock to provide residents with multiple options that meet varying needs, budgets, and lifestyles. SF Residential includes low density detached single family houses. MD Residential includes medium density uses, such as townhouses, duplexes, multiplexes, and attached low-rise condominiums (generally 1 to 2 stories). HD Residential includes high density uses, such as mid- and high-rise equity condominium and rental apartment buildings. Senior housing facilities will fall under either MD or HD Residential, depending on the type and density of housing units.

COMMERCIAL

- LD Commercial
- HD Commercial

Commercial uses provide retail goods and services with stores, restaurants, and businesses that serve the needs of local residents and the daytime population generated by offices and employment centers. LD Commercial includes low intensity uses, such as single businesses, small- to moderate-sized multi-tenant retail strip centers, and neighborhood-level businesses. HD Commercial includes businesses of higher intensity, such as big box and large format stores, which generate higher traffic volumes and require more space for structures and parking.

EMPLOYMENT

- Industrial
- Office

Employment uses provide job opportunities for local residents and job seekers from around the region. Industrial uses generally include a mix of light industrial uses (e.g., warehousing; wholesaling; self storage; building material sites; landscaping, greenhouses, and nurseries; utility centers; etc.) and heavy industrial uses (e.g., manufacturing; processing; packaging; freight; fuel distribution; trucking/intermodal facilities; vehicle storage and repair; etc.). In addition, office uses provide employment in various forms and intensities, ranging from small medical, insurance, and professional offices to larger office complexes and research parks.

CORRIDOR MIXED USE

- Corridor Mixed Use

Corridor mixed use includes sites that either presently include a mixed use development or holds potential for mixed use. Mixed use may be defined as either: (A) a vertical format traditionally with retail at ground level and residential or office uses above; or (B) a mix of uses spread across multiple parcels and sharing a symbiotic relationship with each other. For example, a corridor mixed use area may encompass retail uses along the main road with an adjacent mix of housing types, offices for employment, access to transit, recreation spaces, and safe pedestrian and bicycle connections.

PUBLIC/INSTITUTIONAL

- Public/Institutional

Public/institutional uses identify existing facilities, including: schools; religious/spiritual institutions; and County, township, and municipal facilities. While new schools and religious/spiritual institutions will be built over time, specific future sites for such uses were not identified, unless proposed development or expansion plans were known. In general, new public/institutional uses will generally be built where permitted (as of right or by special use) via local zoning requirements.

RECREATION/PARKS/OPEN SPACE

- Recreation/Parks/Open Space

Recreation/parks/open space uses identify existing facilities, including: forest preserves; trailheads; parks; recreational facilities; sports fields; public golf courses and private country clubs; and general open space. While new recreation/parks/open space uses will be built over time, specific future sites for such uses were not identified, unless proposed development or expansion plans were known. In general, new parks/open space uses will generally be built where permitted (as of right or by special use) via local zoning requirements.

SPECIAL MANAGEMENT AREA

- Special Management Area

Special management areas are generally defined by site conditions for a parcel or parcels that will require special considerations during the development review and construction processes. Such site conditions will most typically include sensitive environmental features, such as existing ponds/lakes, wetlands, floodplain, topography, etc. Existing stormwater management facilities will also warrant special considerations, particularly the potential to relocate such facilities, if economically feasible, with proper engineering and no net loss in the effectiveness of managing stormwater.

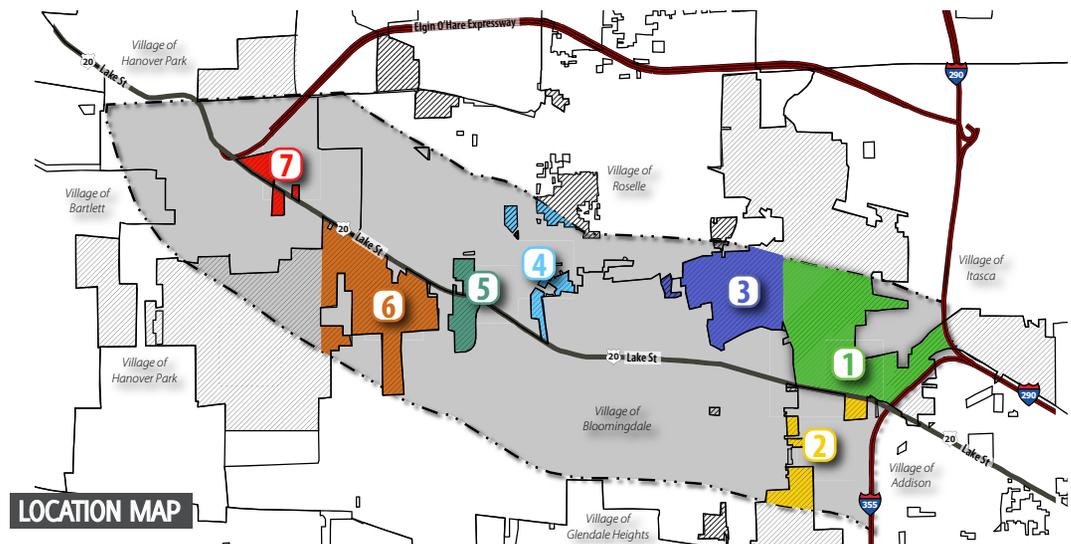


FIGURE 9.1
Short-Term County
Land Use Plan for the
Lake Street Corridor



NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.

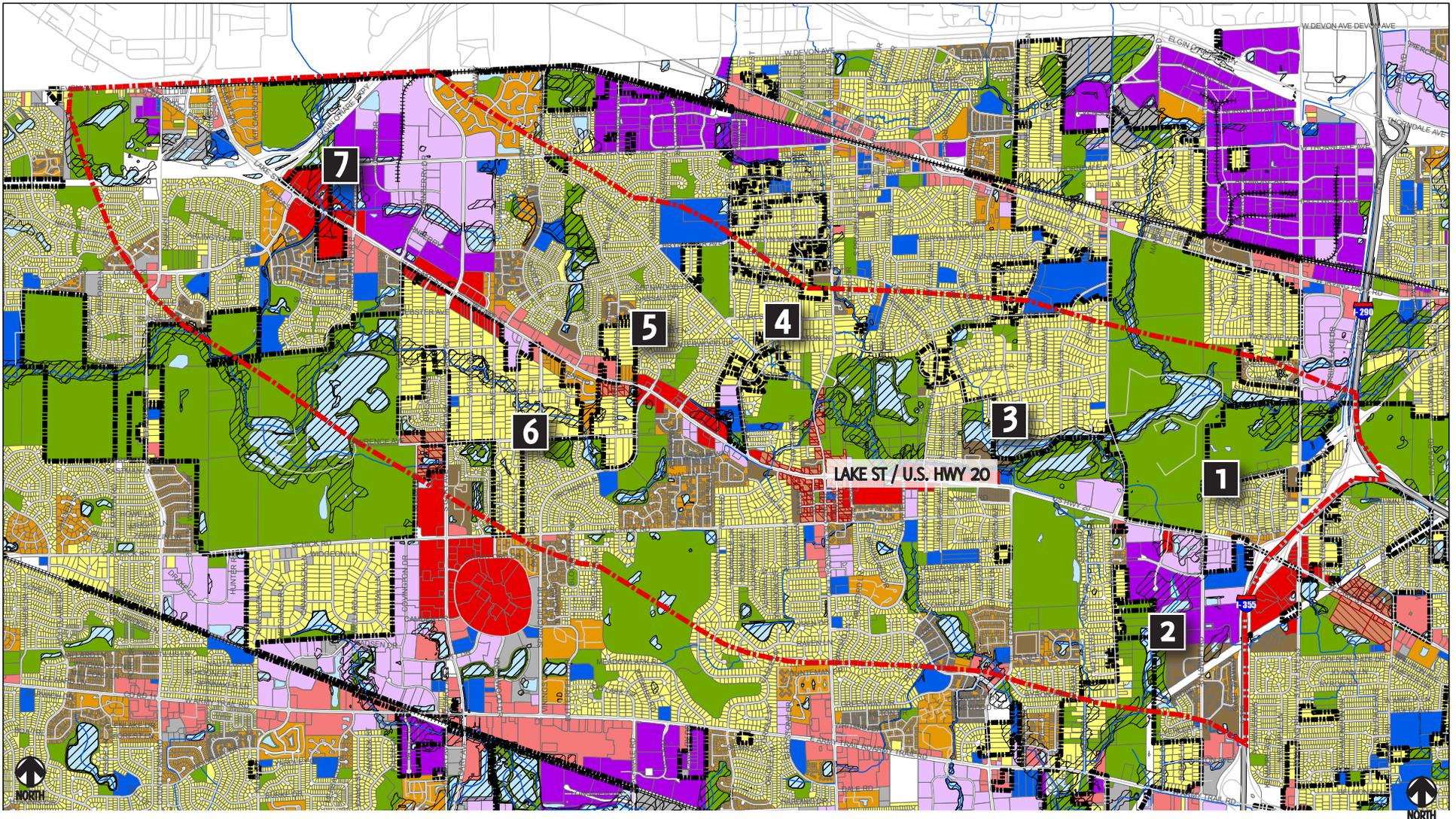


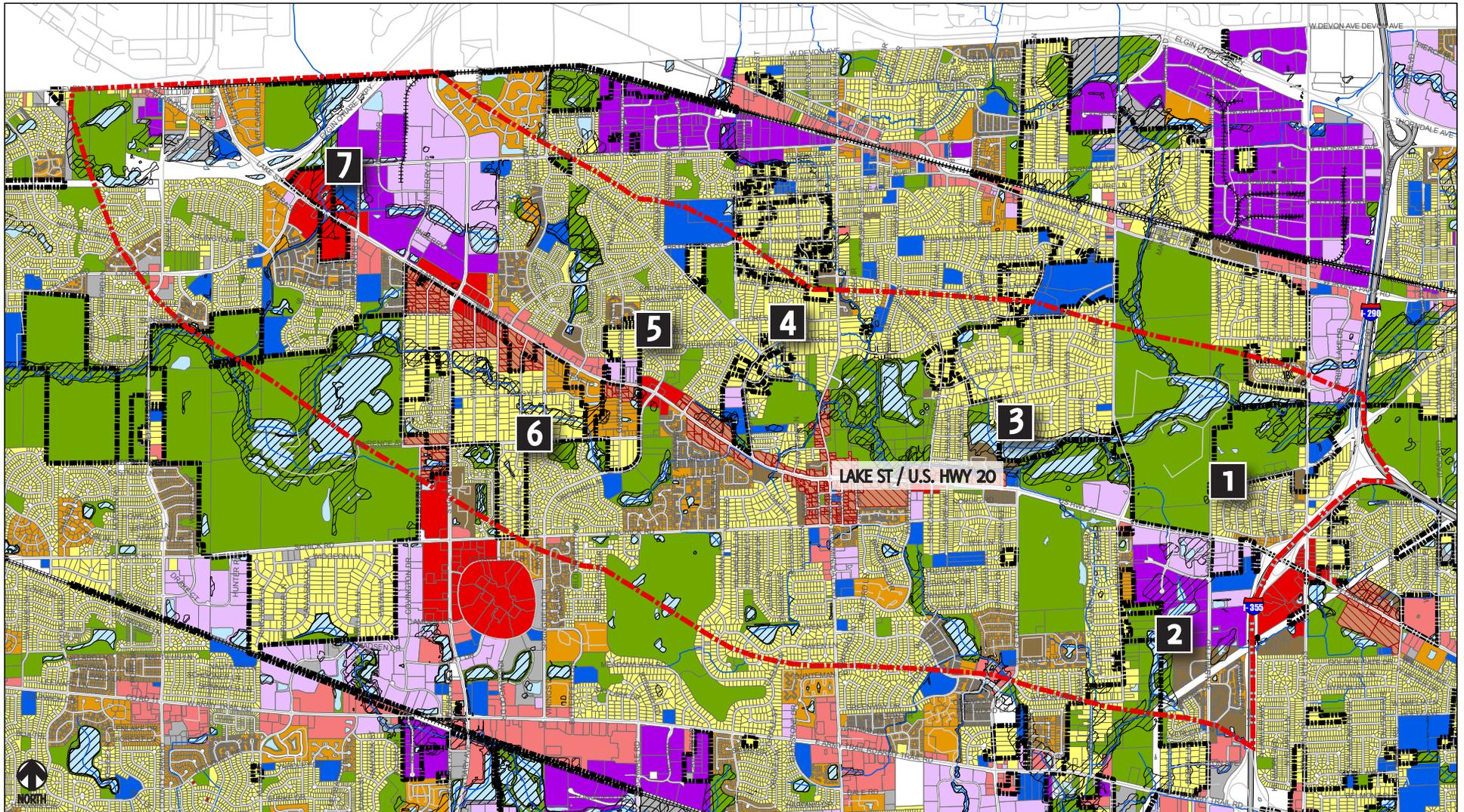
FIGURE 9.2
 Long-Term County
 Land Use Plan for the
 Lake Street Corridor



 Study Area Boundary
 Sub-Planning Area Boundary
 UNINCORPORATED PARCELS

4 See Land Use Plans for each of the 7 Sub-Planning Areas on the following pages.

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.

