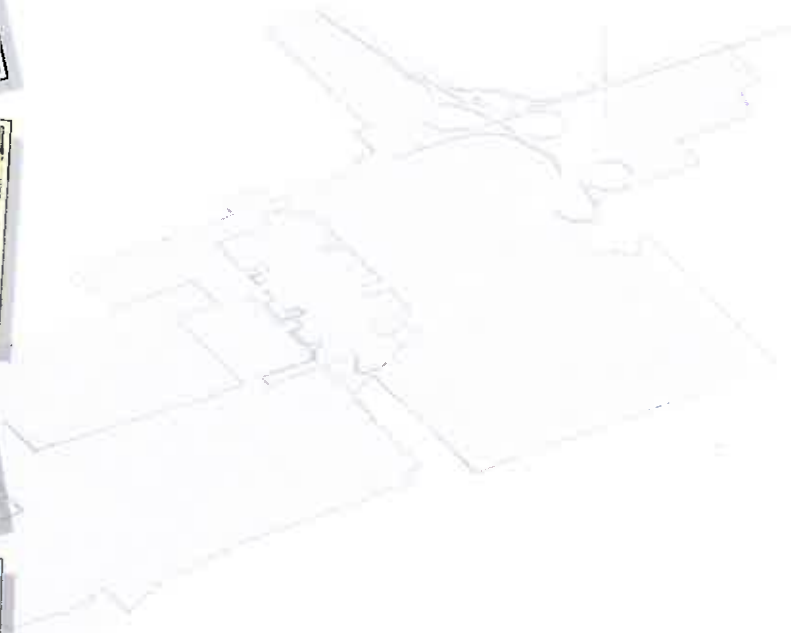


City of Oakbrook Terrace **Comprehensive Plan**



Adopted March 13, 2007



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Section 1: Introduction

Introduction

This document presents the Comprehensive Plan for the City of Oakbrook Terrace, Illinois. The Comprehensive Plan outlines the City's long-range plan for improvement, development and growth over the next 10 to 15 year period. The Comprehensive Plan establishes a foundation for future decision-making regarding land-use and development. The Comprehensive Plan includes community goals, objectives, and policies for the future of the City, including long-range, city-wide recommendations for land-use, transportation, and community facilities. In addition to the city-wide plans, the Comprehensive Plan includes detailed recommendations for eight specific Planning Units that make up the City and its planning jurisdiction. Finally, the Plan includes an Implementation Plan that outlines actions to be taken to complete the Plan's recommendations.

The Comprehensive Plan is a policy guide intended to be flexible and adaptive over time. While the Plan contains detailed recommendations and policies for a number of improvements and actions, it also sets the basic framework to guide activities and change, allowing room for adjustment as conditions and potentials change. The City of Oakbrook Terrace's Comprehensive Plan has been developed with substantial community input and participation.

Purpose and Intent of the Comprehensive Plan

The Comprehensive Plan is Oakbrook Terrace's official policy guide for physical improvement and development. It considers not only the immediate needs and concerns of the community, but also project improvements and developments 10 to 15 years in the future. The

Comprehensive Plan addresses community issues and opportunities while preserving and protecting important existing features and resources, coordinating new growth and development, and establishing a strong and positive community image and identity.

The Plan is comprehensive in both scope and coverage. It encompasses the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environmental resources; and the provision of parks, schools, and other public facilities. It addresses residential areas, commercial and business development, public and institutional lands, and the public rights-of-way. The Plan also addresses land currently within Oakbrook Terrace's corporate boundaries, as well as the adjacent unincorporated areas.

The Comprehensive Plan establishes the "ground rules" for private improvement and development. It provides guidelines by which the Plan Commission and City Council can review and evaluate private development proposals. The Plan also provides a guide for public improvements, and can help to ensure that local dollars are spent wisely and in a cost effective manner.

The Comprehensive Plan provides a basis for updates to zoning and subdivision regulations, and direction and rationale for capital improvement plans, all of which should be used to implement planning policies and recommendations. The Comprehensive Plan can serve as an important marketing tool to promote the City's unique assets and advantages, and it can be used to achieve the desired vision of the City, while at the same time help attract new families and desirable new development and investment to the community.

Finally, the Comprehensive Plan should not be viewed as a static document. The

Comprehensive Plan should be subject to continual review and refinement to ensure that it adjusts to the changing needs of the community and requirements of regional, state and federal agencies.

Background to the Comprehensive Plan

The City of Oakbrook Terrace's latest *Comprehensive Plan* was completed in 2001. Since that time conditions have changed within the City. The City is currently experiencing new development and redevelopment pressures, shifting market demands, changing demographics, and traffic and circulation issues that require a more responsive and up-to-date *Comprehensive Plan*.

In addition to the *Comprehensive Plan*, the City of Oakbrook Terrace adopted the *Unit 5 Area Plan* in 2003, which dealt specifically with Planning Unit 5. The *Unit 5 Area Plan*, which used a similar planning process as this Comprehensive Planning process, has been very successful in providing the City with the planning guidance needed for Planning Unit 5. The *Comprehensive Plan* provides recommendations for the entire City of Oakbrook Terrace and builds upon the strengths of the *Unit 5 Area Plan*.

Comprehensive Planning Process

In January 2006 the City of Oakbrook Terrace contracted with Houseal Lavigne Associates to assist in the preparation of a new *Comprehensive Plan*.

The planning process incorporated a six-step work program that entailed analyzing existing conditions, identifying issues and concerns, formulating a clear vision for the future, establishing goals and objectives, developing and evaluating alternative City-Wide and Planning Unit plans and policies, and preparing final *Comprehensive Plan* recommendations.

The process was designed to produce a *Comprehensive Plan* that will accommodate desirable new growth and new development, while preserving and protecting existing residential neighborhoods, open space and the natural environment.

Organization of the Comprehensive Plan

The *Comprehensive Plan* consists of seven sections presented in a concise, illustrative format to facilitate the clarity of recommended policies, actions and goals.

Section 1: Introduction

This section provides a brief overview of the City of Oakbrook Terrace, including a brief history and demographic overview.

Section 2: Planning Process and Community Input

This section describes the overall purpose of the *Comprehensive Plan*, including the intent of the Plan and the process for creating and implementing the Plan. A brief overview of the community input used throughout the planning process, which included workshops, interviews, and various public meetings, is also provided in this section.

Section 3: Community Vision, Goals, and Objectives

A *Community Vision, Goals and Objectives* was prepared through the *Comprehensive Plan* process. Building upon the *Community's Vision*, the goals and objectives provide the framework for the City's long-range aspirations and focus for the community-wide planning recommendations. This section contains goals and objectives for several different substantive topics including: City Appearance, design, and identity; housing and residential land use areas; commercial and office development; business parks; transportation; community facilities and services; parks, open space and environmental areas; intergovernmental

and organizational cooperation; fiscal and economic development; and, program administration.

Section 4: City-Wide Plans

This section provides policy direction for the future improvement, growth, development and preservation within the City of Oakbrook Terrace and its Planning area. The City-Wide plan includes the following sections:

- Land Use; including residential, commercial, institutional, government, office, open space, religious/cemetery, and schools.
- Community Facilities; including municipal and public facilities, schools, churches, cemeteries, parks, and other community facilities and services.
- Transportation; including vehicular, bicycle, and pedestrian circulation and facilities.

Section 5: Planning Unit Plans

Eight Planning Unit Plans provide more detailed planning recommendations. The recommendations for the Planning Units are based on existing conditions and potentials, and the concerns and desires expressed by members of the community throughout the planning process. The Planning Unit Plans include recommendations for land use, development and redevelopment, transportation, parking, urban design, and overall area improvement.

Section 6: Urban Design and Guidelines Plan

This section provides design objectives, guidelines, and recommendations for the aesthetic improvement of the City of Oakbrook Terrace. The recommendations and guidelines are based on the *Unit 5 Area Plan* and the concerns and desires expressed by members of the community throughout the planning process.

Section 7: Implementation

The Implementation section of the Plan sets forth specific actions required to carry out the recommendations of the Plan.

This section addresses various components of implementation actions including administrative actions, regulatory controls, capital improvements, and review and amendment of the Comprehensive Plan.

Maps and Graphics

The City of Oakbrook Terrace's new Comprehensive Plan emphasizes the use of full-color maps and graphics to illustrate existing community conditions and to highlight planning policies and recommendations. The City hopes that this approach will convey planning and development data clearly and concisely, and that it will help make the new Comprehensive Plan "user-friendly".

Section 2: Community Overview and Participation

The Oakbrook Terrace Community

The City of Oakbrook Terrace is a stable residential community with a strong mix of retail, office, and business uses. The residential areas are well maintained, with many neighborhoods possessing a “rural” character. Infill redevelopment/“teardowns” are occurring in the residential neighborhoods throughout the City. The City is essentially “built-out”, however many redevelopment opportunities exist throughout the community. The City of Oakbrook Terrace, DuPage County, Illinois, is located in the Chicago Primary Metropolitan Statistical Area. DuPage County is part of the six-county region that makes up greater “Chicagoland.” Oakbrook Terrace is 1.4 square miles in size and is located approximately 19 miles west of the City of Chicago’s Loop area. Oakbrook Terrace is well served by regional and local transportation facilities that provide excellent access to and from the City, including: I-88; I-294; I-290; I-355; Butterfield Road; Roosevelt Road; and IL Route 83. Oakbrook Terrace’s strategic location, with respect to nearby transportation, shopping, entertainment, services, and other activities, is one of the City’s most important strengths.

Demographic Overview

This section provides an overview of the data and information included in the 2000 United States Census as it relates to the City of Oakbrook Terrace. An understanding of the local population will provide an important foundation for the Comprehensive Plan.

This demographic overview is based upon data gathered from the United States Bureau of the Census and ESRI forecasts.

The demographic overview presented below includes an assessment of: a) population and household characteristics; b) racial and ethnic identification; and c) housing unit trends and characteristics.

In order to analyze trends and develop a “snapshot” of the larger community, both 1990 and 2000 data for Oakbrook Terrace, DuPage County, and the Chicago Metropolitan Region have been included. Throughout the demographic analysis discussed in this section, it is important to note that the City of Oakbrook Terrace is located within DuPage County and the Chicago Region, and therefore, both are directly impacted by the census data provided for Oakbrook Terrace.

Population

Oakbrook Terrace’s official population count from the 2000 US Census is 2,300. According to NIPC, the City’s population is expected to increase to 2,555 by 2010. However, based upon recent plans for residential development (*Renaissance Place, Bennington Oaks, etc...*) the 2010 population may be higher than originally estimated. The estimated Annual Rate of growth of 0.94% for Oakbrook Terrace between 2005 and 2010 is comparable to that of DuPage County (0.92%) and the Chicago Region (0.98%).

Household Size

According to the 2000 US Census the average household size in Oakbrook Terrace is 1.92. This is a smaller household size than the average in the County and the Region. By comparison the average household size in DuPage County is 2.73 and in the Chicago Region it is 2.72. According to the US Census, Oakbrook Terrace has a higher number of 1-person households (46.7%) than the County (22.9%) and the Chicago Region (26.2%). In 2000, only 46.2% of Oakbrook Terrace’s households were identified as households occupied by a family, compared to the County at 72.0% and the Chicago Region at 68.1%.

Race

According to the US Census, 80.5% of Oakbrook Terrace residents selected their race/ethnicity to be “white”, which is comparable to the County (84.0%) and much higher than the Chicago Region (66.9%). Oakbrook Terrace has a high percentage of its residents who selected their race/ethnicity to be Asian or Pacific Islander Alone (12.3%). This is much higher than the County (7.9%) and the Chicago Region (5.1%). Oakbrook Terrace has a low percentage of its residents who selected their race/ethnicity to be Hispanic Origin (4.1%). This is lower than the County (9.0%) and the Chicago Region (16.4%).

Age Distribution

The City of Oakbrook Terrace has an “older” population than the County and the Chicago Region. Only 3.5% of the City’s population is between 0 and 4 compared to the County (7.3%) and the Region (7.4%). The median age in the City of Oakbrook Terrace is 41.4. This is much higher than the County (35.2) and the Chicago Region (33.9). By 2010, it is estimated that the median ages will increase to 46 in the City of Oakbrook Terrace, to 37.3 in the County, and 35.5 in the Chicago Region. The highest percentage of population in Oakbrook Terrace is between the ages of 25 and 34 (20.2%), compared to the County, which has the highest percentage between the ages of 35 and 44 (17.8%) and the same age bracket for the Region at 16.3%. Oakbrook Terrace has a much higher percentage of its population over 65 years of age (17.7%) than the County (9.8%) and the Region (10.9%).

Education

The City of Oakbrook Terrace has a higher percentage of its population not enrolled in school (79.9%) than the County and the Chicago Region (both at 70.6%). Oakbrook Terrace has a higher percentage of its population over 25, that

have their Master’s/Prof/Doctorate Degree (22.4%) compared to the County (14.8%) and the Region (10.7%).

Marital Status

The City of Oakbrook Terrace has a high number of females that are widowed (8.5%). This is higher than the County (4.3%) and the Chicago Region (5.3%). The City of Oakbrook Terrace has a high number of widowed males (3.2%). This is higher than the County (0.9%) and the Chicago Region (1.2%). Those that are married in the City of Oakbrook Terrace are comparable to both the County and the Region.

Employment

The City of Oakbrook Terrace has a comparable percentage of its population over the age of 16 in the labor force (69.1%). This is lower than the County (71.5%), but higher than the Region (66.0%). There is a high percentage of Oakbrook Terrace’s employed population that works in the Finance/Insurance/Real Estate Industry (17.8%) compared to the County (10.8%) and the Region (9.5%). The percentage of “white collar” employees within the City of Oakbrook Terrace (73.7%) is comparable to the County (73.3%) and higher than the Chicago Region (63.7%).

According to the Census, only 4.5% of Oakbrook Terrace’s employed population utilizes public transportation as a method of commuting to work. This is lower than the County (6.7%) and the Chicago Region (11.6%).

Income

According to the US Census, the average household income in Oakbrook Terrace is \$84,853. This is comparable to the County (\$86,077) but much higher than the Region (\$67,437). The median household income of Oakbrook Terrace is \$59,200. This is lower than the County (\$67,560) but higher than the Chicago Region (\$51,228). It is estimated that by

2010, the median household income in Oakbrook Terrace will be \$75,432, in the County the income will be \$88,533, and in the Region the median income will be \$68,149.

Housing

According to the US Census, the City of Oakbrook Terrace has a small percentage of owner occupied housing units (36.0%) compared to the County (74.1%) and the Region (61.8%). The average home value for owner occupied units in the City of Oakbrook Terrace is \$202,186. This value is lower than the County (\$228,770) but higher than the Chicago Region (\$195,840). The median contract rent within Oakbrook Terrace is \$943 per month, which is much higher than the County (\$775) and the Region (\$591).

According to the US Census, Oakbrook Terrace has a higher percentage of structures with 20+ housing units than the County and the Chicago Region. Approximately 50.9% of Oakbrook Terrace's housing units are in structures with 20+ units, compared to the County (11.1%) and the Chicago Region (12.9%).

Oakbrook Terrace has a smaller percentage of single-unit detached homes than the County and the Region. Oakbrook Terrace has 36.1% of its housing units as single-unit detached homes compared to the County (61.3%) and the Region (51.2%). Most housing units in Oakbrook Terrace were built between 1970 and 1979 (49.5%).

Demographics Highlights Summary

The following summarizes some of the more relevant demographic components that distinguish Oakbrook Terrace from other nearby communities:

- Relatively high percentage of Asian or Pacific Islander (12.3%)
 - "Older" population (median age 41.4) (17.7% over age 65)
 - Highly educated population
 - Low use of public transit to get to work (4.5%)
 - Very low percentage of owner-occupied housing units (36%)
 - Very low percentage of single-family detached homes (36.1%)
 - High percentage of housing units in buildings with 20 or more units (50.9%)
-
- Small household size (1.92 persons)
 - High number of one-person households (46.7%)
 - Predominantly white population (80.5%)

Community Input and Participation

Three Community Outreach efforts were undertaken early in the planning process to involve elected officials, property owners, developers, builders, business persons and residents. These outreach efforts provided the City with important insight on local issues, concerns, and opinions from residents, community leaders, the business community, and other participants. This section of the report summarizes each of the following outreach efforts:

- 1) A **Project Initiation Meeting** was conducted with the Planning Advisory Committee (PAC) on January 5, 2006 at the Oakbrook Terrace City Hall.
- 2) A **Community Workshop** was also conducted on February 6, 2006 at the Oakbrook Terrace City Hall.
- 3) A **Business Workshop** was conducted on March 16, 2006 at the Oakbrook Terrace City Hall.

Workshop participants identified a number of locally perceived problems and issues that are addressed throughout the Comprehensive Plan as well as a number of assets and advantages within the City that should be built upon and protected into the future. Detailed summaries of the workshops are provided in an Interim Synthesis Report, which summarizes the inventory and analysis, and community outreach components of the planning process. The Interim Synthesis Report is on file with the City.

Project Initiation Meeting

A Project Initiation Meeting was conducted with the Planning Advisory Committee (PAC) on January 5, 2006 at the Oakbrook Terrace City Hall. As part of the meeting, a PAC workshop was conducted to obtain PAC members' opinions, comments, and concerns about the City of Oakbrook Terrace at the onset

of the planning process. Approximately nine people attended the meeting and participated in the workshop. Major concerns identified at this meeting included economic development in the City especially commercial development and redevelopment, the development of property in Planning Unit 5, the redevelopment and improvement of the Roosevelt Road, Butterfield Road, and Summit Avenue Corridors, and the need for new City facilities.

Community Workshop

A Community Workshop was conducted on February 6, 2006 at the Oakbrook Terrace City Hall. The purpose of the meeting was to obtain community opinions, comments, and concerns about the City of Oakbrook Terrace near the beginning of the Comprehensive Planning process. Eight people from the community attended the meeting and participated in the workshop. Major issues identified at the community workshop included the need to expand the City Hall, Police Station, and Public Works Facility; the need to improve the City water system; traffic congestion; the installation of curbs in residential areas and not sidewalks; the high number of rental versus owner-occupied residential units; the need for home and rental inspections prior to sales or rentals; and concerns over density. The participants identified the following specific projects as actions that the City should undertake: new City Hall, Police Station and Public Works facility; installation of curbs; inspections for residential sales/rentals; a water rate study; the annexation of unincorporated land; a report on gated communities; the installation of a signal at MacArthur and 22nd Street, and the City's need for it's own zip code. Participants also identified Oakbrook Terrace's small town atmosphere and central location as the City's primary strengths.

Business Workshop

As part of the Comprehensive Planning process, a Business Workshop was conducted on March 16, 2006 at the Oakbrook Terrace City Hall. The purpose of the meeting was to obtain opinions, comments, and concerns from members of the Oakbrook Terrace business community, regarding the City of Oakbrook Terrace. Approximately twenty (20) people from the business community attended the meeting and participated in the workshop. Major concerns identified at this workshop included traffic, the cost of refuse collection, the City's sign ordinance, the image of the City, the City water system, and the need to bury utility lines. When asked what the most important things that the City can do to

improve the business climate in Oakbrook Terrace, participants responded that the City should revise its sign ordinance, allow refuse service competition, solve traffic problems, widen 22nd Street, aesthetically improve Butterfield Road, market the City and its businesses, have coffee meetings with businesses every six months, and improve communication with businesses regarding local development and projects. Participants also identified the City's willingness to be cooperative and supportive of businesses, the diversity of businesses, the City's location, quick turn around time for permits, City Staff, quality police and fire departments, City's efforts towards planning and improvement, and the City's improvement in communication as the City's primary strengths and assets.

Section 3: Vision, Goals and Objectives

The Vision Statement is based primarily on the community outreach efforts, analysis of existing conditions, trends within the community, and previously completed steps in the Comprehensive Planning Process. The Vision Statement is intended to be a retrospective that chronicles the accomplishments and achievements that have been undertaken in the City of Oakbrook Terrace since the Comprehensive Plan was completed in the year 2007. All of the following accomplishments and achievements may not be fully realized within the next 10 years due to economic and jurisdictional constraints; however, they are still part of the City's vision for the future.

The Vision Statement incorporates the main ideas and recurring themes discussed at workshops, and examined as part of other research and reconnaissance efforts. The Vision Statement provides the City with important focus and direction for its goals, objectives, policies, and recommendations.

Vision Statement

Since Oakbrook Terrace's Comprehensive Plan was completed 10 years ago, considerable improvements have occurred. The City has achieved a healthy balance of new residential growth and commercial/office redevelopment. Many of the residential neighborhoods have seen redevelopment without losing their "rural" character and appeal. There is a healthy balance of owner-occupied homes and rental units throughout the City, with newer developments and conversions of apartments to owner-occupied units providing additional owner-occupied dwellings. Many of the vehicular traffic problems that existed throughout the City have been alleviated through roadway and intersection improvements and controls. Property taxes in the City remain low due to a strong business and commercial base. The establishment and use of residential and commercial design guidelines, together with streetscape improvements along the major corridors, have improved the appearance of the City and enhanced the overall sense of community.

IN THE YEAR 2017...

Traffic flow and circulation throughout the City has been significantly improved. Cut-through traffic has been reduced through residential neighborhoods and traffic along the major corridors moves more efficiently and safely due to enhanced road conditions and intersection improvements. Expanded public transportation routes and improved facilities have resulted in a tremendous increase in the number of residents that commute to work using public transit. A city-wide multi-use trail system has been developed that connects to shopping areas, parks and open space, and larger regional trail systems. The city-wide trail also connects to the existing off-street trail that follows the Spring Road Tributary Creek between Dorothy Drennon Park, Kreml Park, and Terrace View Park.