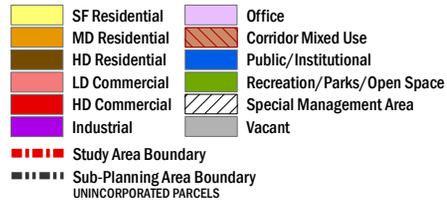


Sub-Planning Area 1

Corridor Land Use Plan along Lake Street Corridor

COMPARISON

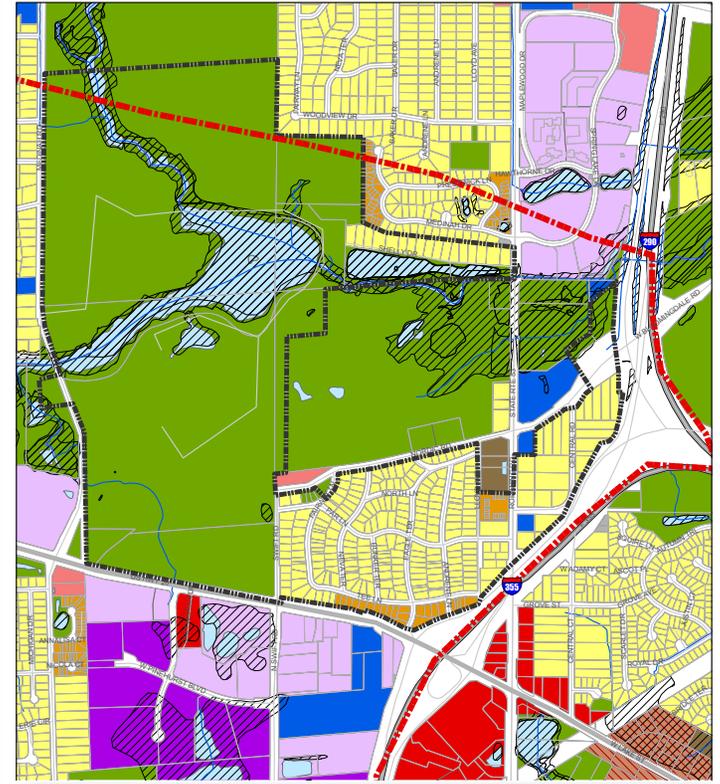
EXISTING LAND USE TO SHORT-TERM FUTURE LAND USE



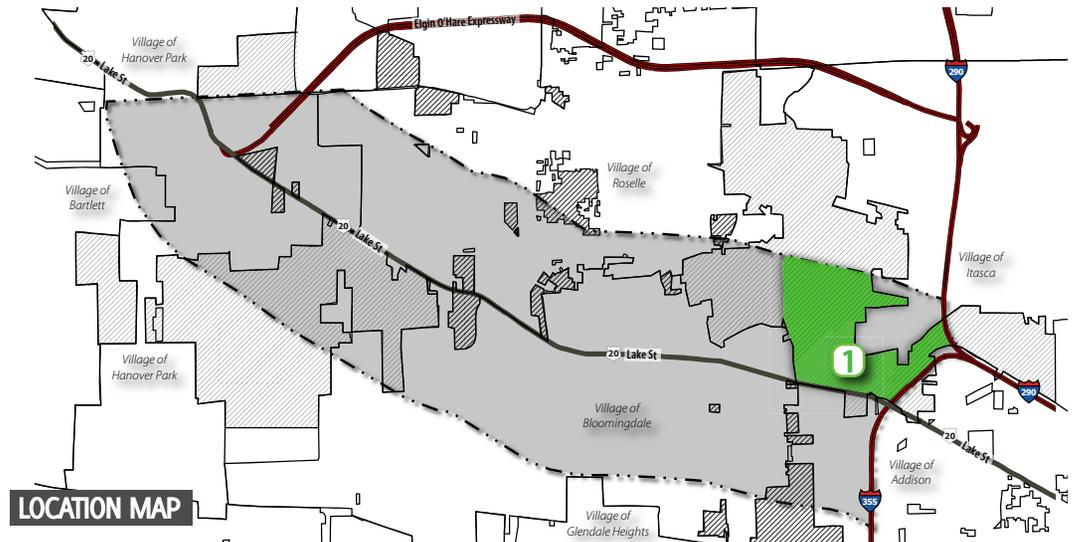
NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Existing Land Use | AREA 1



Short-Term Future Land Use Plan | AREA 1



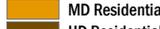
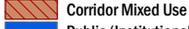
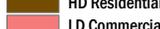
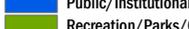
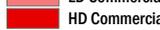
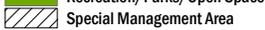
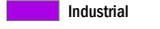
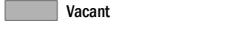
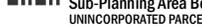
LOCATION MAP

Sub-Planning Area 1

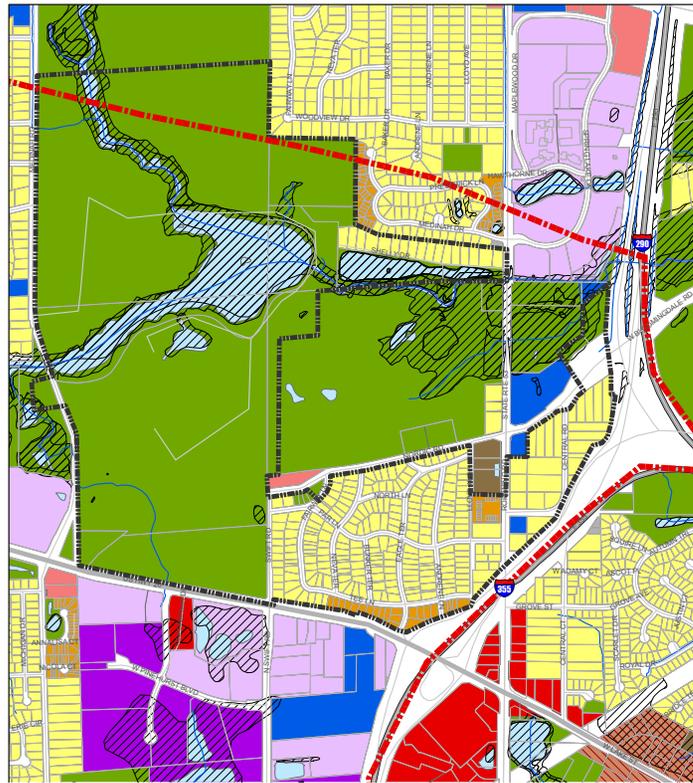
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

SHORT-TERM FUTURE LAND USE TO LONG-TERM FUTURE LAND USE

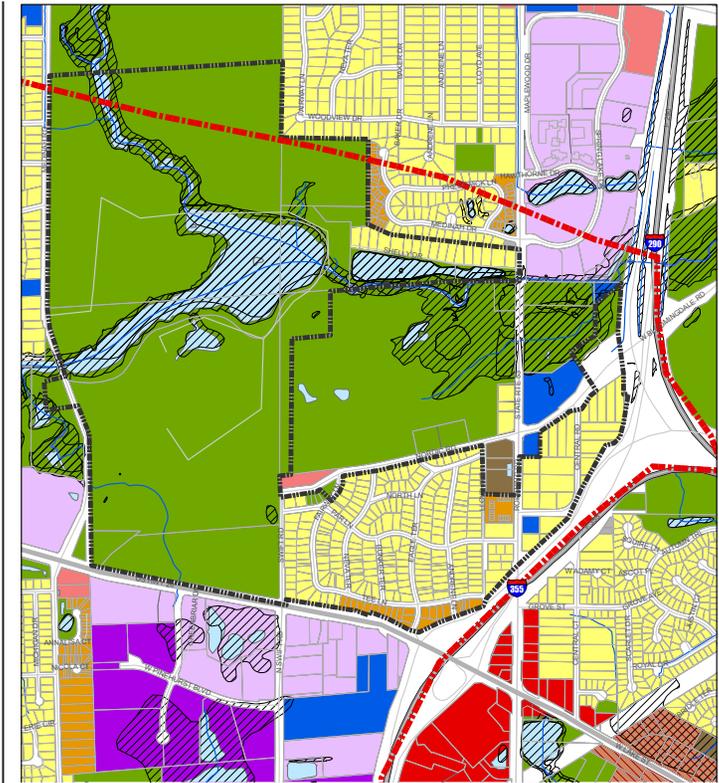
 SF Residential	 Office
 MD Residential	 Corridor Mixed Use
 HD Residential	 Public/Institutional
 LD Commercial	 Recreation/Parks/Open Space
 HD Commercial	 Special Management Area
 Industrial	 Vacant
 Study Area Boundary	
 Sub-Planning Area Boundary UNINCORPORATED PARCELS	

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Short-Term Future Land Use Plan | AREA 1

For Sub-Planning Area 1, the County land use plan is influenced by the land use plans for Addison, Itasca, Bloomingdale, and Roselle. Overall, Area 1 maintains existing residential neighborhoods, parks/open space, and office and industrial uses. The most significant land use recommendation is the expansion of the office and industrial uses in Meadows Business Park onto underutilized land at the southeast corner of Lake Street and Swift Road. The existing golf courses should be distinguished from other types of open spaces and parks, as this is a for-profit commercial entity.



Long-Term Future Land Use Plan | AREA 1

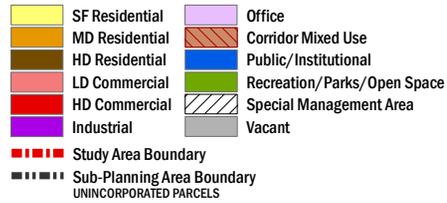
For Sub-Planning Area 1, the long-term plan is practically the same as the short-term plan, mostly because of the stability of the residential neighborhoods, draw of the Medinah Country Club, and the strength of the office and industrial uses near the I-355 interchange. Additional office and industrial uses increases the daytime population to support local restaurants, services, and retail businesses along Lake Street. Additional office and industrial uses also generate more employment opportunities and diversify the County and municipal tax bases.

2 Sub-Planning Area 2

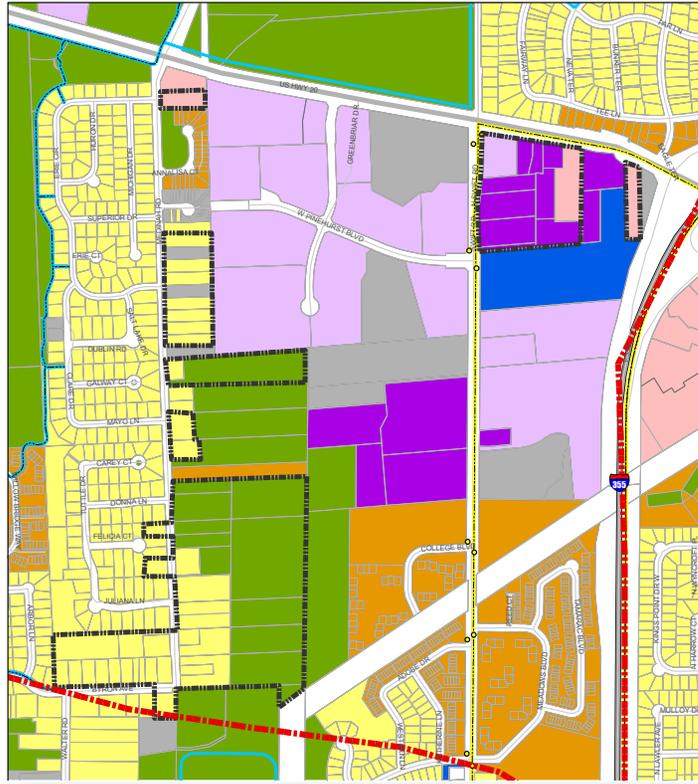
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

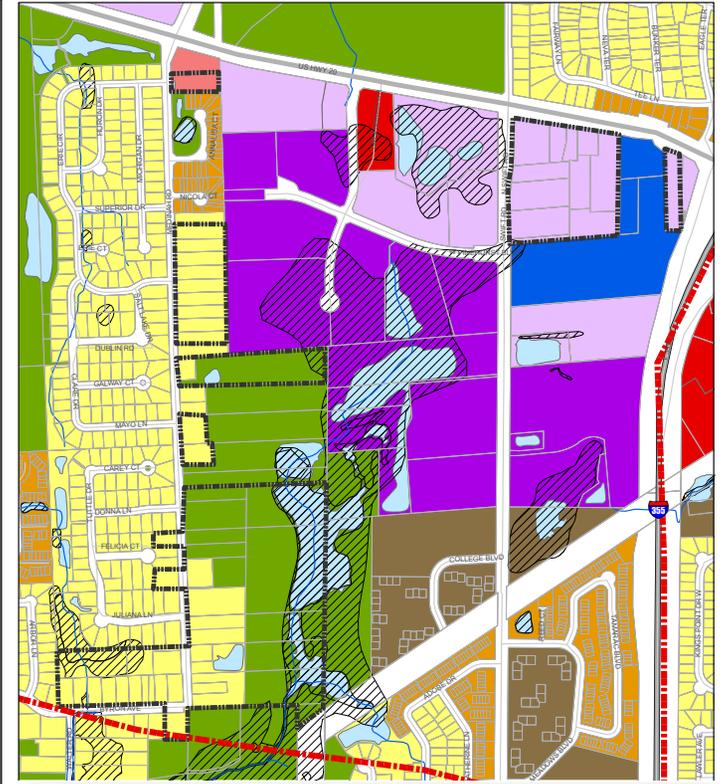
EXISTING LAND USE TO SHORT-TERM FUTURE LAND USE



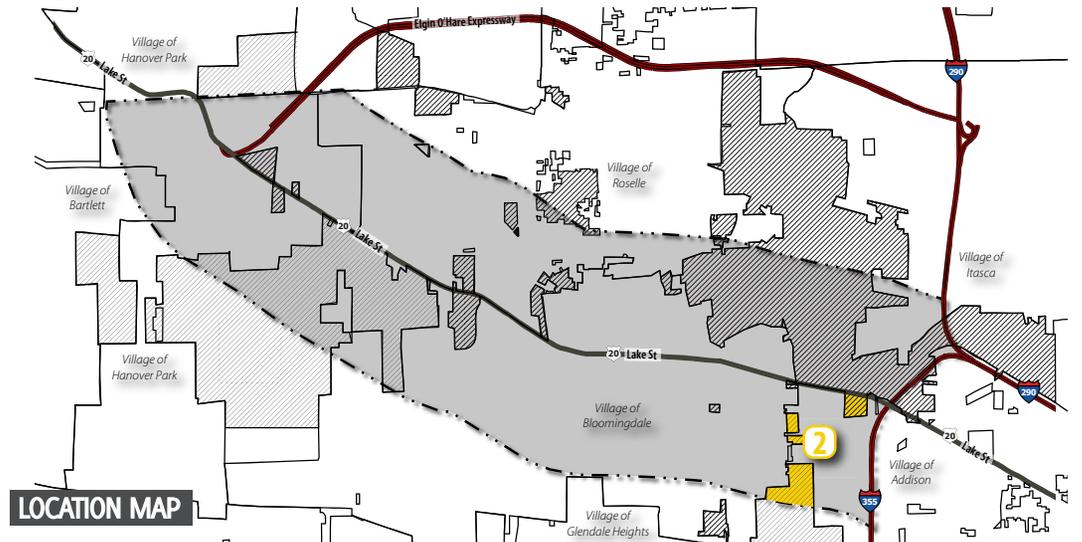
NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Existing Land Use | AREA 2



Short-Term Future Land Use Plan | AREA 2



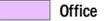
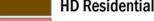
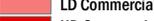
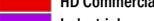
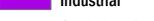
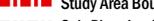
LOCATION MAP

2 Sub-Planning Area 2

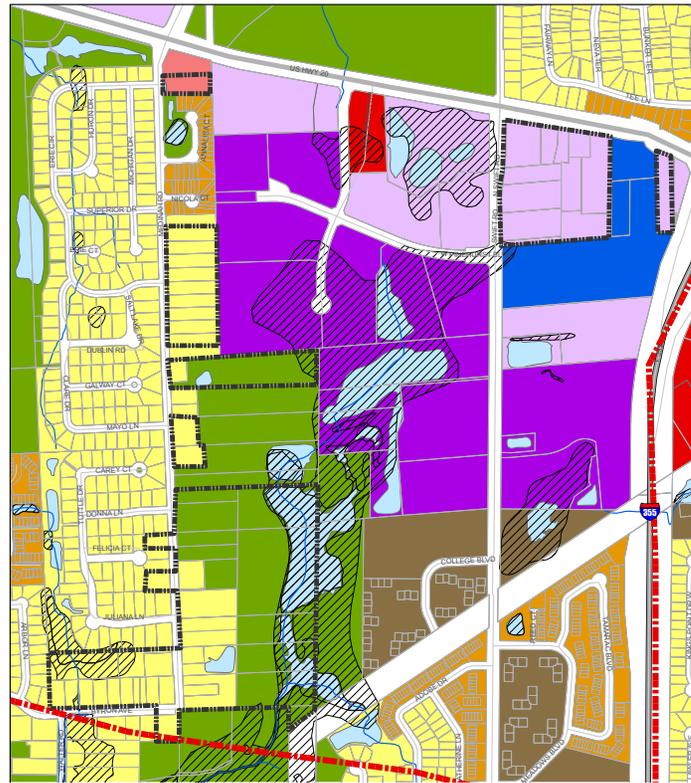
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

SHORT-TERM FUTURE LAND USE TO LONG-TERM FUTURE LAND USE

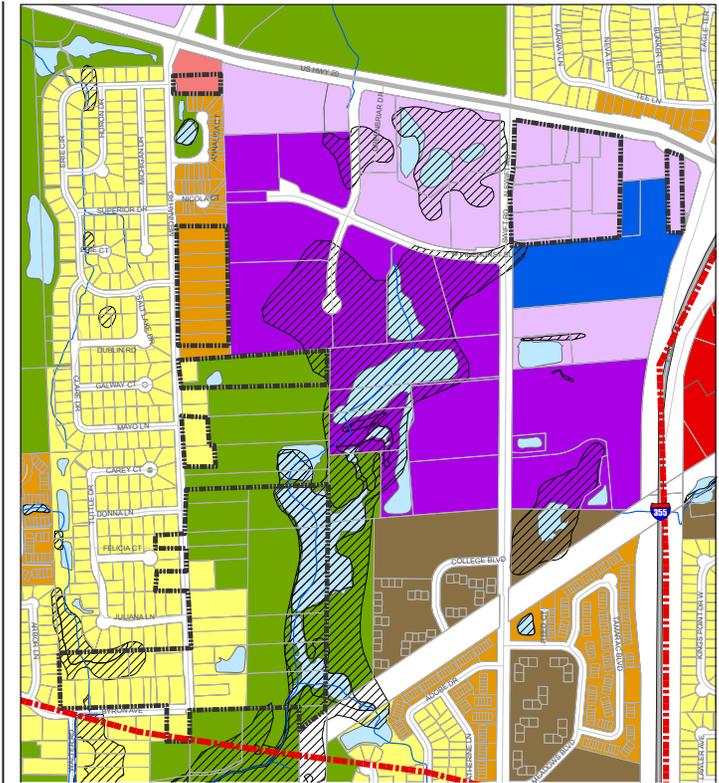
 SF Residential	 Office
 MD Residential	 Corridor Mixed Use
 HD Residential	 Public/Institutional
 LD Commercial	 Recreation/Parks/Open Space
 HD Commercial	 Special Management Area
 Industrial	 Vacant
 Study Area Boundary	
 Sub-Planning Area Boundary UNINCORPORATED PARCELS	

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Short-Term Future Land Use Plan | AREA 2

For Sub-Planning Area 2, the County land use plan is influenced by the land use plans for Addison, Itasca, Bloomingdale, and Roselle. Overall, Area 2 maintains existing residential neighborhoods, parks/open space, and office and industrial uses. The most significant land use recommendation is the expansion of the office and industrial uses in Meadows Business Park onto underutilized land at the southeast corner of Lake Street and Swift Road, and expansion of medium density, multi-family residential use on the east side of Medinah Road.



Long-Term Future Land Use Plan | AREA 2

For Sub-Planning Area 2, the long-term plan is practically the same as the short-term plan, mostly because of the stability of the residential neighborhoods, draw of the Medinah Country Club and Bloomingdale Golf Course, and the strength of the office and industrial uses near the I-355 interchange. Additional office and industrial uses increase the daytime population to support local restaurants, services, and retail businesses along Lake Street. Additional office and industrial uses also generate more employment opportunities and diversify the County and municipal tax bases.

Sub-Planning Area 3

Corridor Land Use Plan along Lake Street Corridor

COMPARISON

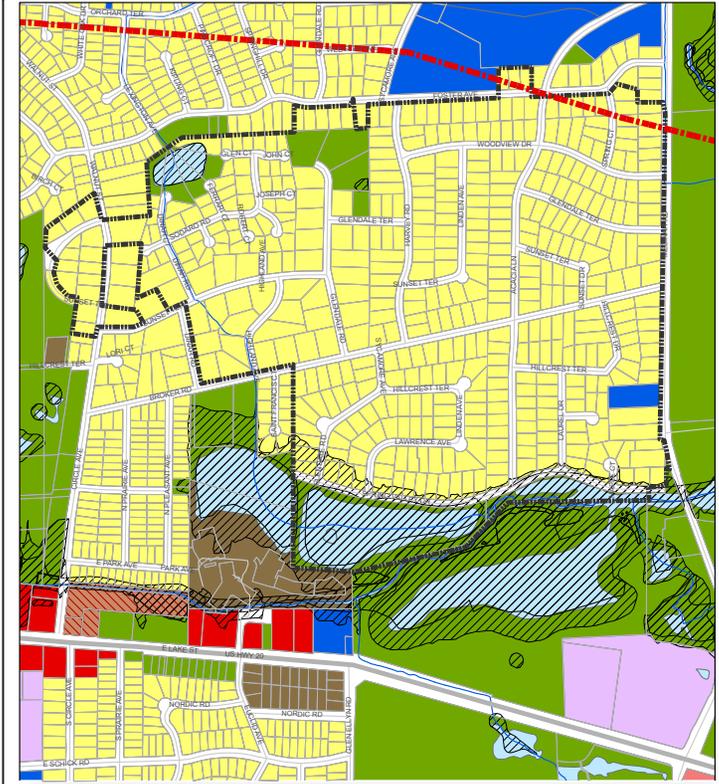
EXISTING LAND USE TO SHORT-TERM FUTURE LAND USE



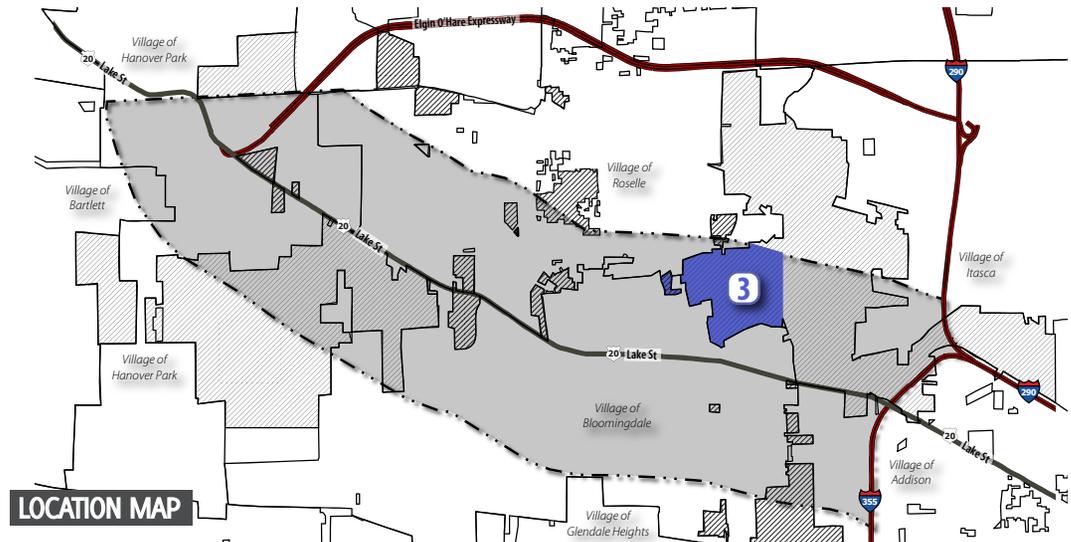
NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Existing Land Use | AREA 3



Short-Term Future Land Use Plan | AREA 3



LOCATION MAP

3 Sub-Planning Area 3

Corridor Land Use Plan along Lake Street Corridor

COMPARISON

SHORT-TERM FUTURE LAND USE TO LONG-TERM FUTURE LAND USE

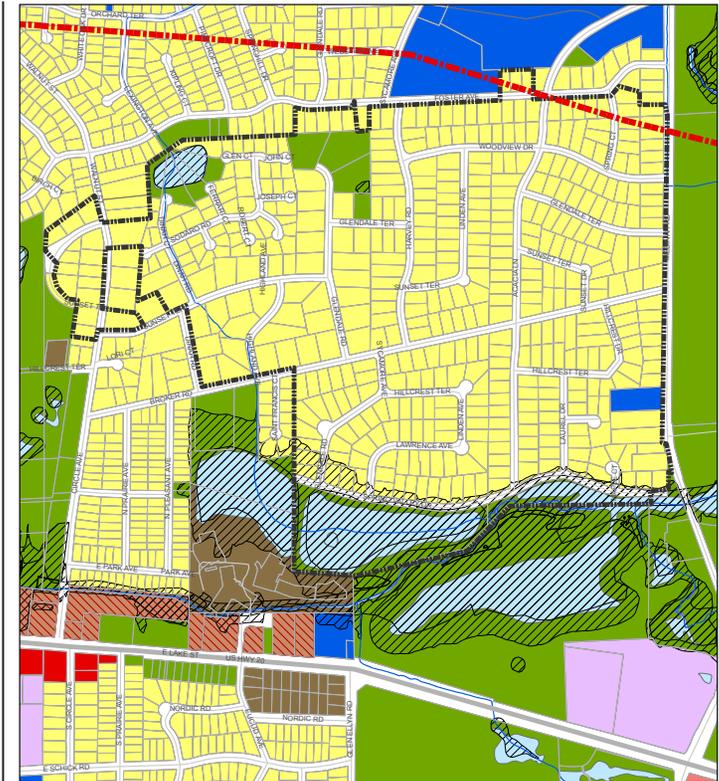


NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Short-Term Future Land Use Plan | AREA 3

For Sub-Planning Area 3, the County land use plan is influenced by the land use plans for Bloomingdale and Roselle. Overall, Area 3 maintains existing residential neighborhoods, public/institutional uses, and parks/open space. The most significant land use recommendations are along Lake Street, with Bloomingdale recommending a mix of commercial, residential, public/institutional, and open space uses. Bloomingdale designates a few parcels as “multiple-use potential,” which is reflective of the corridor mixed use designation from the County Land Use Plan, particularly allowing for a balanced mix of uses, which may include commercial, office, residential, and public/institutional.



Long-Term Future Land Use Plan | AREA 3

For Sub-Planning Area 3, the long-term land use plan for unincorporated parcels is similar to the short-term plan, particularly maintaining existing residential neighborhoods, public/institutional uses, and parks/open space. The County’s corridor mixed use designation is applied to both sides of Lake Street to facilitate a balanced mix of uses, which may include commercial, office, residential, and public/institutional. In addition, corridor mixed use would allow greater flexibility in development along Lake Street and foster appropriate transition to adjacent uses, including the Old Town Bloomingdale area to the west. Corridor mixed use would also open up potential for more employment opportunities and diversified County and municipal tax bases. A mix of retail businesses and employment at local offices would be attractive to residents living in nearby residential neighborhoods.