Existing major streets in the City such as Roosevelt Road, Illinois Route 83, Butterfield Road (Illinois Route 56), 22nd Street, Meyers Road, Summit Avenue/ Midwest Road have been widened and improved to better accommodate daily traffic volumes. Intersection and traffic control improvements along these streets have significantly improved circulation and safety. Each year, for the past several years, infrastructure improvements to the City's street system and sidewalks have increased and have resulted in well-maintained and attractive public rights-of-way. These infrastructure improvements have strengthened the appearance and function of the community, showing the City's commitment to providing quality services and facilities, and

highlighting the benefits of an excellent relationship with the Illinois Department of Transportation.

Appropriate infill redevelopment and residential teardowns continue to occur throughout the community. The quality and appearance of new development has consistently improved over the years due to the use of the City's newly developed Design & Development Guidelines. In addition, streetscaping and urban design improvements along the City's roadways have improved the City's appearance and character, distinguishing it from surrounding municipalities. The City continues to improve its appearance by implementing coordinated streetscape improvements such as banners, lighting, landscaping, pedestrian amenities, and gateway signage at key locations.

The City's economic development efforts have helped the City with business retention and attraction. Existing business has flourished and many new commercial businesses have been attracted to the City. There is a good mix of national and local businesses owners in the City that contribute to the City strengthening tax base.

Commercial development has been improved along the City's primary commercial corridors including Roosevelt Road, Route 83, Butterfield Road, and 22nd Street, but also along portions of Meyers Road, Summit Avenue/Midwest Road. Many of the "tired" and underutilized sites have been redeveloped with thriving contemporary commercial development. New developments along the City's primary corridors have become a regional draw. The newly redeveloped Oakbrook Square Mall is now a bustling, vibrant mixed-use center, providing an attractive pedestrian environment with a mix of retail and restaurant uses.

By working with local business owners the City's sign ordinance has been examined and amendments have been made to the ordinance to meet the needs of local businesses, while improving the appearance and character of commercial properties. The City, working closely with the Oakbrook Terrace business community, has participated with and promoted the Greater Oak Brook Chamber of Commerce, which has strengthened marketing, organization, and communication between the businesses and the City. The City continues to be cooperative, easy to work with, and supportive of business while implementing new techniques to work with, support, and improve the business community.

The Oakbrook Terrace community has achieved a healthy balance of single-family homes, townhomes, condominiums and apartments. The City now has a better balance of owner-occupied and rental units. Recent years have seen the development of new owner-occupied dwellings and the conversion of existing apartment complexes into owner-occupied condominiums.

Existing residential neighborhoods are attractive and well maintained. The City has done an excellent job of maintaining the rural character of many neighborhoods, as desired by City residents. New infill development has been managed in a way that has helped to increase property values and neighborhood reinvestment, while also preserving the integrity and character of established neighborhoods. The curvilinear streets and rolling topography continue to add charm and a unique sense of place. Appropriate screening and buffering has been established for residential areas adjacent to commercial and business uses, and new development guidelines ensure that all new development is appropriately screened/buffered.

Planning Unit 7, the most isolated and incompatible land use area of the City, has been redeveloped and improved with new uses and circulation/access improvements. Many of the vacant/underutilized parcels and industrial uses in Planning Unit 7 have been redeveloped into business park, retail, and commercial service uses. By coordinating new development with the Village of Villa Park, new and improved access into the area from IL Route 83(relocated signalized intersection) and Roosevelt Road has opened up significant redevelopment viability of the area.

Planning Unit 5 has been fully developed and is consistent with the recommendations of the Comprehensive Plan. Planning Unit 5 has been developed with a large community park, residential homes at a gross density of approximately seven units per acre, and a mix of retail and restaurant uses along Butterfield Road. New roadways and intersection improvements have ensured that traffic is managed and mitigated, minimizing the impact of traffic on surrounding areas of the City.

New municipal facility complexes have been constructed, including a new City Hall, Police Station, and Public Works facility. The new multi-story City Hall and Police Station building is located along Butterfield Road on the former City Hall/Police Station and Public Works site. The new Public Works Facility is located on a site adjacent to the Water Department Facility, on property once owned by the cemetery. These new facilities have been designed to provide state-of-the-art services and accommodate the future growth of the City. These new government facilities have played a major role in creating an identity for the City and are attractively designed and landscaped, setting a standard for quality architecture and construction in the City. The City water system has also been improved, including a new water tank in Planning Unit 5, based upon a water facility study conducted by the City. The water system has expanded service to the west end of the City's boundaries.

Goals and Objectives

A Comprehensive Plan is an expression of what a community wants to become in the future. The Plan, if carefully crafted, can become a reliable policy guide for decision-making and City action.

The Comprehensive Plan includes statements of goals and objectives, which provide the framework for planning recommendations, policies and future projects and actions:

- 1) **Goals** describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.
- 2) **Objectives** describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives paint a picture of what a community wants to accomplish with its Comprehensive Plan, and with other development tools and ordinances. They provide direction, and serve as a guide for evaluating specific projects and land use alternatives.

The goals and objectives presented below are based on: a) input from City staff, the Planning Advisory Committee, and the Planning and Zoning Commission; b) the community workshops; c) the key person interviews; d) and feedback from various public meetings and discussions.

General Goals

The following general goals have been developed as a “guiding framework” directing future change in the community.

Goal 1

Achieve a balanced pattern of development in the community that

provides for well designed, compatible and economically sustainable business, employment, and residential areas.

Rationale

There is a high level of consensus in the community for the need to develop and redevelop sites in a manner which has long-term economic stability and which meets the social, cultural, educational, recreational, and lifestyle needs of the residents. These developed and redeveloped sites will foster new businesses that will increase the City’s economic tax base and provide employment opportunities for residents of the community.

Goal 2

Create and maintain a physically distinctive and high-quality community environment through efforts that enhances the quality of life, character, and heritage of the City, while anticipating change and progress in the future.

Rationale

To maintain and enhance a sense of community, there is a need to physically enhance and improve areas of the City. This can be accomplished through the establishment of appropriate land use designations, use of design and development guidelines, and the coordination and improvement of public ways, facilities, and services.

Goal 3

Forge and maintain strong public and private partnerships to capitalize upon and coordinate all resources and assets the community has to offer in carrying out plans, policies and programs.

Rationale

The City seeks to continue meaningful and productive relationships with local organizations, civic groups, institutions, and individuals to create awareness and

understanding of community needs and potentials, as well as to mobilize organizations into action for change. This participatory philosophy is a central element in the strategic approach to community involvement and change.

City Appearance, Design, and Identity

Goal

To maintain and improve the community's appearance and identity through public and private improvements which enhance various physical features of the community.

Objectives

- 1) Improve the design and appearance of all existing commercial and office areas, with particular emphasis on the appearance of buildings, signage, site landscaping, and streetscape amenities.
- 2) Establish "gateway"/entry features at key locations to "announce" arrival into Oakbrook Terrace and distinguish the City from neighboring communities, and to improve the City's image for motorists entering into, and passing through, the City.
- 3) Implement a City-wide streetscape improvement program for the primary corridors, including Butterfield Road, 22nd Street, Meyers Road, Roosevelt Road, Route 83, Summit Avenue/Midwest Road.
- 4) Respect natural features of the Oakbrook Terrace landscape, including topography, watercourses, floodplains, woodlands, and wetlands.
- 5) Encourage compatible and high-quality design and construction for all developments, with an emphasis on quality site design, building orientation, architecture, building materials, and site improvements.
- 6) Maintain consistent and high quality improvement of all local streets, parkways, sidewalks, water towers

and other visible municipal infrastructure.

- 7) Develop a marketing campaign to promote the advantages and benefits of living, working, doing business in, or visiting the City.
- 8) Improve communication to residents in an effort to increase awareness of, and participation in, programs, services and events within the City.
- 9) Improve and maintain relationships with the press and other media.
- 10) Develop a program to bury utility lines along commercial/mixed-use corridors.
- 11) Implement a program to screen fixed utility locations, such as lift stations, pump houses, transformer sites, antennas, telephone switches, etc.

Housing and Residential Land-Use Areas

Goal

Provide a housing inventory and living environment which supports the local population and maintains the overall quality and character of the City.

Objectives

- 1) Achieve a "healthy" balance of single-family detached homes and multi-family attached homes.
- 2) Maintain the rural atmosphere of existing residential neighborhoods.
- 3) Protect residential areas from encroachment by incompatible land uses and the adverse impacts of adjacent activities.
- 4) Ensure that residential areas have adequate buffering and/or screening from adjacent land uses.
- 5) Promote the economic importance of the diversity of the City's housing stock and work to ensure neighborhood stability in all areas of the City.

- 6) Encourage new development and infill development/redevelopment that are complementary to the scale and character of surrounding residential uses.
- 7) Preserve sound existing housing through regular and active code enforcement and preventative maintenance programming.
- 8) Continue the annual inspection of residential rental properties.
- 9) Establish community outreach efforts and assistance programs to assist in the maintenance of senior resident's homes and properties.

- 5) Initiate programs to encourage the improvement and rehabilitation of older commercial buildings and areas which are, or are becoming, functionally obsolete including improvements to facades, signage, and parking areas as well as encouraging the provision of additional site amenities.
- 6) Develop and enforce a signage ordinance to promote appropriate and aesthetic signage in the City's commercial areas, including the amortization of non-compliant signage.
- 7) Promote and require landscaping within commercial areas and require the upkeep of parking lots, opaque screening of service areas, drives, buildings, and incompatible uses.

Commercial and Office Development

Goal 1

Achieve a compatible and market supportable system of attractive commercial and office development that is organized to provide various goods and services within the community and the greater region which Oakbrook Terrace serves and maximizes exposure along regional arterials.

Objectives

- 1) Maintain a range of retail and service commercial activities throughout the City.
- 2) Ensure that all retail, office, and service commercial activities are organized by uses and concentrated within, or near, areas of similar or compatible uses.
- 3) Promote new commercial development and redevelopment within select locations, primarily along Roosevelt Road, IL Route 83, Butterfield Road, and 22nd Street, but also along portions of Meyers Road, Summit Avenue/Midwest Road.
- 4) Promote available office space within the City, and work towards full occupancy of existing office space.

Goal 2

Enhance the economic viability and productivity of the City's arterial street corridors as primary commercial activity areas.

Objectives

- 1) Promote a healthy and mutually reinforcing mix of commercial, retail, and service uses along Roosevelt Road, Route 83, Butterfield Road, and 22nd Street, and portions of Meyers Road, Summit Avenue/Midwest Road.
- 2) Identify and prioritize economic strategies in conjunction with locations and commercial property owners and managers to ensure economic vitality and stability in all commercial corridor areas.
- 3) Identify specific actions and strategies to be undertaken which will enhance the economic health of the City's commercial corridor areas.
- 4) Encourage coordinated and shared vehicle access and parking lot cross access wherever possible.

- 5) Establish and implement consistent code enforcement standards for business areas.

Goal 3

Develop aesthetically pleasing and functionally well-designed commercial and office areas.