4 Sub-Planning Area 4

Corridor Land Use Plan along Lake Street Corridor

COMPARISON

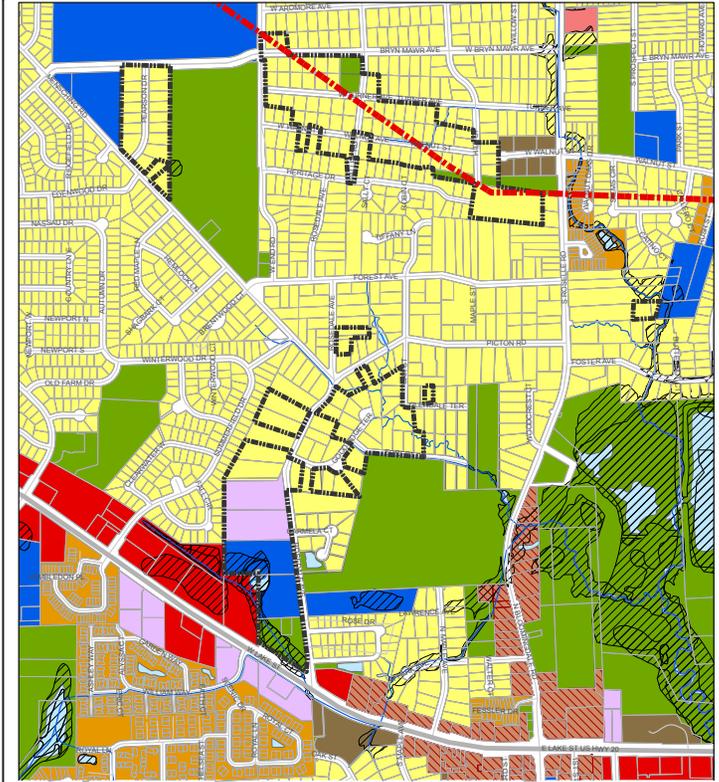
EXISTING LAND USE TO SHORT-TERM FUTURE LAND USE



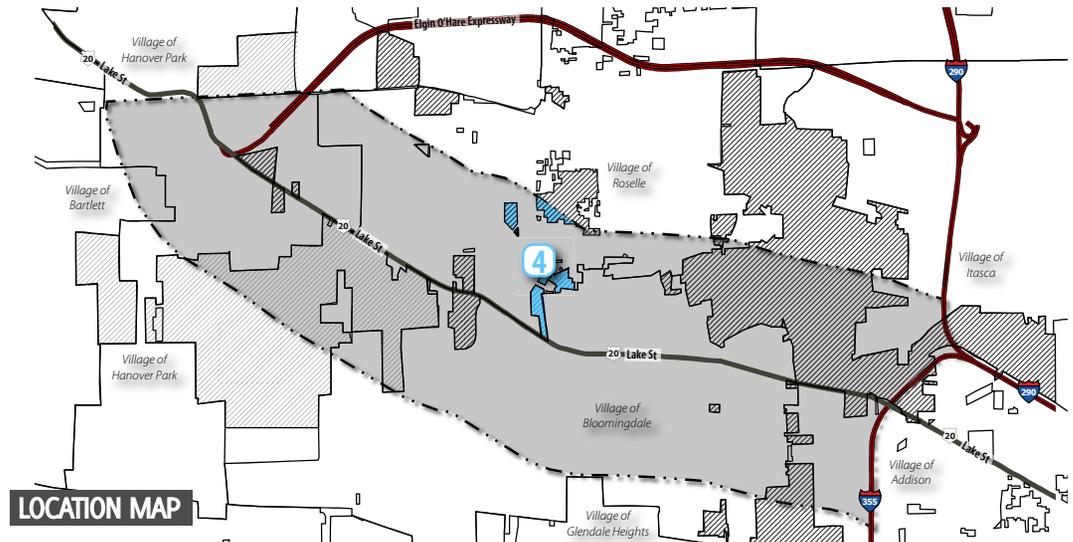
NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Existing Land Use | AREA 4



Short-Term Future Land Use Plan | AREA 4



LOCATION MAP

4 Sub-Planning Area 4

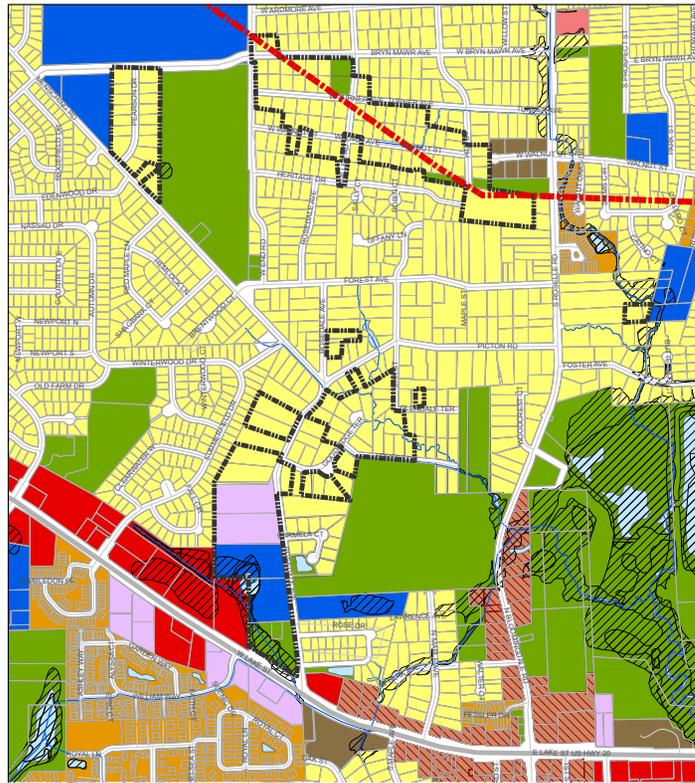
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

SHORT-TERM FUTURE LAND USE TO LONG-TERM FUTURE LAND USE

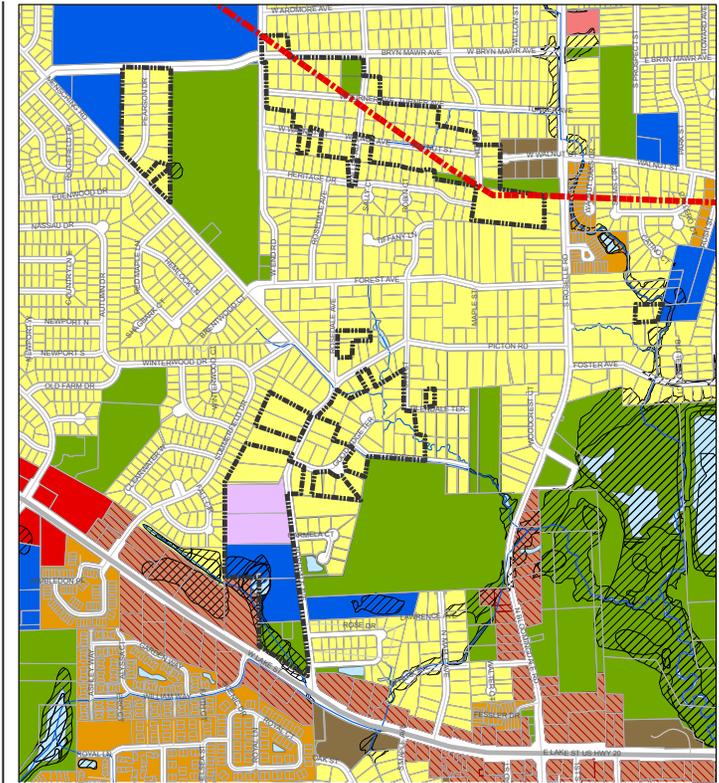


NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Short-Term Future Land Use Plan | AREA 4

For Sub-Planning Area 4, the County land use plan is influenced by the land use plans for Bloomingdale and Roselle. Overall, Area 4 maintains existing residential neighborhoods, public/institutional uses, and parks/open space. The most significant land use recommendations are along Lake Street, with Bloomingdale and Roselle recommending mostly a mix of commercial and office uses. Area 4 is also adjacent to the Old Town Bloomingdale area, which generally permits uses that are reflective of the corridor mixed use designation from the County Land Use Plan. The County's corridor mixed use designation allows for a balanced mix of uses, which may include commercial, office, residential, and public/institutional.



Long-Term Future Land Use Plan | AREA 4

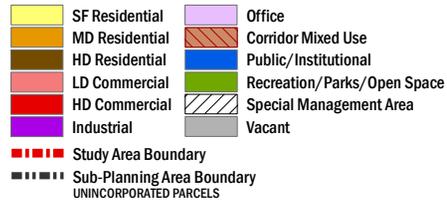
For Sub-Planning Area 4, the long-term land use plan for unincorporated parcels is similar to the short-term plan, particularly maintaining existing residential neighborhoods, public/institutional uses, and parks/open space. The County's corridor mixed use designation is applied to both sides of Lake Street to facilitate a balanced mix of uses, which may include commercial, office, residential, and public/institutional. In addition, corridor mixed use would allow greater flexibility in development along Lake Street and foster appropriate transition to adjacent uses, including the Old Town Bloomingdale area to the east. Corridor mixed use would also open up potential for more employment opportunities and diversified County and municipal tax bases. A mix of retail businesses and employment at local offices would be attractive to residents living in nearby residential neighborhoods.

5 Sub-Planning Area 5

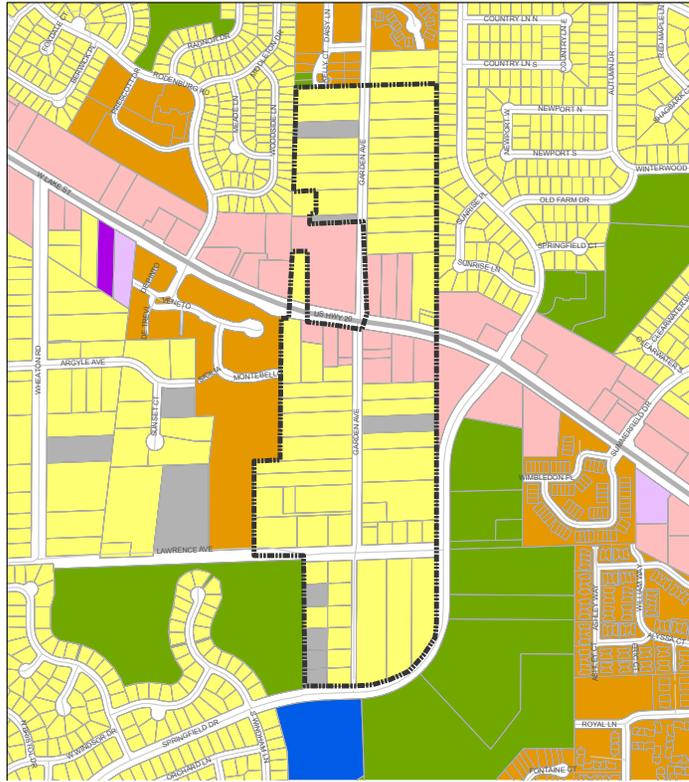
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

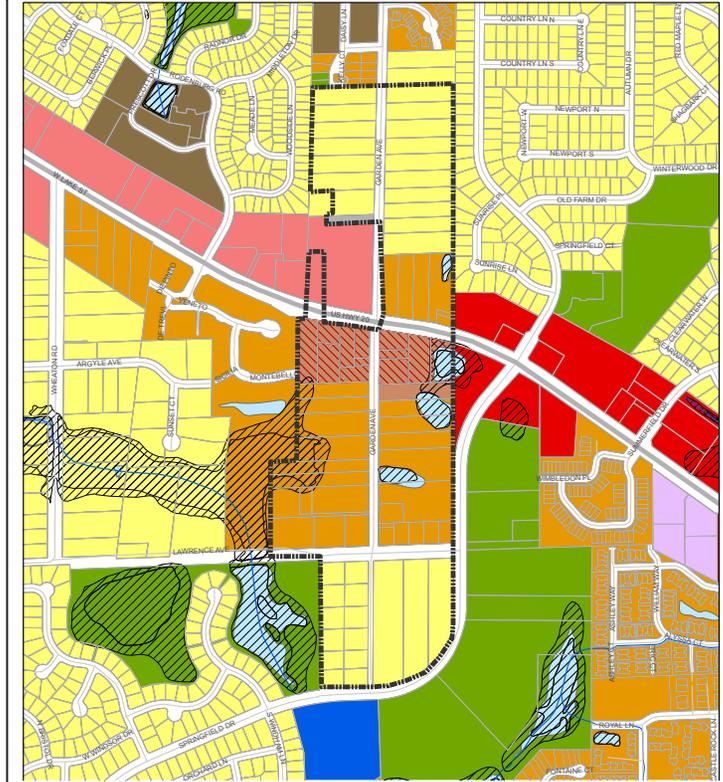
EXISTING LAND USE TO SHORT-TERM FUTURE LAND USE



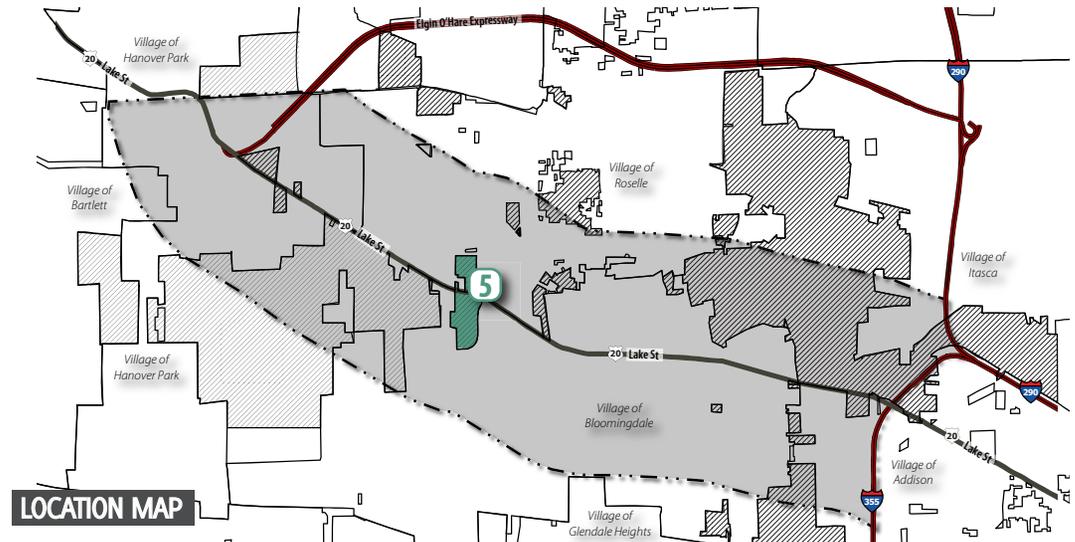
NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Existing Land Use | AREA 5



Short-Term Future Land Use Plan | AREA 5

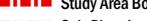


5 Sub-Planning Area 5

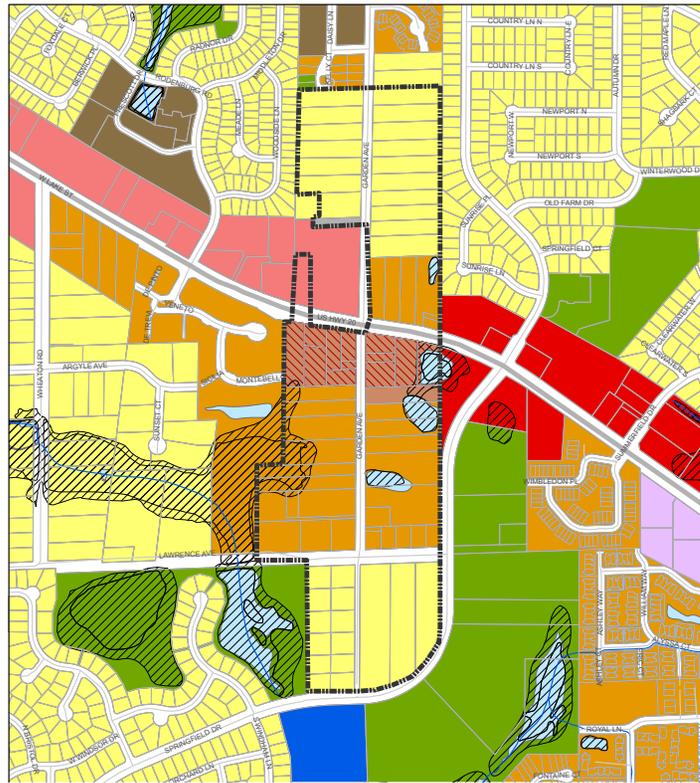
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

SHORT-TERM FUTURE LAND USE TO LONG-TERM FUTURE LAND USE

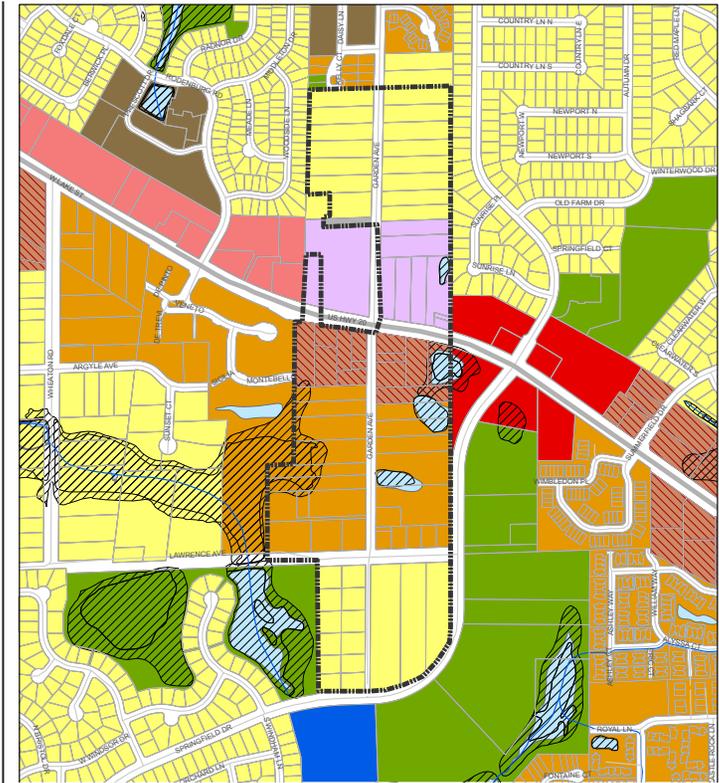
 SF Residential	 Office
 MD Residential	 Corridor Mixed Use
 HD Residential	 Public/Institutional
 LD Commercial	 Recreation/Parks/Open Space
 HD Commercial	 Special Management Area
 Industrial	 Vacant
 Study Area Boundary	
 Sub-Planning Area Boundary	
 UNINCORPORATED PARCELS	

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Short-Term Future Land Use Plan | AREA 5

For Sub-Planning Area 5, the County land use plan is influenced by the land use plans for Bloomingdale and Roselle. Overall, Area 5 maintains existing residential neighborhoods, public/institutional uses, and parks/open space. The most significant land use recommendations are along Lake Street, with Bloomingdale and Roselle recommending a mix of commercial and medium density residential. Bloomingdale designates a few parcels at the intersection of Lake Street and Garden Avenue as “multiple-use potential,” which is reflective of the corridor mixed use designation from the County Land Use Plan, particularly allowing for a balanced mix of uses, which may include commercial, office, residential, and public/institutional.



Long-Term Future Land Use Plan | AREA 5

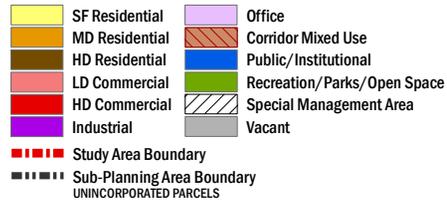
For Sub-Planning Area 5, the long-term plan diverges significantly from the short-term plan, although many of the existing residential neighborhoods, public/institutional uses, and parks/open space at the periphery are generally maintained. Commercial uses are maintained at all four corners of the Lake Street/Springfield Drive intersection, which has an existing traffic signal. The Lake Street/Garden Avenue intersection, which lacks a traffic signal, supports office and high density residential uses. To the west of this intersection, low density commercial is maintained on the north side of Lake Street. On the south side of Lake Street, additional medium density residential is recommended to serve as a potential extension of the existing Villa Veneto townhouse development in Bloomingdale. These commercial, office, and medium and high density residential uses create a balanced mix of uses that support a more economically sustainable corridor and diversified tax bases for the County and municipalities.

6 Sub-Planning Area 6

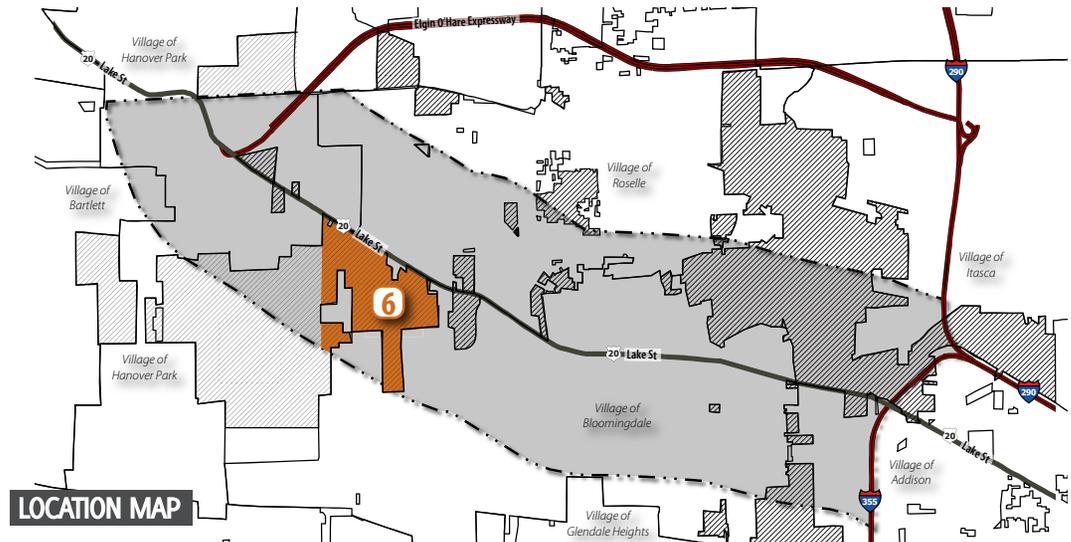
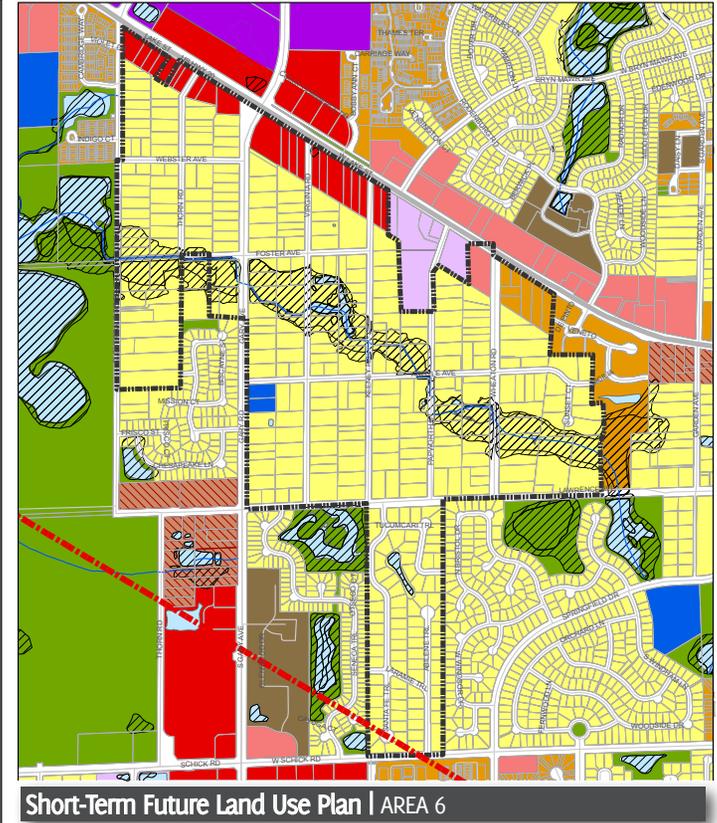
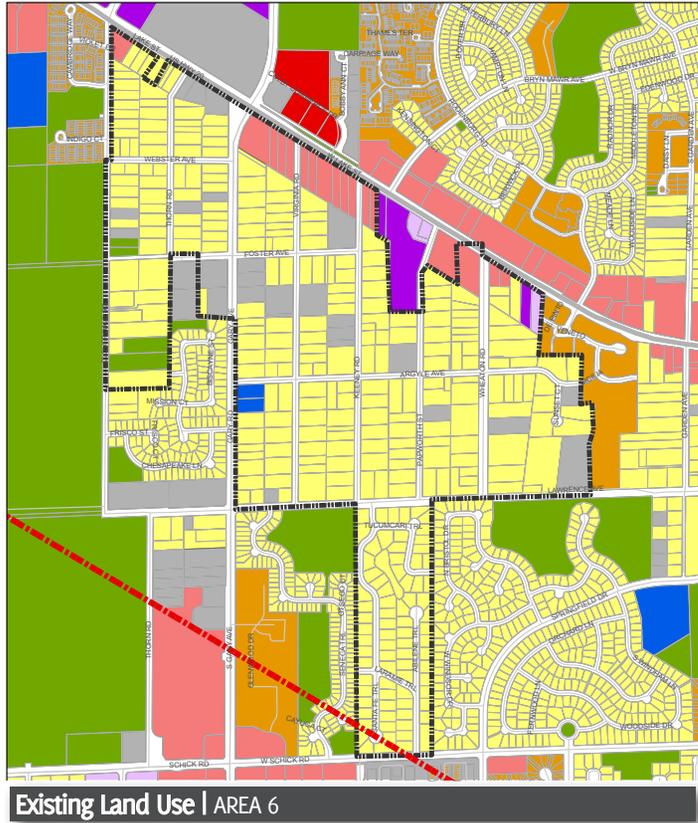
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

EXISTING LAND USE TO SHORT-TERM FUTURE LAND USE



NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



6 Sub-Planning Area 6

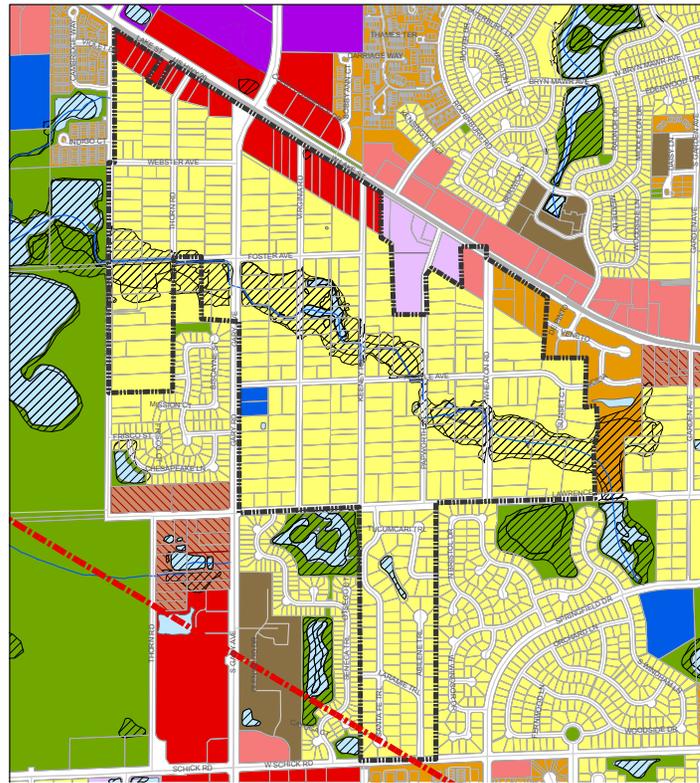
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