Objectives

- 1) Encourage high-quality development and redevelopment of sites, buildings, and amenities in commercial and office areas.
- 2) Encourage the design of new commercial and office development to facilitate a system of pedestrian access and amenities.
- 3) Establish a program that reasonably and uniformly regulates signage while providing for the identification of City businesses.
- 4) Ensure that new development and redevelopment of private property is designed in scale with, and complementary to, existing development.
- 5) Establish special design and improvement standards for commercial and office areas, guiding the scale, appearance, orientation, and overall character of new development.
- 6) Ensure that all new, improved and existing commercial and office development is effectively screened and buffered from adjacent residential uses.

Business Park Land-Use Areas

Goal

Improve Planning Unit 7 as a high quality business park and commercial service area.

Objectives

- 1) Encourage the establishment of a new business park, light industrial, and commercial uses in Planning Unit 7.
- 2) Work with the Village of Villa Park to coordinate a joint development for the area. Coordination should include a new lighted intersection for the area that will greatly improve access. Commercial retail uses are only recommended in Planning Unit 7 if the access to the area is improved via a new intersection with IL Route 83.
- 3) Establish special design and development standards to ensure that new business park, light industrial, and commercial development complements the overall character of the City.
- 4) Improve the appearance along the IL Route 83 right-of-way as a major entry/gateway into the City.
- 5) Ensure that all uses are effectively screened from adjacent properties and public rights-of-way, through the effective use of screening and buffering with landscaping, fencing, or a combination of the two.
- 6) Minimize traffic from cutting through adjacent residential neighborhoods.

Transportation

Goal

Provide a balanced transportation system, which ensures the safe and efficient movement of vehicles, pedestrians, and cyclists.

Objectives

- 1) Protect and improve the function of the overall street hierarchy within the community through effective access, land-use controls, and street/intersection design improvements.

- 2) Ensure adequate resources are made available for the maintenance of City streets and public rights-of-way.
- 3) Create and implement an "Infrastructure Improvement Program" that budgets infrastructure maintenance and construction projects throughout the City.
- 4) Expand and improve the City's Multi-Use trail system building upon the Spring Creek Tributary Trail.
- 5) Minimize curb cuts on the primary mixed-use corridors to the extent possible and use intersecting side streets for access into properties.
- 6) Encourage internal cross access of adjacent parking lots.
- 7) Implement traffic management strategies to minimize the impact of peak traffic flows in the City.
- 8) Correct localized traffic operational problems, including placement of stop signs and traffic signals, use of cul-de-sacs, and legibility and placement of traffic related signage.
- 9) Ensure safe design of street intersections, street lighting, and surface conditions in all portions of the City.
- 10) Minimize non-local traffic within residential neighborhoods.
- 11) Work with IDOT to improve the screening of their facility at the northwest corner of IL Route 83 and Butterfield Road.
- 12) Improve residential screening along IL Route 83 and the south side of Butterfield Road.
- 13) Coordinate with IDOT for the improvement of medians, parkways, pedestrian amenities, and similar improvements along IDOT controlled corridors.

Community Facilities and Services

Goal

Ensure the provision of high-quality public services for all residents of the City of Oakbrook Terrace.

Objectives

- 1) Ensure an adequate level of fire and police protection throughout the City.
- 2) Maintain adequate sites for the City Hall, Police Station, Public Works, Fire Stations, and other City facilities; constructing, renovating, and relocating facilities when necessary.
- 3) Improve and expand specialized facilities and services for senior citizens and youth.
- 4) Improve coordination and communication between the City, Park Districts, Villa Park Library, School Districts, Forest Preserve, DuPage County, and neighboring communities to maximize the mutually beneficial assets these institutions can provide each other and the residents of Oakbrook Terrace.

Parks, Open Space and Environmental Areas

Goal

Work with other public agencies to provide an adequate park and open space system, which satisfies the recreational, social, leisure-time, and environmental protection needs of Oakbrook Terrace residents.

Objectives

- 1) Maintain/support local public park systems that maximize recreational opportunities available within the community.
- 2) Ensure adequate resources for the maintenance of City owned parks and recreational facilities.

- 3) Ensure that existing and future parks and open space are designed to maximize their utility and usefulness to residents in terms of meeting the demand for programmable recreation space, athletic facilities, and other desirable amenities.
- 4) Monitor local community needs and perceptions and develop new recreational facilities and services, which respond to specific desires of City residents.
- 5) Promote continued cooperation between the City, Oakbrook Terrace Park District, York Center Park District, and School Districts in the provision of recreational services.
- 6) Improve the bicycle/pedestrian trail system throughout the City and seek to provide more linkages and better access to the Salt Creek Greenway, Spring Creek Tributary, park sites, and other area destinations.

Intergovernmental and Organizational Cooperation

Goal

Encourage the coordination and cooperation among federal, state, and local agencies and organizations potentially having interest in Oakbrook Terrace to ensure the greatest level of efficiency and effectiveness in the provision of municipal services.

Objectives

- 1) Coordinate with other municipal service providers, surrounding communities, and county and regional agencies, to ensure continuity and consistency of overall community planning and development activities.
- 2) Establish meaningful lines of communication with those agencies and organizations that can assist the City in meeting its overall planning objectives, and work to secure

participation of these agencies and organizations in realizing mutual objectives.

- 3) Continue to seek cooperative working relationships with adjoining communities in the financing of local community facilities and services.
- 4) Continue to seek grants, loans, and other sources of intergovernmental funding transfers.
- 5) Work cooperatively with adjoining communities regarding mutual concerns and needs in improving the overall appearance and economic health of the City's major street corridors.
- 6) Continue to encourage communication and collaboration among service providers to provide the most efficient and cost effective services possible.

Fiscal and Economic Development

Goal

Achieve economic prosperity by maintaining and enhancing the balanced diversity of new retail, personal service, commercial service, office, and light industrial uses.

Objectives

- 1) Improve resources for maintenance of City facilities, including buildings, properties, and infrastructure.
- 2) Coordinate planning and economic development activities in a manner, which provides regular opportunities for contact between business and development interests within the City.
- 3) Seek opportunities for new employment growth through the retention and expansion of existing Oakbrook Terrace employers.
- 4) Ensure that new development pays its fair share of public facilities and service costs, which are attributable to

- the demand for additional facilities or services as a result of new development.
- 5) Encourage the maximization of retail sales tax generating uses in commercial areas.
 - 6) Establish marketing strategies to retain and attract businesses and developers along the commercial corridors, office buildings, and retail centers.
 - 7) Promote the Greater Oak Brook Chamber of Commerce in its efforts to market and promote local businesses as well as improve communication with the City.
 - 8) Promote locally based marketing programs to boost local investment and awareness between the residential and business community.
- 5) Identify and engage agencies and organizations willing to share in the responsibility for active implementation of the Plan.

Program Administration

Goal

Implement, monitor progress, and update the Comprehensive Plan.

Objectives

- 1) Annually, develop a five-year action plan to prioritize objectives and list accomplishments of proceeding years.
- 2) Make available existing and/or new financial resources to implement the Comprehensive Plan.
- 3) Establish a process for the regular review and update of the City's Zoning Ordinance to appropriately meet the changing needs of the community.
- 4) Consider any input and involvement of the City Council, Planning and Zoning Commission, various City committees, local organizations, and individuals during the Comprehensive Plan review and amendment process.

Section 4: City-Wide Plans

This section provides City-Wide Plans for Land Use, Transportation, and Community Facilities. The City-Wide Plans provide an overall framework for improvement and development in Oakbrook Terrace over the next 10-15 year period. The City-Wide Plans establish long-range policies for key areas within the City based upon the Comprehensive Planning process, which included the creation of Community Vision and Goals and Objectives. The Plans strive to maintain and enhance the unique features of the community, improve and enhance the community, and promote compatible new development and redevelopment.

The City-Wide Plans are supplemented by detailed planning recommendations for the eight Planning Units within the City. These Planning Units are addressed in detail in Section 5 of this Plan.

Existing Land Use

Figure 2 highlights the existing land use pattern within the City of Oakbrook Terrace and unincorporated areas within the City Planning Boundary as of September 2006. A mostly built-up environment characterizes the City, with development and redevelopment opportunities located throughout the community. Planning Unit 5 contains the largest vacant parcel that is a prime candidate for development. Other sites throughout the City are already improved and provide the potential for infill redevelopment projects. In addition to the established residential neighborhoods, the City contains a variety of retail, business, office, and industrial/commercial service uses.

Single-Family Residential – Overall, a relatively small percentage of the City's housing stock is made up of single-unit detached homes (36.1%). There are three primary single-family residential neighborhoods located within the City of

Oakbrook Terrace. These single-family residential neighborhoods are located in Planning Units 1, 2, and 5. Within Planning Unit 1 there are approximately 300 homes on ¼ to ½ acres lots. These homes are well maintained and are relatively well buffered from adjacent non-residential uses. A number of “teardowns” are occurring or have recently been completed in this neighborhood. The single-family homes in Planning Unit 5 consist primarily of *Berkshire* and a small number of adjacent residential lots. The single-family homes in Planning Unit 2 are in the stable residential neighborhood west of *Chapel Hill Gardens Cemetery*, between Roosevelt and Butterfield Roads. Planning Units 6 and 7, which cover areas outside of the City's municipal limits, contain established residential neighborhoods. These neighborhoods are also experiencing infill redevelopment (teardowns).

Multi-Family Residential – Multi-family residential dwellings comprise a large portion of the City's residential housing stock. More than 60% of the City's dwelling units are considered multi-family (townhomes, condominiums, apartments). Most of the existing multi-family residential developments are well maintained and well occupied.

Vacant/Under Development – There are a limited number of vacant parcels scattered throughout the community. The largest vacant parcel exists in Planning Unit 5. An abandoned water slide park is located in the northeast portion of the City in Planning Unit 8. The site is currently overgrown with a large stand of trees and a billboard sign. Many of these parcels represent potential opportunity sites for development within the community.

Transportation/Utilities – Throughout the City there are transportation/utilities uses including an IDOT facility south of *Chapel Hill Gardens West Cemetery* at the

northwest corner of IL Route 83 and Butterfield Road.

Institutional – A variety of uses make up the institutional land use classification, including the *Salvation Army Community Center*, *Oak Brook Healthcare Center*, and the *Oakbrook Terrace Medical Center*.

Industrial – Industrial uses were identified in the northern part of the City in Planning Unit 8, *Safeway Scaffolding*, and *Robinette Demolition*. There is limited access to these industrial uses off of a frontage road, which runs parallel to IL Route 83. Adjacent residential properties are not very well buffered from the industrial uses, which utilize some heavy equipment and extensive outdoor storage areas.

Government – A variety of governmental facilities exist, including the City Hall/Police Station, Public Works Maintenance Facilities, Water Facilities, Fire Districts, and Park District Administration. The Villa Park Library, located north of the City, services the residents of Oakbrook Terrace. The existing City Hall/Police Station and Public Works Facilities are not adequate in size and the City is currently exploring relocation options (described further in the Community Facilities section). Additional institutional uses shown on the figure include: Oakbrook Terrace Fire Protection District; York Center Fire Protection District; Oakbrook Terrace Park District; and York Center Park District.