SHORT-TERM FUTURE LAND USE TO LONG-TERM FUTURE LAND USE

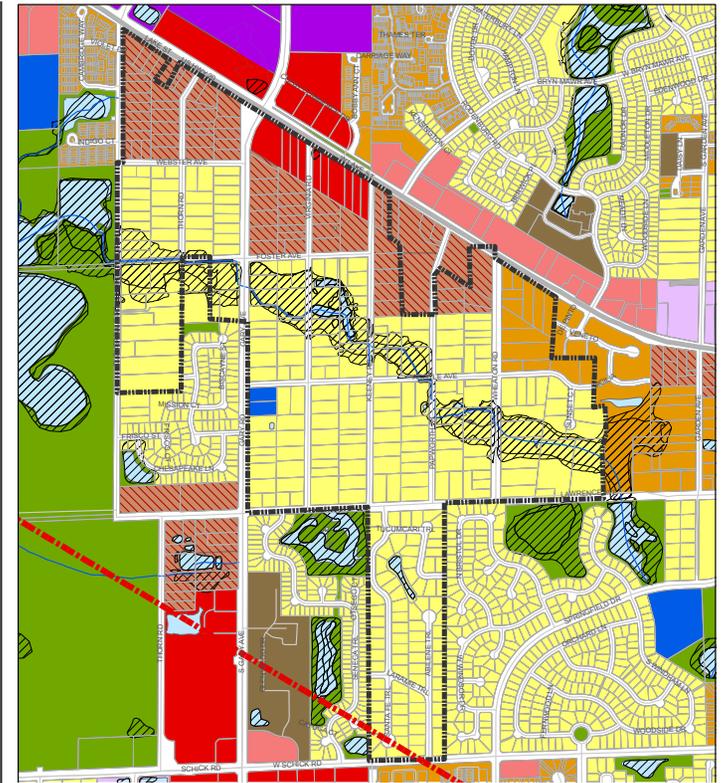
 SF Residential	 Office
 MD Residential	 Corridor Mixed Use
 HD Residential	 Public/Institutional
 LD Commercial	 Recreation/Parks/Open Space
 HD Commercial	 Special Management Area
 Industrial	 Vacant
 Study Area Boundary	
 Sub-Planning Area Boundary	
 UNINCORPORATED PARCELS	

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Short-Term Future Land Use Plan | AREA 6

For Sub-Planning Area 6, the County land use plan is influenced by the land use plans for Bloomingdale, Hanover Park, and Roselle. Overall, Area 6 maintains existing residential neighborhoods, public/institutional uses, and parks/open space. The most significant land use recommendations are along Lake Street, with Bloomingdale, Hanover Park, and Roselle recommending a mix of commercial and medium density residential, particularly leading westward towards the Gary Avenue intersection, which has strong potential to build into a major activity center along the corridor. The Turnberry Lakes industrial park is also near the Lake Street/Gary Avenue intersection, provides a major employment generator for the western end of the Lake Street Corridor.



Long-Term Future Land Use Plan | AREA 6

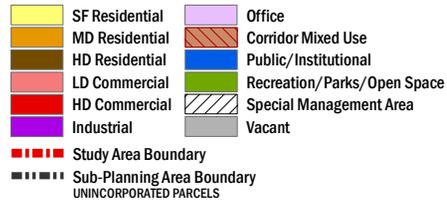
For Sub-Planning Area 6, the long-term plan diverges significantly from the short-term plan, although many of the existing residential neighborhoods, public/institutional uses, and parks/open space at the periphery are maintained. At the eastern end of Area 6, additional medium density residential is recommended to serve as a potential extension of the existing Villa Veneto townhouse development in Bloomingdale. Proceeding westward, new office uses and a mix of medium and high density residential uses are integrated as part of the corridor mixed use along Lake Street, along with low and high density commercial uses. These commercial, office, and residential uses create a balanced mix of uses that support a more economically sustainable corridor and diversified tax bases for the County and municipalities, which help build up the Lake Street/Gary Avenue intersection as a strong activity center along the corridor.

Sub-Planning Area 7

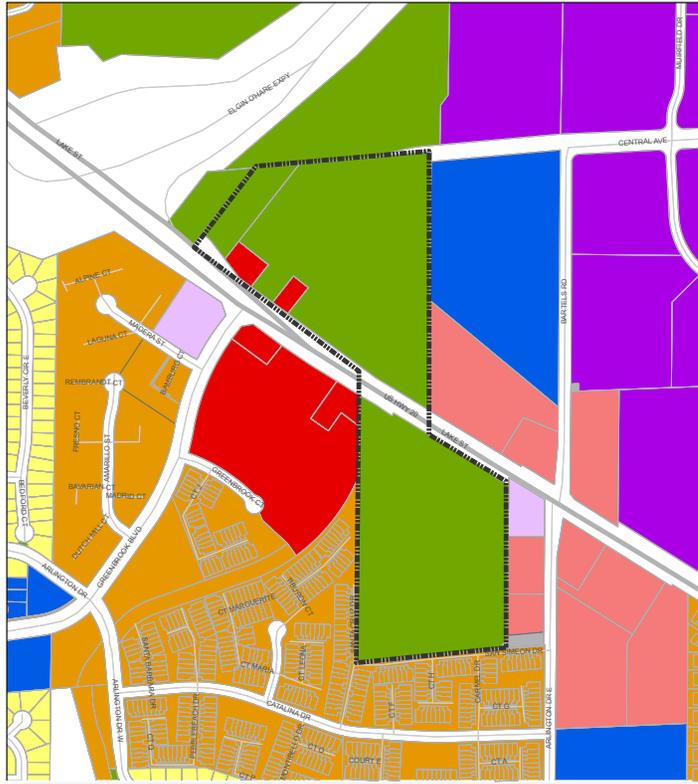
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

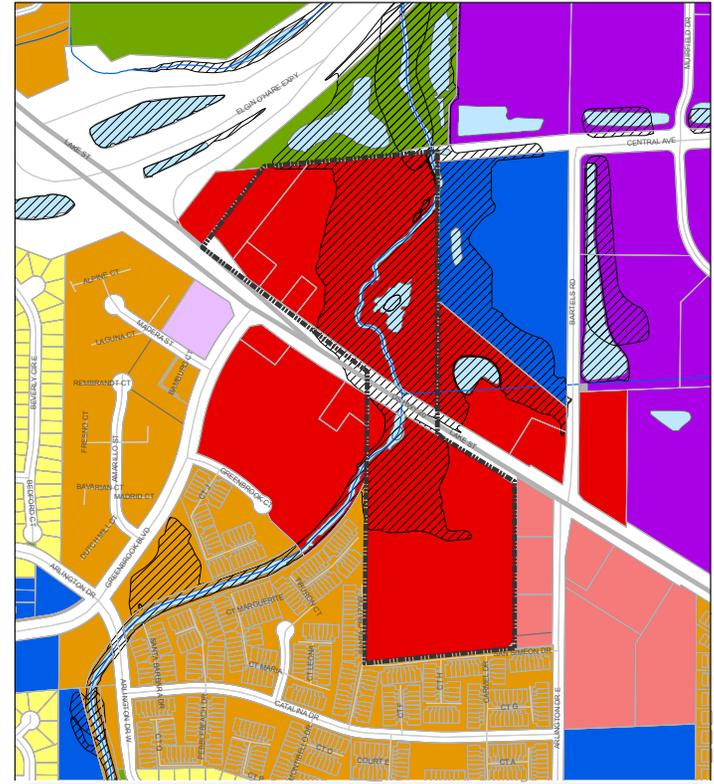
EXISTING LAND USE TO SHORT-TERM FUTURE LAND USE



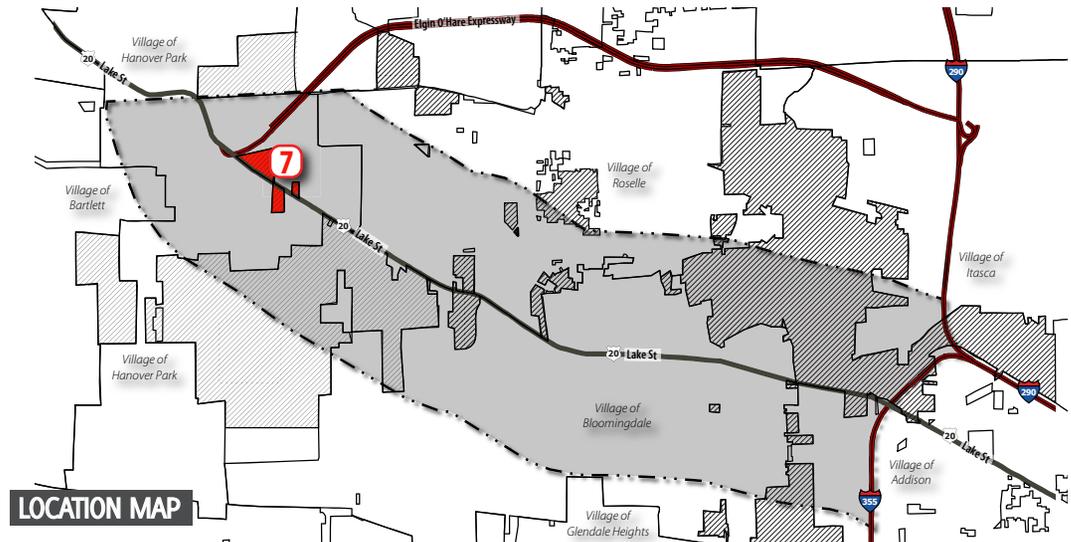
NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Existing Land Use | AREA 7



Short-Term Future Land Use Plan | AREA 7

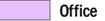
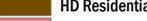
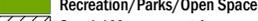
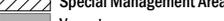
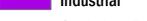
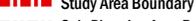


7 Sub-Planning Area 7

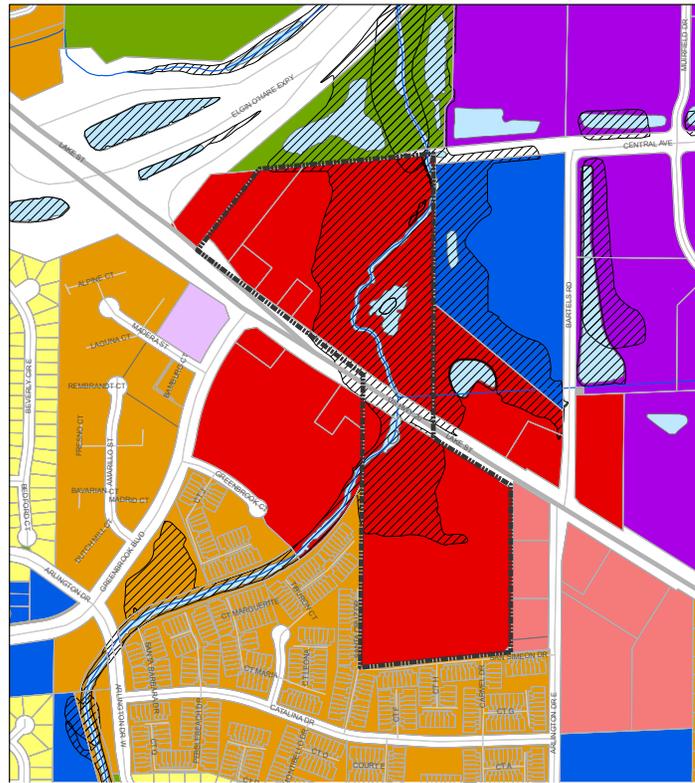
Corridor Land Use Plan along Lake Street Corridor

COMPARISON

SHORT-TERM FUTURE LAND USE TO LONG-TERM FUTURE LAND USE

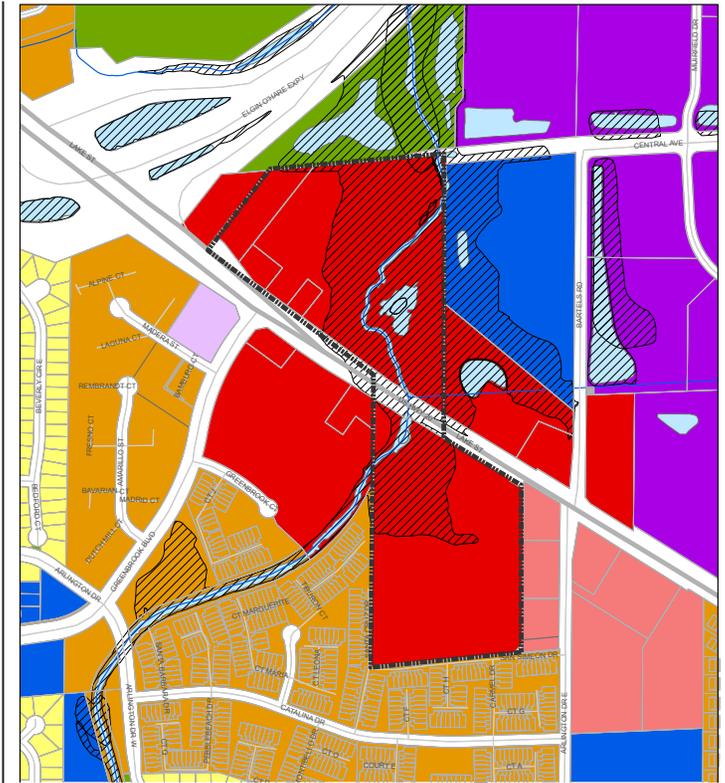
 SF Residential	 Office
 MD Residential	 Corridor Mixed Use
 HD Residential	 Public/Institutional
 LD Commercial	 Recreation/Parks/Open Space
 HD Commercial	 Special Management Area
 Industrial	 Vacant
 Study Area Boundary	
 Sub-Planning Area Boundary UNINCORPORATED PARCELS	

NOTE: To ensure comparison of future land use categories were consistent across municipalities and the County, a master list of land use categories was created, as provided in the map legend on the left. In some cases, multiple land use types were consolidated under one category. For example, the Industrial category includes general industrial and industrial park uses. In addition, while the primary focus of the corridor study is unincorporated parcels, land use recommendations are provided for adjacent incorporated parcels to provide logical context and compatibility with municipal land use plans.



Short-Term Future Land Use Plan | AREA 7

For Sub-Planning Area 7, the County land use plan is influenced by the land use plan for Hanover Park. Overall, Area 7 maintains existing residential neighborhoods, public/institutional uses, parks/open space, and office uses. Commercial uses are recommended along both sides of Lake Street, which takes advantage of the close proximity to the Elgin-O'Hare Expressway. A strong commercial center in Area 7 can also support local residents and the daytime population provided by the office and industrial uses in the Turnberry Lakes industrial park.



Long-Term Future Land Use Plan | AREA 7

For Sub-Planning Area 7, the long-term plan is the same as the short-term plan, which indicates the strong support to continue building up Area 7 as a strong commercial center adjacent to the Elgin-O'Hare Expressway. In addition to nearby residential neighborhoods and the Turnberry Lakes industrial park, the Hanover Park Metra Station and proposed TOD area provide additional residential and employment activity to support commercial expansion.

This page intentionally left blank to facilitate double-sided printing.

10: Site Development Guidelines

The long-term County Land Use Plan for the Lake Street Corridor provides the proposed land use structure to help shape specific site development guidelines to improve the functionality, appearance, and viability of uses along the corridor. The site development guidelines described in this section support the long-term Land Use Plan by encouraging development that fosters a balanced mix of uses that are economically sustainable, as well as enhance the tax base for the County and corridor communities.

The site development guidelines address corridor elements such as building placement, parking, pedestrian and bicycle amenities, landscaping and buffering opportunities, and other site design elements. County and municipal officials may utilize these guidelines to

evaluate development proposals, add projects to their capital improvements plans, or collaborate with other agencies to implement certain elements that support the vision, goals, policies, and recommendations outlined by the Framework Plan (Sections 5, 6, and 7) and Land Use Plan (Section 9). For example, the County should continue to work with local park districts and municipalities to further improve connectivity for pedestrians and bicyclists with new paths and facilities.

To attach a recognizable identity to the site development guidelines, the guidelines illustrated in Figures 10.1 and 10.2 relate to a specific area along the Lake Street Corridor, specifically the Gary Avenue node and adjacent support area. The Gary Avenue node and support area were selected as the focus due to: the present mix of uses;

opportunities for redeveloping underutilized sites or enhancing existing sites; planned transit improvements; and the network of existing and proposed pedestrian and bicycle connections. This area also has considerable potential for transformative change, as outlined in the Framework Plan and long-term Land Use Plan.

While the site development guidelines illustrated in Figures 10.1 and 10.2 specifically relate to the Gary Avenue node and support area, the guidelines can be adapted to fit other nodes or segments along the Lake Street Corridor. Overall, the site development guidelines should be viewed in a general sense to ensure broad applicability along the Lake Street Corridor and encourage adaptability to unique sites or blocks along the corridor.

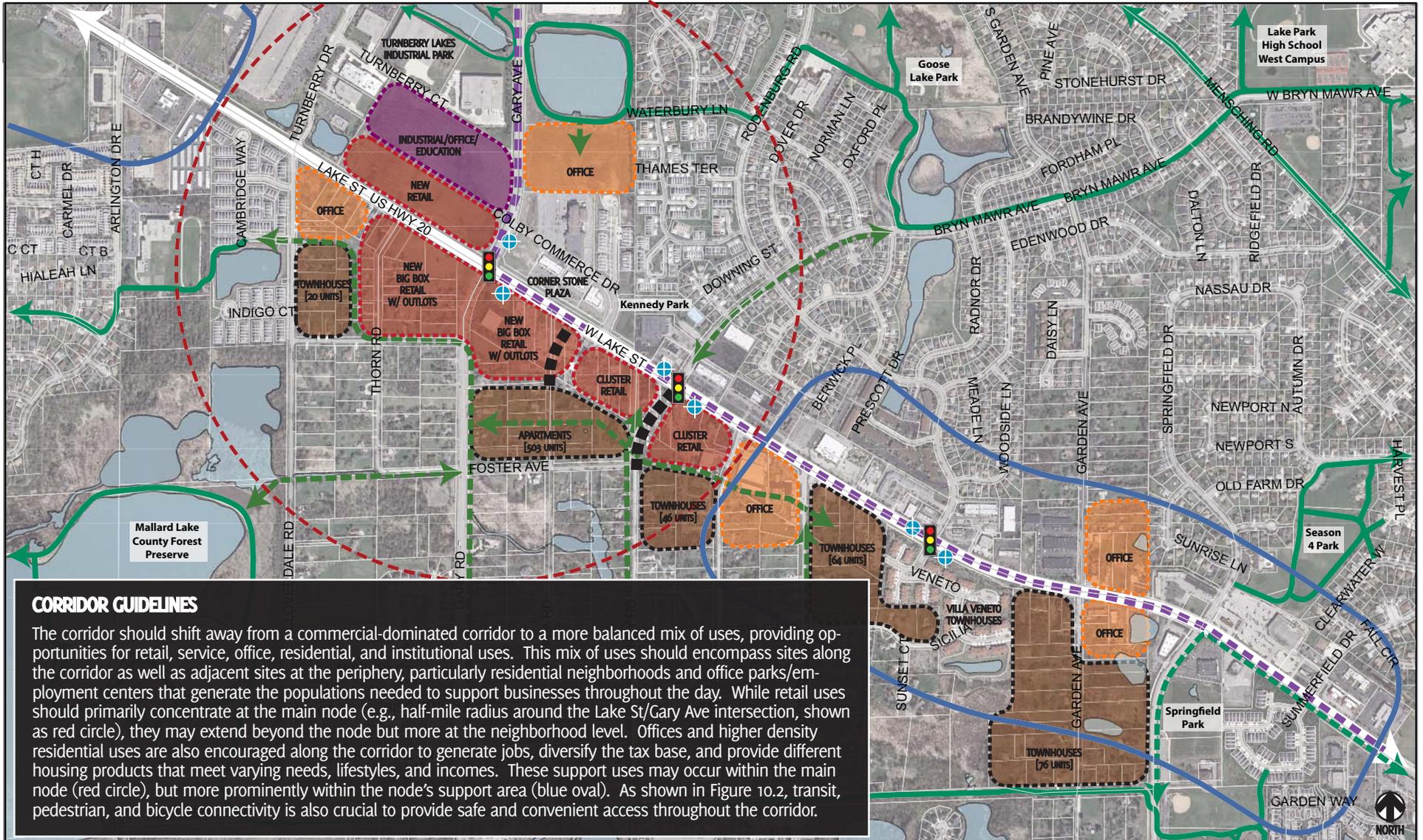
Located at the northeast corner of Lake Street and Gary Avenue, Corner Stone Plaza is one of the newest developments along the corridor and embodies many of the site development guidelines outlined in this section. From a landscaped setback and attractive architecture to pedestrian connections and a mix of retail types adjacent to residential neighborhoods, Corner Stone Plaza is the type of development that is envisioned to support a more balanced mixed of uses that are economically sustainable, enhance a diversified tax base, and provide multimodal connectivity along the corridor.



FIGURE 10.1
Site Development Guidelines
CORRIDOR VIEW
GARY AVENUE NODE & SUPPORT AREA

-  Node
-  Node Support Area
-  Bicycle Connection [EXISTING]
-  Bicycle Connection [PROPOSED]
-  Bus/Transit Route [PROPOSED]
-  Bus Stop [PROPOSED]

Using the long-term County Land Use Plan for the Lake Street Corridor (see Figure 9.2) as a foundation, the map below illustrates site development guidelines for potential development and corridor improvements along Lake Street at one of the nodes and support areas defined in the Framework Plan (see Figure 7.1). This map focuses on the Gary Avenue node and the Lake Street Corridor, particularly shifting away from a corridor dominated by commercial uses and creating an environment that supports a more balanced and economically sustainable mix of uses, fosters improved connectivity for pedestrians and bicyclists, and encourages greater usage of existing and planned transit routes. Figure 10.2 illustrates a more detailed prototype of site development guidelines for the Gary Avenue node and support area.



CORRIDOR GUIDELINES

The corridor should shift away from a commercial-dominated corridor to a more balanced mix of uses, providing opportunities for retail, service, office, residential, and institutional uses. This mix of uses should encompass sites along the corridor as well as adjacent sites at the periphery, particularly residential neighborhoods and office parks/employment centers that generate the populations needed to support businesses throughout the day. While retail uses should primarily concentrate at the main node (e.g., half-mile radius around the Lake St/Gary Ave intersection, shown as red circle), they may extend beyond the node but more at the neighborhood level. Offices and higher density residential uses are also encouraged along the corridor to generate jobs, diversify the tax base, and provide different housing products that meet varying needs, lifestyles, and incomes. These support uses may occur within the main node (red circle), but more prominently within the node's support area (blue oval). As shown in Figure 10.2, transit, pedestrian, and bicycle connectivity is also crucial to provide safe and convenient access throughout the corridor.

FIGURE 10.2
Site Development
Guidelines
 SITE VIEW
GARY AVENUE NODE
& SUPPORT AREA

Node
Node Support Area
Pedestrian Connections
Bicycle Connections
Transit Routes

EXISTING
 No existing bus routes

PROPOSED
 Elgin-O'Hare West Bypass (EO-WB) Bus Circulators

6k **RETAIL**
 308,000 sq ft

12k **OFFICE**
 60,000 sq ft

24 **RESIDENTIAL**
 503 apartment units
 46 townhouse units

The graphic below illustrates a more detailed prototype of site development guidelines for the Gary Avenue node and support area. While retail maintains a strong presence in this prototype, the introduction of denser housing options build up greater population density around the Gary Avenue node to support the retail businesses and services along Lake Street. Multi-family housing structures also provide more appropriate transitioning between the retail uses along Lake Street and the lower density single family residential homes to the south. The increase in residences also enhance the local workforce to support the existing Turnberry Lakes industrial park at the northwest corner of Lake Street and Gary Avenue, as well as new office uses proposed near the Wheaton Road intersection. These new offices mark the transition from strong retail frontage along Lake Street to a mix of offices and multi-family residential uses, such as the existing Villa Veneto townhouses to the east. Overall, the Gary Avenue node and support area transforms from a commercial-dominated area to a more balanced and economically sustainable mix of uses.

CONNECTIONS | Enhanced pedestrian, bicycle, and transit connectivity allows for residents, employees, and visitors to safely and conveniently access retail, employment, recreational, and educational facilities.

PEDESTRIANS
 Significant parkway space should be provided to create a buffer area between the sidewalk and main road. Retail and office developments adjacent to residential neighborhoods should also provide convenient paths and site entryways for residents to access businesses or employers on foot.

BICYCLES
 The County should continue to work with local park districts and other agencies to connect existing bike trails to new trails, creating a more interconnected system. Bicycle racks should also be provided at businesses, offices, schools, and residential developments to encourage biking.

TRANSIT
 Transit facilities along the Lake Street Corridor are presently concentrated at the far eastern end near Swift Road and the I-355 interchange. Over time, transit capacity will increase, primarily with the Elgin-O'Hare West Bypass (EO-WB) Bus Circulators along Lake Street and other major side streets.



Economic Impact GARY AVENUE NODE & SUPPORT AREA

In addition to transforming the Gary Avenue node from a commercial-dominated area to a more balanced and economically sustainable mix of uses, the site development concept mixes those uses in a manner that creates a local economy. The local economy happens when apartments and offices add customers for retail development. Although the retail development must serve a larger market to succeed, it benefits greatly from the strong relationship with day and evening populations in the nearby residential and office. The table below illustrates the investment necessary to accomplish this concept and estimates the revenue that it could offer local government. One can add the property tax from each use to predict revenues close to \$4 million. Sales tax is duplicated if the residents and employees are spending their money in the local development, so the best estimate of that annual revenue would be the \$800,000 for the retail development.

New Development	Units	Development Cost	Annual Property Tax ¹	Annual Municipal Sales Tax ²
Residential				
Apartments	503	\$105,782,500	\$2,115,650	\$251,500
Townhouses	46	\$11,500,000	\$230,000	\$23,000
Subtotal	549	\$117,282,500	\$2,345,650	\$274,500
New Development	sq ft	Total Sales Value	Annual Property Tax ¹	Annual Municipal Sales Tax ²
Office				
Subtotal	60,000	\$13,589,700	\$271,794	\$17,520
Retail				
QSR ³	4,000	\$1,260,500	\$25,210	\$12,000
Store	8,000	\$1,665,000	\$33,300	\$24,000
Store	15,000	\$2,790,500	\$55,810	\$45,000
Restaurant	6,000	\$1,784,500	\$35,690	\$18,000
QSR ³	4,000	\$1,260,500	\$25,210	\$12,000
Store	13,000	\$2,467,500	\$49,350	\$39,000
Store	13,000	\$2,467,500	\$49,350	\$39,000
QSR ³	5,000	\$1,515,000	\$30,300	\$15,000
Bank	4,000	\$1,345,500	\$26,910	-
Store	10,000	\$1,987,500	\$39,750	\$30,000
Supermarket	75,000	\$13,568,000	\$271,360	\$225,000
Warehouse Store	100,000	\$15,738,500	\$314,770	\$300,000
Store	8,000	\$1,665,000	\$33,300	\$24,000
Store	4,000	\$1,260,500	\$25,210	\$12,000
Store	6,000	\$1,784,500	\$35,690	\$18,000
Store	6,000	\$1,784,500	\$35,690	\$18,000
Store	12,000	\$2,232,400	\$44,648	\$36,000
Store	15,000	\$2,790,500	\$55,810	\$45,000
Subtotal	308,000	\$59,367,900	\$1,187,358	\$912,000

Source: RSMean's Quick Cost; ICSC: Office-Worker Retail Spending in a Digital Age, 2012; BDI.

¹ Estimated at 2% of development costs due to uncertainty of assessment and rate at the time taxation commences.

² Assumes office workers spend \$146 per week, each residential unit has \$50,000 in annual retail spending, and each retail square foot generates \$300 in sales. This does not include Home Rule sales tax, Business District Sales Tax, or Entertainment Tax. Not all spending is spent locally along the example Gary Avenue node and support area; however, the annual municipal sales tax generated by the conceptual new development shown in the table is substantial enough to support the local economy.

³ Quick Service Restaurant

11: Zoning Recommendations

The Lake Street Corridor Plan provides a framework or guideline to assist both DuPage County and member communities along the corridor in planning and regulating development. While the Plan it is not necessarily to be viewed as a direct indication of the appropriate zoning regulations to apply to a specific parcel of land, both the Framework and Land Use plan recommendations should be viewed as the basis for future zoning and rezoning requests. The timing of development, however, of any given parcel will to a large extent depend on the availability of public utilities.