Office – General office uses are scattered throughout the community, primarily along Summit Avenue, Midwest Road, IL Route 83, and Butterfield Road. A number of the office uses along Summit Avenue are in converted residential structures. Other office buildings, like those along the north side of Butterfield Road in Planning Unit 5, are attractive and very well maintained. Office vacancies appear to be an issue in certain office areas.

Commercial – There is a large portion of land within the City that is used for commercial. The majority of the commercial uses are located along Roosevelt Road, Butterfield Road, 22nd Street and IL Route 83. A variety of retail, service, and hotel uses are located within the City. Most of these uses are well maintained, with few vacancies identified. Larger and national retailers are found primarily along 22nd Street and Roosevelt Road.

Open Space – The City of Oakbrook Terrace, the Oakbrook Terrace Park District, and the York Center Park District provide local open space for residents. The local parks within the City are well maintained and well used. Although not located within the City, the DuPage County Forest Preserve District owns and maintains the Salt Creek Greenway Forest Preserve along Salt Creek, just northeast of the City limits.

Religious/Cemetery – *Chapel Hill Gardens West Cemetery* is located in Planning Unit 2 near the center of the community. The cemetery is well maintained and well landscaped. Other religious institutions located within the Planning Area include *Ascension of Our Lord* and the *Salvation Army*.

Schools – Two schools are located within the Planning Area, including *Stella M. Swartz School*, and *Stevenson School*. The *DeVry Institute* also has a facility in the City and *Willowbrook High School* is located outside of the City's northern boundary.

Figure 2
Existing Land Use



Land Use Plan

The Land Use Plan provides a guide for future land development within the City's planning area. The Plan identifies which lands should be devoted to residential, commercial, office, public, institutional, and parks/open space uses.

The Land Use Plan is a general guide for development and redevelopment within the City's planning area and provides a foundation for further decision-making. The City-Wide Land Use Plan provides an overall framework for improvement and development within the City over the next 10-15 years.

The majority of the land use changes deal with redevelopment of underutilized properties and area that includes some vacant parcels. The Plan also describes how the land-uses should be related and interconnected throughout the City.

The City-Wide Land Use Plan builds upon the existing land-use structure of the City and is consistent with the Comprehensive Plan Vision Statement and Goals and Objectives. The Land Use Plan strives to reinforce and strengthen the residential neighborhoods within the City as well as improve and strengthen the commercial areas of the City along the primary corridors.

Residential

Five Residential land use classifications are established in the Comprehensive Plan. These five residential land uses have been established to reflect the current residential developments within the City as well as to guide future residential developments that will accommodate a wide range of lifestyles for people at different stages of life. The Land Use Plan strives to protect and enhance the residential areas of the City.

The City is unique in that it has a relatively large percentage of rental residential units, mostly in the form of multi-story apartment buildings. Although the single-family

residential neighborhoods are experiencing considerable infill/teardown redevelopment, most neighborhoods maintain a "rural" character that is favored by residents. Because commercial corridors abut some of the residential neighborhoods, it is important that appropriate screening/buffering be established for residential areas adjacent to commercial or business uses.

Single Family Detached – Overall, a relatively small percentage of the City's housing stock is made up of single-unit detached homes (36.1%). The Comprehensive Plan continues to maintain the existing single-family detached areas within the City and designates additional single-family residential areas on a portion of Planning Unit 5.

There are three primary single-family residential neighborhoods located within the City of Oakbrook Terrace. These single-family residential neighborhoods are located in Planning Unit 1, 2, and 5. Within Planning Unit 1 there are approximately 300 homes on ¼ to ½ acres lots. The single-family homes in Planning Unit 5 consist primarily of *Berkshire* and a small number of adjacent residential lots. The single-family homes in Planning Unit 2 are in the stable residential neighborhood west of *Chapel Hill Gardens Cemetery*, between Roosevelt and Butterfield Roads.

Single Family Attached – Attached single-family uses include residential homes (townhomes) that contain multiple units in a single building, sharing common walls between units, with each unit having its own direct access to outside, and each having its own attached and enclosed garage. *Oliviabrook* is an example of an appropriate and attractive single-family attached residential development.

Multi-Family Residential – Multi-family residential dwellings (condominiums, apartments) comprise a large portion of

the City's current residential housing stock. With the exception of some portions of Planning Unit 5, the Comprehensive Plan does not designate new areas for this type of land use. Existing multi-family use areas are reflected on the Land Use Plan.

Commercial/Multi-Family – As recommended in the *Unit 5 Area Plan* a Commercial/Multi-Family development is being constructed as part of a market driven Planned Unit Development. As identified in the *Unit 5 Area Plan* the 7-acre parcel located along Meyers Road was identified for this classification based on its location, good visibility, and easy access.

Planned Residential and Potential Residential – As identified in the *Unit 5 Area Plan*, some of the existing vacant property is designated for Planned Residential (at an overall density of seven units per acre) and the 9-acre site improved with townhomes and a now vacant office building is designated for Potential Residential development. Development and redevelopment of these areas would likely incorporate a mix of residential housing types.

Commercial

There is a need to target commercial development and redevelopment efforts in the City to strengthen the City's tax base and overall economic vitality and longevity.

The Comprehensive Plan establishes five different commercial land use designations; Corridor Commercial; Neighborhood Commercial; Business Park/Commercial; Office; and Commercial/Multi-Family (discussed in the residential section). The Comprehensive Plan recommendations for commercial uses in the City are intended to capitalize on high traffic volumes on the City's main corridors including Roosevelt Road, IL Route 83, Butterfield Road, 22nd Street

and along portions of Meyers Road and Summit Avenue/Midwest Road.

Consideration should be given to the design, building materials, signage, lighting, parking and architecture for all commercial development within the City. For example, the appearance and design of Neighborhood Commercial should not conflict or detract from the surrounding residential areas. Commercial Land Use Classifications include the following:

Corridor Commercial – Commercial that serves the day-to-day convenience needs of nearby residents, and also provides for a more diverse range of goods and services that serve the City and the surrounding communities. Corridor Commercial is recommended along the major corridors within the City including Roosevelt Road, IL Route 83, Butterfield Road, 22nd Street and along portions of Meyers Road and Summit Avenue/Midwest Road. These corridors provide high traffic volumes with direct access and visibility to the commercial properties. Corridor commercial uses include convenience uses such as dry-cleaners, gas stations, and take-out restaurants as well as uses that are intended to serve a larger geographic area. Larger geographic area uses include grocery stores, restaurants, and shopping centers such as the *Oakbrook Square Mall*. Corridor commercial sites should have extensive landscaping, including parking lot landscaping, and screening from adjacent residential land uses. Shared parking areas, consolidated access, and vehicular/pedestrian access between adjacent commercial properties is recommended.

Neighborhood Commercial - The Land Use Plan recommends neighborhood commercial in two areas of the City; the north section of the intersection of Butterfield Road and Summit Avenue; and, east of Summit Avenue along Roosevelt Road to the cemetery. Commercial uses that serve the daily needs of City residents

are recommended, including uses such as dry-cleaners, gas stations, convenience store, take-out restaurants, and more. Easy and safe access from nearby residential areas should be a priority for neighborhood commercial areas. The appearance and design of Neighborhood Commercial should not conflict or detract from the surrounding residential areas.

Business Park/Commercial - Planning Unit 7 is identified in the Comprehensive Plan as Business Park/Commercial use. This Plan recommends Commercial and Retail in Planning Unit 7 only if it is developed in cooperation with the Village of Villa Park. The area has very poor access for IL Route 83 provided by a lighted signal located to the north in the Village of Villa Park, at Riverside Drive. A joint development with the Village of Villa Park may allow for the existing lighted traffic signal to be relocated further to the south in order to provide improved access to the areas from IL Route 83. In addition to commercial and retail uses, appropriate business uses in this area include business park, office park, medical and business offices, high-tech campuses, research centers, and other business uses. Business Park uses should be developed in a heavily landscaped campus-type setting. Attractive architecture and quality building materials should characterize Business Park/Commercial buildings. Landscaped buffers to screen buildings and sites from adjacent uses are also recommended.

Office - Office land use classifications include stand-alone professional offices. Different office areas may be more appropriate for smaller or larger office developments, depending on location, access, and overall size and geometry of the site. Office uses are recommended in two general locations, along Summit Avenue and within Planning Unit 5 near Butterfield Road and Meyers Road. The Summit Avenue corridor should be improved as a small office corridor, encouraging coordinated access, shared

parking, improved signage, and coordinated landscaping. Larger office parks should develop in a campus-like setting, defined by generously landscaped setbacks for buildings and parking areas. Streets within an office park should be wide and tree-lined, and buildings should have attractive architecture and quality building materials.

Public/Semi Public

Public/Semi-Public land uses are established in the Comprehensive Plan for City uses and other public/quasi-public uses. Many of these uses are addressed in more detail in the Community Facilities section of the Comprehensive Plan.

Government – Government land uses identified in the Comprehensive Plan include properties and facilities owned by the City of Oakbrook Terrace and the Fire Protection Districts. As recommended in the *Unit 5 Area Plan*, a new City Water Tower is recommended in Planning Unit 5. As shown in the Community Facility Plan, a new City Hall/Police Station, and Public Works facility are also recommended.

Institutional - A variety of uses make up the institutional land use classification, including the *Oak Brook Healthcare Center*, and the *Oakbrook Terrace Medical Center*. Institutional uses should be considered appropriate in most areas of the City.

School - Oakbrook Terrace is served by three school districts: DuPage County School District 45; Salt Creek School District #48; and DuPage High School District #88. Currently there are two public schools located within the City of Oakbrook Terrace: *Stevenson School* and *Stella M. Swartz School*. These schools are shown on the Land Use Plan in their existing locations.

Parks/Open Space - This land use classification includes existing and future parks and open space including facilities

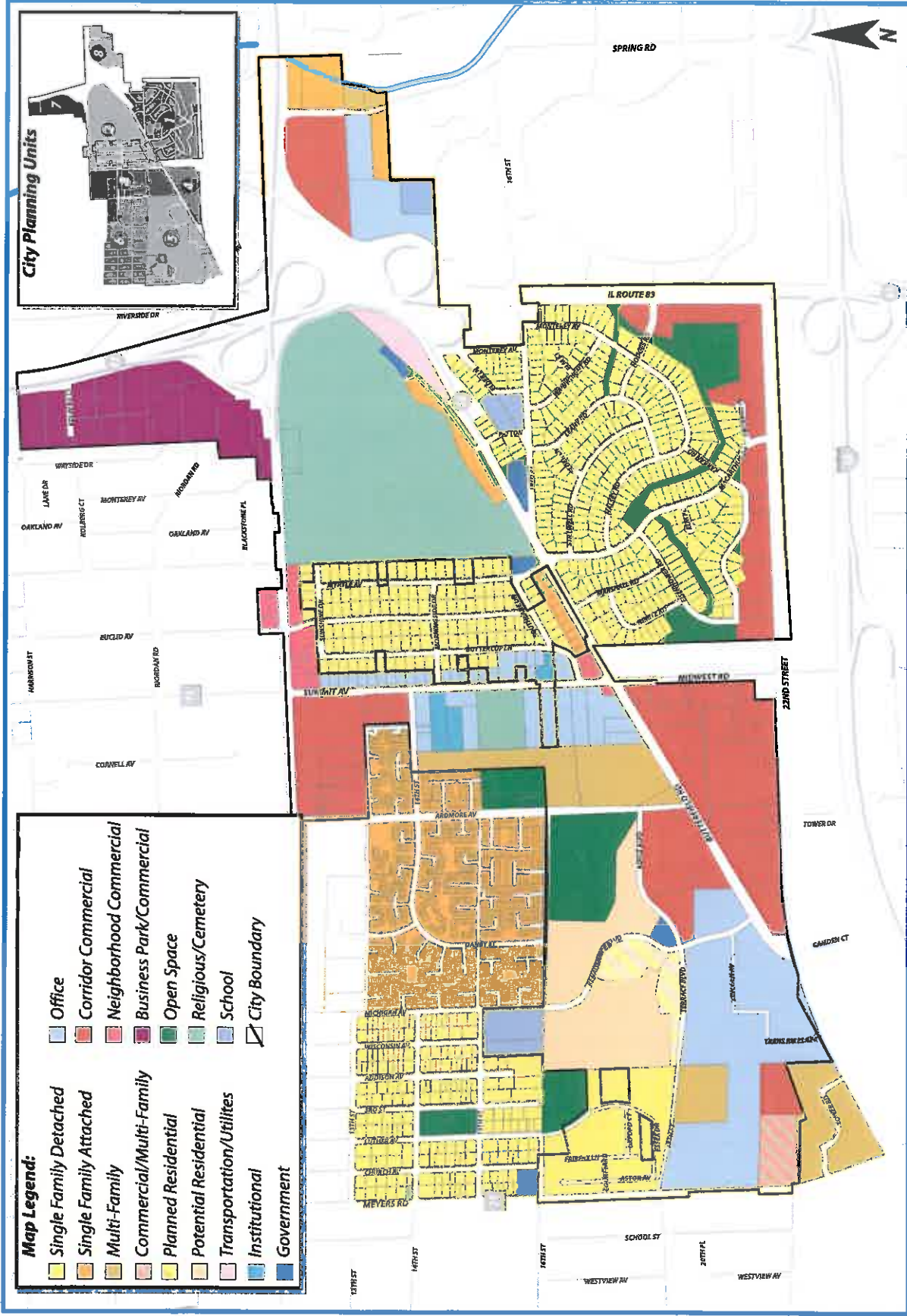
provided by the City of Oakbrook Terrace, the Oakbrook Terrace Park District and the York Center Park District. The Comprehensive Plan's Land Use Plan reflects the *Unit 5 Area Plan* recommendations of a new community park in Planning Unit 5.

Religious/Cemetery- *Chapel Hill Gardens West Cemetery* is a large parcel located between Roosevelt Road and Butterfield Road. The Cemetery is the largest landowner within the City. Recently, the Cemetery has sold land along its southern boundary for the *Oliviabrook* residential development. The cemetery is well maintained and well landscaped. Other religious institutions located within the City include *Ascension of Our Lord* and the *Salvation Army*.

Municipal Boundaries

The City of Oakbrook Terrace is bounded on the south and east by the Village of Oak Brook, by the Village of Lombard and unincorporated areas to the west, and by the Village of Villa Park to the north. A *Boundary Agreement* has been established with the Village of Lombard along Meyers Road, 13th Street, and Michigan Avenue.

Figure 3
Land Use Plan



Transportation Plan

The City of Oakbrook Terrace is well served by a roadway system consisting of arterials, major and minor collector streets, and local streets. This network of roadways provides access to the City from surrounding areas and enables the movement of people and vehicles within and around the City. The strategic location of Oakbrook Terrace within the larger regional transportation network is one of the City's greatest strengths. The Transportation Plan provides a balanced transportation system, which ensures the safe and efficient movement of vehicles, pedestrians, and cyclists. The City should use the Transportation Plan to achieve the desired goals and objectives of the community. The Plan protects and improves the function of the overall street hierarchy within the community through effective access, land-use controls, and street/intersection design improvements.

Functional Classification System

Classifying the various streets according to their function is an important element in the planning process. The major considerations in functionally classifying roadways are: a) the level of access, and b) the mobility that they provide. Three functional classifications are recommended for public streets in the City: arterials, collectors and local streets.

Arterials - The arterial streets serving the City include Roosevelt Road (IL Route 38), 22nd Street, IL Route 83, and Butterfield Road. The Transportation Plan does not recommend additional arterial streets in the City.

Collectors - Collectors are intended to collect traffic from local streets and move the traffic toward arterial streets for efficient flow. Collector streets are intended to serve the local population. Collector streets can be classified as major and minor depending on the volume that they are intended to carry.

Major Collectors - The following major collector streets serve Oakbrook Terrace: Summit Avenue/Midwest Road and Meyers Road. The Transportation Plan does not recommend new major collectors within the City, however, if these major collectors are renovated or repaired, cyclist and pedestrian improvements should be considered.

Minor Collectors - Minor collector streets in the City include: Danby Street/14th Street, Ardmore Avenue, South Villa Avenue, MacArthur Drive, 16th Street, and Spring Road.

As identified in the *Unit 5 Area Plan*, the Comprehensive Plan recommends the following street improvements, which will create minor collectors in the City.

- **Ardmore Avenue Extension** - The Transportation Plan recommends extending Ardmore Avenue 1,500' south to connect with Butterfield Road. The extension is critical for providing needed access and circulation within, through, and around Planning Unit 5. Once completed, Ardmore Avenue will be classified as a minor collector in the City. The street will require curb and gutter installation and sidewalks wide enough to accommodate pedestrians and cyclists.
- **18th Street Extension** - The extension of 18th Street will create a minor collector street. The *Unit 5 Area Plan* requires the extension of 18th Street 1,100'. The extension should include curb and gutter installation, and sidewalks wide enough to accommodate pedestrians and cyclists. The newly extended 18th Street should be constructed to public street standards.
- **Royce Boulevard Extension** - Royce Boulevard should be extended to the east to connect to Ardmore Avenue extended. With this extension, Royce

Boulevard/ Terrace Boulevard/18th Street will provide a continuous through street between Ardmore Avenue and Meyers Road.

Local Streets- All other streets within the City are classified as local streets. A local street is intended to serve primarily those vehicle trips generated by land uses abutting the street. Local streets should be protected from high traffic volumes. Non-local, “cut-through”, and commercial traffic on local streets should be minimized.

The Transportation Plan recommends that improvements to the local street system, especially in the established residential neighborhoods, continue to maintain the “rural” atmosphere. Sidewalks and curbing are not currently recommended in these areas. Curb and gutters should be installed at intersections in residential areas similar to what has been completed in Planning Unit 1. All streets should be constructed to public street standards and private streets are discouraged.

As identified in the *Unit 5 Area Plan*, the Comprehensive Plan reflects the following local street improvement:

- **16th Street Improvement** - The *Unit 5 Area Plan* recommends the improvement of 16th Street for approximately 2,250’. The improvements should include curb and gutter installation, and sidewalks wide enough to accommodate pedestrians and cyclists. The street should be constructed to public street standards.

Signalized Intersection Improvements

The Transportation Plan illustrates both the current and recommended signalized intersections within the City.

New Signals - As recommended in the *Unit 5 Area Plan*, a new signalized intersection should be installed at Ardmore Avenue and Butterfield Road. The new traffic signal will accommodate

the extension of Ardmore Avenue and control traffic at the Butterfield intersection. The new signal will require the approval of the Illinois Department of Transportation (IDOT).

Relocated Signals – Two signal relocations are recommended in the Transportation Plan – one for Planning Unit 7 on IL Route 83 and the other for Planning Unit 5 along Meyers Road.

Future commercial/retail development/redevelopment within Planning Unit 7 will likely require improving access from IL Route 83. Currently access is from a signalized intersection north of the City in the Village of Villa Park at the IL Route 83 Frontage Road. The City, and the Village of Villa Park should work together on the development of the area, which includes relocating the signal to the south.

As identified in the *Unit 5 Area Plan*, the traffic signal now located along Meyers Road at the Oakbrook Terrace Corporate Center should be relocated north to the intersection of 18th Street. The relocation would provide controlled access to the Planning Unit 5 and the residential neighborhood to the west. Relocating the signal requires approval from the DuPage County Division of Transportation.

Directional Signage

Signage to improve circulation within Planning Unit 8 is recommended. Signage should more clearly identify entrances, exits, parking areas, and uses to improve the overall circulation and safety of navigating the area.

Access Improvements

Planning Unit 7 has poor access, which limits the Unit’s future development potential, especially for commercial/retail use. The Comprehensive Plan recommends working with the Village of Villa Park in the joint development of Planning Unit 7 in order to relocate the

existing lighted signal on IL Route 83 further to the south.

Public Transportation

In general, the residents of Oakbrook Terrace are well served by public transit. There are four Pace bus routes that serve the City of Oakbrook Terrace, Pace Bus Routes 322, 888, 877, and 747.

Bike/Trails

The Comprehensive Plan reflects the community's desire to expand the bicycle trail system in the City. The Plan recommends expanding the City's multi-use trail system building upon the existing Spring Creek Tributary Trail and the newly constructed extension to Heritage Park. The new trail travels north along MacArthur to Butterfield Road and runs along Butterfield Road west to connect with the proposed expansion of Ardmore Avenue. The trail runs north to connect with the Oakbrook Terrace Park District's Heritage Park and is planned to connect with the future park site in Planning Unit 5. The Trail should also extend east from MacArthur Drive along Butterfield Road, as well as, west from Heritage Park along 16th Street. The Trail System should allow cyclists to safely navigate throughout all areas of the community.

Community Facilities Plan

Public facilities provide important services to the residents of Oakbrook Terrace, which improves the overall quality of life in the community. Community facilities include schools, city services, fire and police, public works, and parks/open space. The City-Wide Community Facilities Plan highlights current and proposed community facilities within Oakbrook Terrace

Public Schools

Oakbrook Terrace is served by three school districts: DuPage County School District 45; Salt Creek School District #48; and DuPage High School District #88. Currently there are two public schools located within the City: *Stevenson School* and *Stella M. Swartz School*.

DuPage County School District 45 –

DuPage County School District 45 consists of two elementary schools and one junior high school that serve the City of Oakbrook Terrace. *Stevenson Elementary School* is located in Oakbrook Terrace, and *York Center Elementary School* is located in unincorporated DuPage County. *Jackson Middle School* is located in the Village of Villa Park.

The current enrollment of the District is 3,650. The School District has prepared enrollment trends for the future that estimate overall enrollment to decline to 3,500 students and then level off.

According to the School District, there is space at all of the District's schools for modest increases in students. However, if a large subdivision or multi-family development were constructed it would overcrowd *Stevenson*, *York Center* or *Jackson* schools.