It is therefore recommended that both County and municipal zoning and land subdivision codes be examined and amended to ensure that they are consistent with the policies and recommendations outlined in this Plan.

More specifically, this project focuses on the zoning map and regulations of DuPage County as they apply to unincorporated areas. This Section outlines the recommended changes to County zoning to implement the Lake Street corridor plan, as well as potential changes to municipal zoning over the long term. As provided below, several optional approaches are proposed to assist the County in evaluating the most effective method to both implement the vision and create consistency between municipal and County ordinances.

Zoning Approaches

The Lake Street corridor consists of seven sub-planning areas impacting six communities. In the Corridor Assessment Report, both current County and relevant municipal

zoning were evaluated to determine conflicts, if any, between zoning designations for areas for which there is mutual interest. Provided below are zoning proposals that can be implemented in the short term and which represent changes that would have the least impact on current zoning of member communities. Recommended long term zoning proposals that provide a flexible zoning approach will require further development and review by the County and corridor communities, but have the greatest opportunity to foster the transformative changes recommended in this Plan.

Short-Term Recommendations

The goal of the short term recommendations are to establish consistency between corridor communities and County zoning designations through the use of tradi-



Zoning that supports the transformative nature of the long-term Land Use Plan will help foster a development climate that shifts corridors like Lake Street away from being dominated by retail towards a balanced mix of economically sustainable uses. As this view shows, the Villa Veneto townhouse development in Bloomingdale is a strong indication that non-retail uses are viable along Lake Street.

tional/conventional zoning districts that are currently in effect, with exceptions/additions noted below. Application of bulk and other design standards would be left to individual communities to establish and enforce. Recommended changes to current County zoning by sub-planning area are described in the table to the right.

- 1 See Proposed Land Use Maps (Section 9)
- 2 See Existing and Proposed Zoning Maps on following pages (to be provided)
- 3 Current County code does not provide a separate zoning classification to recognize existing or proposed institutional uses. Although allowed within residence districts, the lack of clarity in zoning could result in uses not consistent with current municipal or County plans.
- 4 Modify County R3 District to provide that smaller lots sizes may be considered if served by public water and sewer and annexed to a municipality, or where a municipality has agreed to provide full public services (utilities, administrative, public safety).
- 5 Establish a mixed-use zoning district to accommodate a mix of uses on a single site, or create a mandatory Planned Development district that when mapped shall require approval through the planned unit development process of the County. Each of these approaches will provide for the development flexibility provided for on the recommended land use plan.
- 6 The conservation/recreation - public category is intended to provide for the location of public parks, forest preserves, and other open-space uses of a non-commercial nature.
- 7 The conservation/recreation - private category is intended to provide for the location of private parks, open-spaces, zoos, animal sanctuaries, golf-courses and other open space uses of a commercial nature.

Lake Street Corridor – Zoning Recommendations				
Sub-Planning Area	Current County Zoning	Relevant Municipal Zoning Designations	Proposed County Land Use ⁽¹⁾	Proposed County Zoning ⁽²⁾
Area One	<ul style="list-style-type: none"> ▪ Single Family (R3-R4) ▪ General Residence (Multiple-family R5-R7) 	<ul style="list-style-type: none"> ▪ R1-R2 Single Family (Itasca, Bloomingdale) ▪ R3-R4 General Residence (Multiple-family) (Itasca, Bloomingdale) 	<ul style="list-style-type: none"> ▪ Single Family ▪ MD Residential ▪ Parks/Open Space ▪ Public/Institutional 	<ul style="list-style-type: none"> ▪ R3, R4 Single Family, R5, R6 Multiple Family ▪ Consider establishing a new Civic/Institutional category ⁽³⁾ ▪ Consider establishing a new conservation/recreation category - public ⁽⁶⁾ ▪ Consider establishing a new conservation/recreation category - private ⁽⁷⁾
Area Two	<ul style="list-style-type: none"> ▪ R3 Single Family 	<ul style="list-style-type: none"> ▪ R1, R2 Single Family (Bloomingdale, Addison) ▪ R3 Multiple Family (Bloomingdale, Addison) 	<ul style="list-style-type: none"> ▪ Single Family 	<ul style="list-style-type: none"> ▪ R2 Single Family ⁽⁴⁾ ▪ R5 Multiple Family ▪ B1 Local Business
Area Three	<ul style="list-style-type: none"> ▪ R3 Single Family 	<ul style="list-style-type: none"> ▪ R1, R2 Single Family (Bloomingdale) 	<ul style="list-style-type: none"> ▪ Single Family ▪ Parks/Open Space ▪ Public Institutional 	<ul style="list-style-type: none"> ▪ R3-Single Family ▪ Conservation/recreation category - public ⁽⁶⁾
Area Four	<ul style="list-style-type: none"> ▪ B2 Business ▪ O Office ▪ R3, R4 Single Family 	<ul style="list-style-type: none"> ▪ R1 Single Family (Roselle) ▪ B3 Business (Bloomingdale) 	<ul style="list-style-type: none"> ▪ Single Family ▪ Public/Institutional ▪ HD Commercial ▪ LD Commercial 	<ul style="list-style-type: none"> ▪ R3 Single Family ⁽⁵⁾ ▪ Civic/Institutional ⁽³⁾ ▪ Conservation/recreation category - public ⁽⁶⁾
Area Five	<ul style="list-style-type: none"> ▪ R4 Single Family ▪ B2 General Business ▪ O Office 	<ul style="list-style-type: none"> ▪ R1, R2 Single Family (Roselle, Bloomingdale) ▪ R3 Multiple Family Residential (Roselle, Bloomingdale) ▪ B3, B5 Commercial (Bloomingdale, Roselle) 	<ul style="list-style-type: none"> ▪ Single Family ▪ Mixed-use Corridor Commercial ▪ MD Residential 	<ul style="list-style-type: none"> ▪ R3 Single Family ⁽⁴⁾ ▪ B2 General Business ▪ R5 Multiple Family ▪ Conservation/recreation category - public ⁽⁶⁾
Area Six	<ul style="list-style-type: none"> ▪ R3, R4 Single Family ▪ B2 General Business ▪ O Office 	<ul style="list-style-type: none"> ▪ R1, R2, R3 Single Family (Hanover Park, Roselle, Bloomingdale) ▪ B2, B3, B5 Commercial (Hanover Park, Bloomingdale, Roselle) ▪ O Office (Roselle) 	<ul style="list-style-type: none"> ▪ Single Family ▪ Public/Institutional ▪ Parks/Open Space ▪ HD/LD Commercial ▪ MD Residential 	<ul style="list-style-type: none"> ▪ R3 Single Family ▪ Conservation/recreation - public ⁽⁶⁾ ▪ B2 General Business ▪ R5 Multiple Family
Area Seven	<ul style="list-style-type: none"> ▪ R2 Single Family ▪ R5 Multiple Family 	<ul style="list-style-type: none"> ▪ B2 Commercial (Hanover Park) 	<ul style="list-style-type: none"> ▪ HD Commercial 	<ul style="list-style-type: none"> ▪ B2 General Business

Long-Term Recommendations

The goal of the long term recommendations is to introduce a non-traditional, flexible zoning approach that provides both the County and municipalities with greater latitude in considering supportive and complimentary uses that would both serve to strengthen the economic viability of the corridor and encourage greater use of public transit and other non-motorized travel options. The concept is intended to implement the Framework Plan recommendations which encourage a greater mix of uses within certain sub-areas or districts, referred to as “nodes” and “support” areas. Recommended changes to current County zoning is described below.

Flexible Zoning Concept

The idea of incorporating a flexible approach to zoning along the Lake Street corridor has been well established in zoning practice. The most common tool used to provide flexibility from traditional zoning is the planned unit development – PUD process. More recent tools, such as Form Based codes, regulate building function and design as a method to control use rather than limit uses that can be considered. There are a number of flexible zoning tools available to the County to be applied in the County Zoning ordinance that allows for a broader consideration of uses consistent with the corridor land use plan recommendations and general Framework Plan principles. This Plan advocates for concentrated development at “nodes” or intersections of high intensity, and allowance for a greater mix of non-traditional commercial uses in the “support” areas, or those locations between the nodes that may not be considered desirable for commercial only uses. The goal of this approach is to provide an alternative to traditional zoning that limits land use options to strict use lists. Under flexible zoning corridor communities and the County can pursue a range of potential development options that are consistent with the overall Plan and local market conditions without being tied to a narrow range of uses. The result is a process that is more market responsive. The flexible zoning approach fosters greater cooperation over review of specific proposals to ensure proposals that are con-

sidered by either municipal and County boards meet the objectives of the general Plan.

The concept behind the flexible zoning approach includes changes to the County Zoning Code that will allow for the following:

- ❑ Provide for one or more mixed-use categories that include a compatible range of uses, not individual use lists limited to only one type of development (i.e. commercial, office, residential).
- ❑ Establishment of development principles and performance standards, as outlined in the Corridor Framework Plan, that may supercede or be required in addition to specific use bulk standards. The bulk standards and would be applied to a property would be determined by the annexing community or by the County if it remains unincorporated. In this instance, zoning applied to the corridor would act more like a form based code approach that relies on design standards by use zone or area (i.e. nodes vs. supportive areas), versus adherence to specific use lists.

Establish the Lake Street Overlay Zoning District

To implement the flexible zoning approach discussed above, consideration should be given to establishment of an “overlay” zoning district for the Lake Street corridor. As described, the overlay district literally “overlays” on top of existing zoning, such that the requirements of the underlying zoning districts do not change. The result of the overlay district is to impose an additional or different set of standards that apply to a portion of a community, in this case the Lake Street corridor as described in this Plan. The overlay district is intended to supersede some of the existing zoning requirements of municipal or County ordinances. It creates a uniform set of flexible zoning requirements in order to expand the options developers have, and to even the playing field among all jurisdictions. The application of the overlay district is intended to apply to properties fronting or within 1000

ft of Lake Street, which consist primarily of commercial zoned lands. The balance of the corridor consists primarily of residential uses, for which current zoning would not change, except as noted above. The key features of the proposed overlay district are as follows:

- ❑ To encourage uniform implementation of the overlay district, an inter-jurisdictional cross review process is proposed between County and municipal partners. For incorporated areas, individual municipalities would retain control of all zoning processes. The overlay district process would include a mechanism for jurisdictions to notify one another and provide advisory comments on proposed projects to ensure compliance with the general principles of this Plan and foster greater cooperation in joint planning along the corridor. Consideration should be given to the mandatory enforcement of regulations, with oversight review comments from all corridor member communities.
 - » Individual municipalities and County would have the responsibility of reviewing proposed projects and enforcing the requirements of this district. A change which involves any one of the following conditions would result in a mandatory collective review of affected communities and County:
 - Requested change in use from the adopted Land Use Plan.
 - Requested change in allowable Floor Area Ratio (FAR) (see below) to allow more building square footage than allowed.
 - A proposal for unincorporated property that adjoins or is within the planning area of two or more communities.
 - » Comments from other jurisdictions would be advisory only. Each individual municipality and the County will retain final authority to approve or disapprove a project.

- ❑ In order to encourage consolidation and redevelopment of larger sites, and avoid piecemeal development reoccurring, a key feature of the district would be the inclusion of an incentive based sliding-scale Floor Area Ratio (FAR) system, such that a developer receives a higher amount of building square footage, or FAR, based on ability to assemble larger sites. This approach was created by Teska Associates, Inc. (Teska) for the Village of Deer Park IL to encourage redevelopment of the Rand Road corridor in Lake County. This approach has proven successful with the completion of a 50 acre life-style shopping center, and subsequent large scale office, and smaller retail centers, all of which resulted in consolidation of small, narrow and fragmented parcels. Deer Park also provided for height concessions if large percentages of open space were created and setbacks were increased to reduce impact on adjacent residential areas.
- ❑ Residential densities shall be established by either underlying zoning, or determined as result of applying municipal height, bulk, landscape and open space requirements.
- ❑ To improve overall traffic flow, reduce congestions and increase safety, access control guidelines should be included in accordance with IDOTs Strategic Regional Arterial (SRA) plan for Lake Street. Guidelines should include promoting the placement of

buildings closer to the road, such that most of the parking would be hidden from view from the road. This is illustrated in the site development guidelines in Section 10.

- » Each project should provide a cross access easement and extend access to adjoining properties to allow circulation between sites.
- » Pedestrian walkways and bike paths. When a building is separated from the right-of-way by a parking area, sidewalks should be provided to connect the public sidewalk with the primary uses. Sidewalk and bike path connections should also be provided between abutting properties to create a continuous pedestrian access, and designed with adequate width to create a well landscaped, safe and attractive pedestrian experience.
- » Adopt Pace transit development guidelines to require site plans promote suburban bus usage.
- ❑ Another consideration is the aesthetic quality of the built environment along the corridor. A possible feature of the overlay district would be the inclusion of unified set of landscape and streetscape standards to provide a common high quality image. The landscape and streetscape regulations should be designed to allow flexibility, diversity, and individual

image expression of each member community, yet provide objectivity in the review of site plans.

Application to Lake Street

As described on the Land Use Plan, the Lake Street corridor consists of many sub-districts which process unique characteristics. The proposed overlay district should recognized and/or promote these areas by establishing flexible land use categories or sub-areas within the corridor that provide for a range of compatible uses, which may include the following mixed-use sub-areas:

- ❑ CR-MX (Commercial/Residential Mixed-Use). This category promotes development of high intensive retail nodes that may include residential uses an ancillary uses, either on free-standing sites as part of a larger development.
- ❑ OC-MX (Office/Commercial Mixed-Use). This category promotes the development of employment in office locations, where commercial and residential uses are ancillary.
- ❑ RC-MX (Residential Mixed-Use). This category promotes the development of medium to high density residential uses that mix dwelling types and densities, ranging from townhomes to mid-rise apartments. Limited services oriented commercial uses would be allowed as ancillary uses.