DuPage High School District #88 -

DuPage High School District #88 operates two high schools *Addison Trail* and *Willowbrook High School*. *Willowbrook High School*, located at 1250 South

Ardmore Avenue in the Village of Villa Park, serves residents of Oakbrook Terrace.

The current enrollment of the School District is 2,260 with 81 students in Oakbrook Terrace. There has been a slight increase in enrollment trends over the past few years. The District has completed an enrollment projection that indicates a slight decrease in future enrollments. According to the Superintendent of Schools, *Willowbrook High School* is near capacity and is in need of renovations. The District does not foresee the need for a new school site or facility at this time, only renovations and new construction at the current High School.

Salt Creek School District #48 - Salt Creek School District #48 operates the following three schools: *Salt Creek Elementary School* in Elmhurst, *Stella May Swartz Elementary School* in Oakbrook Terrace, and *John E. Albright Middle School* in the Village of Villa Park. *Stella May Swartz School* serves students from grades 2 to 4.

Salt Creek School District #48 has approximately 600 students (PK-8) District-wide with 123 students from Oakbrook Terrace. According to the District there are no plans at this time for major renovations or additional schools in the District.

Fire Protection Districts

Two fire protection districts serve the City of Oakbrook Terrace: Oakbrook Terrace Fire Protection District; and, York Center Fire Protection District. According to the Districts, there is no need for additional fire stations within Oakbrook Terrace.

Oakbrook Terrace Fire Protection District - The Oakbrook Terrace Fire Protection District currently owns and operates one Fire Station at 17W400 Butterfield Road at the northeast corner of Butterfield Road and Myrtle Avenue.

The District does not believe that new development or redevelopment within the City would be difficult to serve. The Fire Station is in a central location where service and response times have never been an issue. The current fire insurance rating for the Fire District is ISO Class 3.

York Center Fire Protection District - The York Center Fire Protection District is located at 1517 S. Meyers Road in Lombard at the northwest end of the city limits of the City of Oakbrook Terrace. The current I.S.O. rating for the Fire District is a 4. According to the Fire Chief, the Station meets all of their current and foreseeable needs. The District without any difficulty can access all areas of possible development within the City of Oakbrook Terrace City limits. Any new developments must have adequate sized water mains and hydrant spacing installed to support future growth.

The York Center Fire Protection District recommends opening 18th Street into Planning Unit 5. This would provide adequate access to allow for fire vehicle passage through Planning Unit 5 while allowing parking and circulation. This recommendation is reflected in the *Unit 5 Area Plan* and in the Comprehensive Plan.

City Services

Improved and additional City Services are recommended in the Comprehensive Plan. Main issues to be addressed in the Plan include the need for a new City Hall/Police Station, a new Public Works Facility and a new Water Tower in Planning Unit 5.

City Hall/Police Station - The City Hall/Police Station facility is currently undersized to serve the existing space needs of the City. The Comprehensive Plan recommends constructing a new City Hall/Police Station in its current location, with the inclusion of the adjacent public works property. The *Facility Study* is recommending that the new police facility would be approximately 30,000 square

feet based upon the expected growth of the community.

Public Works Department - The current location of the Public Works Maintenance Facility is across the parking lot from the City Hall/Police Station. The Public Works Department operates out of several small buildings at this location. In addition, the former Youth Home adjacent to the Public Works buildings has been recently converted to house the Building and Zoning Department. The Comprehensive Plan recommends the construction of a new Public Works Facility adjacent to the City's Water Department on Butterfield Road. The current public works property should be consolidated with the redevelopment of the City Hall/Police Station.

Water Department - The City Water Department occupies a facility at 17 W 150 Butterfield Road that has a water tower and a 7,000 square foot maintenance building. There is also a pressure adjusting/metering station for the DuPage Water Commission that is partially owned and operated by the City. This station is located on the north side of IL Route 56, west of 22nd Street.

As recommended in the *Unit 5 Area Plan*, the Comprehensive Plan identifies the location for a future water tower in Planning Unit 5. A new water tower and water mains are needed to adequately serve the future development of Planning Unit 5. The proposed water tower location will provide the needed infrastructure at the lowest cost to the City.

Parks/Open Space

Three governmental bodies within the City of Oakbrook Terrace provide public open space and environmental features.

City of Oakbrook Terrace - The City owns Kreml Park, a neighborhood park near the center of the community. The park site is located near the intersection of

MacArthur Drive and Eisenhower Road. The park is well maintained with a shelter, plaza area, parking lot, and trail access along the Spring Road Tributary Creek. The trail connects Kreml Park with the Oakbrook Terrace Park District's Dorothy Drennon Park and Terrace View Park.

Oakbrook Terrace Park District - provides residents of Oakbrook Terrace with a number of indoor and outdoor recreational amenities and facilities. Eight main facilities are located on three park sites. The City of Oakbrook Terrace owns Terrace View Park and leases it to the Park District. The District's three park sites are: Terrace View Park, Heritage Park, and Dorothy Drennon Park. Located on these three park sites are the following facilities: Anderson Theatre, Dorothy Drennon Park, Fitness Center, Heritage Center, Heritage Park, Splashpad, Lake View Nature Center, and Terrace View Park. The Park District does not have a formal agreement, nor are they able to use public school facilities.

According to the Park District, the existing open space is not adequate to meet the needs of the community. A minimum of 15 to 25 acres of parkland in one location is needed. The Park District does not meet the minimum National Park Standards and does not have plans to meet these recommended standards. The most important park and recreational needs of the City are more open land/picnic space, and sports field space. The Park District has future plans to improve a park site in Planning Unit 5 that will add more open space into the system. Also, the District has plans for a proposed bike path from Butterfield Road to Ardmore Avenue.

York Center Park District is one of the smallest Park Districts in Illinois serving approximately 4,800 residents. The Park District estimates that their resident base will continue to grow by 13 percent over the next 4 to 5 years. The Park District offers more than 400 events and programs

annually. The Park District owns three park sites near the City of Oakbrook Terrace; Villa Roosevelt Park; Knolls Park; and the Park District's Administration building; and Lake Yelenich Park within the City's current planning area.

York Center Park District was recently successful in securing an OSLAD Acquisition grant through the IDNR for purchasing 6.5 acres adjacent to Knolls Park on 16th Street and Meyers Road. The grant is for \$602,500. Future development includes a nature center, loop trail with fitness stations, pavilion, environmental signage, native plantings, and parking. The new park site is now 20-acres, the largest that the Park District manages.

Religious Institutions and Cemeteries

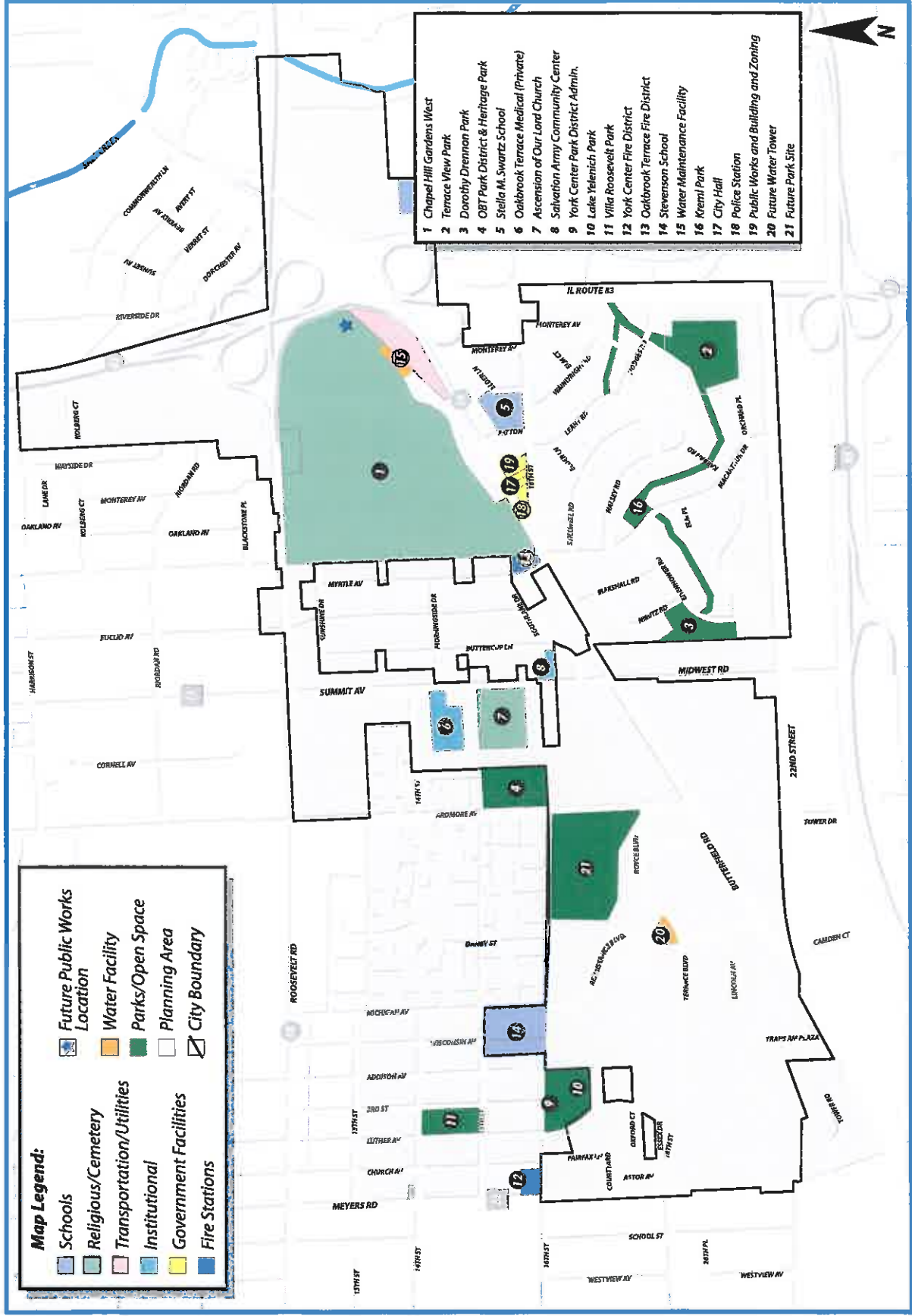
The Comprehensive Plan illustrates where current religious institutions are located within the City. Religious institutions should be considered appropriate in most areas of the City but should not be located in corridor commercial areas. *Chapel Hill Gardens West Cemetery* is located in Planning Unit 2 near the center of the community. The cemetery is well maintained and well landscaped. Other existing religious institutions include *Ascension of Our Lord* and the *Salvation Army*.

Public Utilities and Transportation

The Community Facilities Plan illustrates the IDOT facility located west of IL Route 83 north of Butterfield Road. The Comprehensive Plan does not recommend moving the facility at this time.

Any new development should be required to bury utility lines as part of the overall design of the project. Additionally, where possible, the City should encourage the burying of existing utility lines that are above ground especially along collector and arterial streets. Burying utility lines can significantly improve the appearance of the community.

Figure 5
Community Facilities Plan



Section 5: City Planning Units

The Comprehensive Plan establishes eight (8) distinct City Planning Units, comprised of areas within the City and the surrounding unincorporated areas.

Each Planning Unit has been created based upon unique features and characteristics that differentiate them from other areas of the City. The City Planning Units include land currently within Oakbrook Terrace and parcels outside the City in unincorporated areas within the 1-½ mile jurisdictional planning area.

Figure 6 City Planning Units

This Comprehensive Plan establishes eight (8) distinct Planning Units, comprised of areas within the City and the surrounding unincorporated areas. The previous Comprehensive Plan identified nine (9) Planning Units. A majority of the properties in the previously established Planning Unit 7 have been annexed into the Village of Villa Park, or consist of unincorporated islands completely surrounded by the Village of Villa Park. Only four (4) parcels along the north side of Roosevelt Road are within the City or its planning jurisdiction. As a result, this Plan has eliminated the area previously known as Planning Unit 7, and incorporates its four remaining parcels into Planning Unit 2.

Each Planning Unit has been created based upon unique features and characteristics that differentiate them from other areas of the City. The Planning Units include land currently within the City's municipal boundary and parcels outside of the City within the 1 1/2 mile jurisdictional planning area. The table below identifies the current Planning Units and the previous Planning Units of which they are comprised.

Current Planning Unit	Is comprised of Previous Planning Unit
Planning Unit 1	Planning Unit 1
Planning Unit 2	Planning Unit 2 and four parcels from Unit 7
Planning Unit 3	Planning Unit 3
Planning Unit 4	Planning Unit 4
Planning Unit 5	Planning Unit 5
Planning Unit 6	Planning Unit 6, less the area north of 14th Street
Planning Unit 7	Planning Unit 8
Planning Unit 8	Planning Unit 9

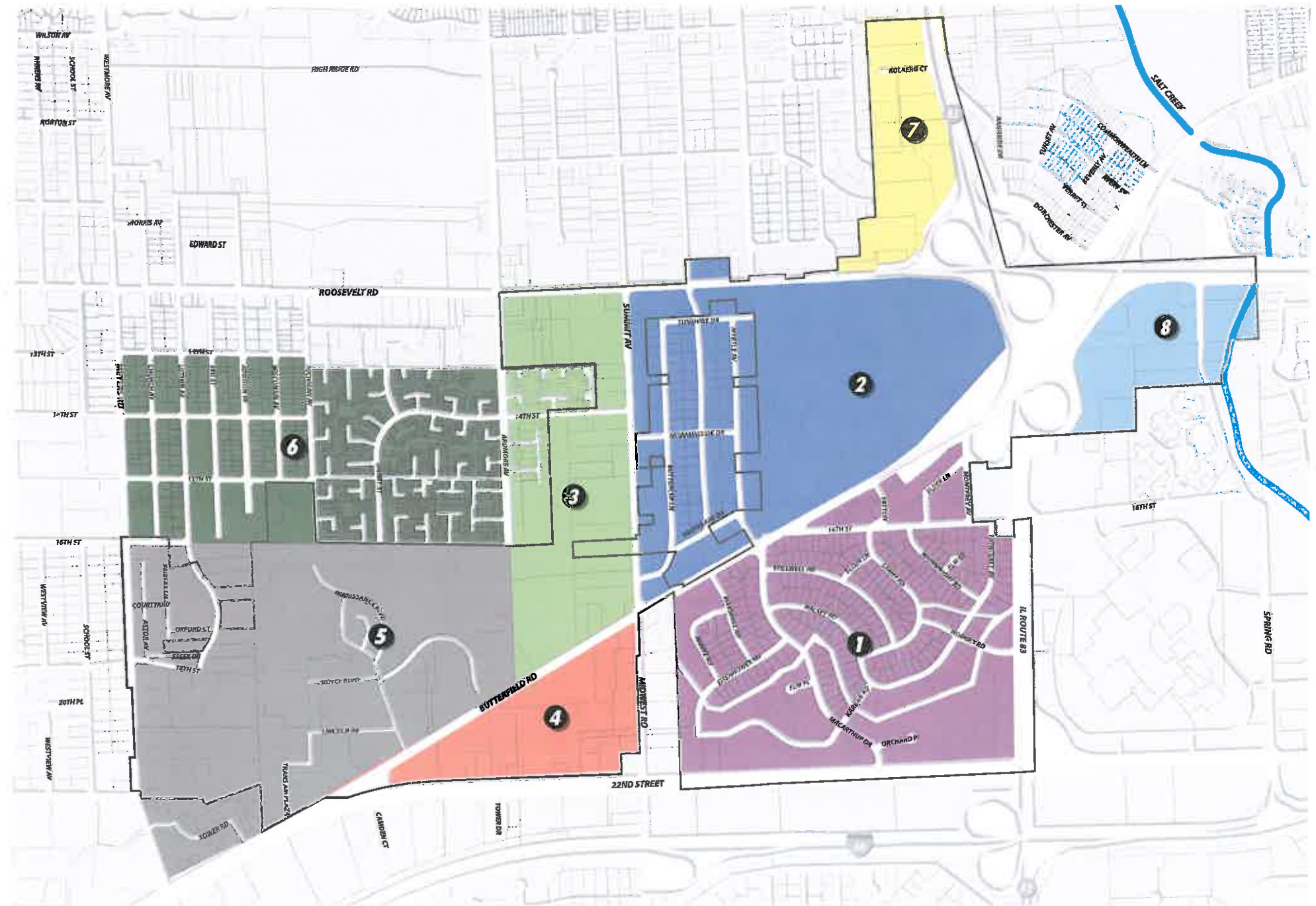
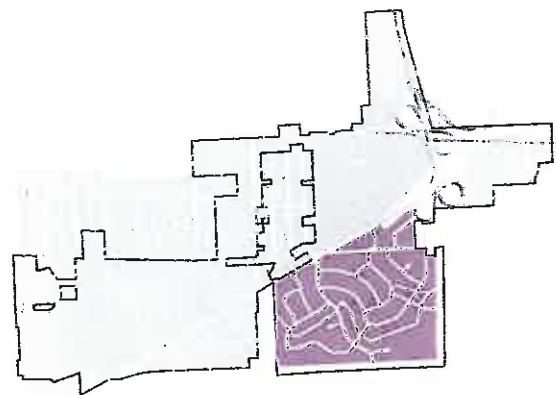


Figure 7 Planning Unit 1

Planning Unit 1 contains one of the City's most desirable residential neighborhoods, some of the most viable commercial development, and the most important City facilities and services. This unit represents the civic and single-family detached residential "core" of the City. The unit is located in the southeast portion of the City and is bounded by Butterfield Road on the north, IL Route 83 on the east, 22nd Street on the south, and by the City's corporate limits (generally just east of Midwest Road) on the west. The following uses are located in Unit 1: single-family detached homes (approximately 300); three (3) public parks and an open space/trail; City Hall, Police Station, Public Works; Stella May Swartz School; office; hotel; and retail. Several key functional areas are contained within this unit: (1) Civic "core" along Butterfield Road; (2) Secluded rural residential neighborhood with open space; (3) Single-family attached and detached residential along the north side of Butterfield Road; and (4) Commercial/mixed-use corridors, including Midwest Road, Illinois Route 83, and 22nd Street. It is important that all of these distinct areas within the unit be coordinated to the extent possible and protected/buffered from one another where appropriate. Identified below are some of the key recommendations and guiding policies for Planning Unit 1:

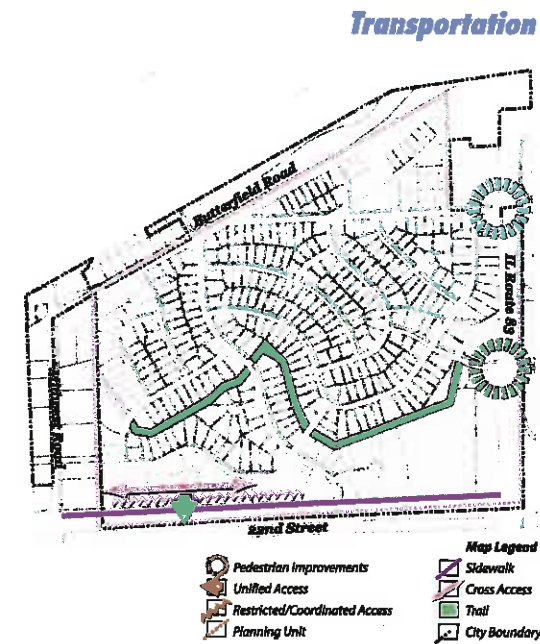
- Maintain the overall "rural" character of the residential neighborhood.
- Continue to accommodate residential reinvestment, high quality new construction, and appropriately scaled infill residential development.
- Develop a new City Hall and Police facility along Butterfield Road, at the location of the existing City Hall, Police Station, and Public Works facilities.
- Encourage/support the redevelopment of the Barnes & Noble site along Illinois Route 83 (this may include the expansion of the existing bookstore).
- Provide appropriate screening/buffering between all commercial uses and adjacent residential properties.



• A new City Hall and Police Station are designated on the site of the existing City Hall, Police Station, and Public Works facility. A new Public Works facility should be designated for an area adjacent to the water maintenance facility, north of the IDOT facility which is located within the Butterfield Road right-of-way along the south end of the cemetery. The new City facilities should set a standard for attractive quality development within the City, using attractive architecture, landscaping, and site design. The new facilities should provide a sense of pride to City residents. Stella May Swartz School is an important component of the City and Planning Unit 1. The school's parking lots should be reconfigured and better landscaping/buffering should be provided along parking lot perimeters. Additional parking should be provided if possible, along the eastern side of the school.

Several distinct land use areas exist with Planning Unit 1. These distinct areas, residential, civic, and commercial, should continue to exist side by side in a manner that strengthens the overall character of the unit and provides appropriate buffering between potentially incompatible uses. Maintaining the quality and overall "rural" setting of the residential neighborhood should be a City priority. The single-family residential homes within this Unit are generally well-maintained and many new homes have been constructed in the neighborhood. There is an issue of upkeep and maintenance for some of the rental homes in the neighborhood. The City's new Annual Rental Inspection program will address this issue. The curvilinear streets and rolling topography add to the sense of neighborhood and the "rural" character. Overall, the area is well buffered from the surrounding commercial and office uses. The existing character of the neighborhood should be maintained. The City may want to monitor new residential construction to determine if new zoning or development guidelines are needed to ensure appropriately scaled new development.

• Commercial uses, including retail, restaurant, office, and service uses, are important components of this unit and should remain as the prominent land use along 22nd Street, Midwest Road, and portions of Illinois Route 83. The Barnes & Noble on IL Route 83 is a one story retail building that is a good tenant for this location. If the site is redeveloped, an improved/expanded bookstore or other retail development would be appropriate, providing adequate parking could be accommodated. Mid America Plaza and Parkview Plaza are both well-maintained office buildings in a prominent location within the City, at the intersection of 22nd Street and IL Route 83. These buildings serve as key features and identifying components for the City. The office uses are appropriate and should remain. Additional perimeter parking lots screening along IL Route 83 should be installed.



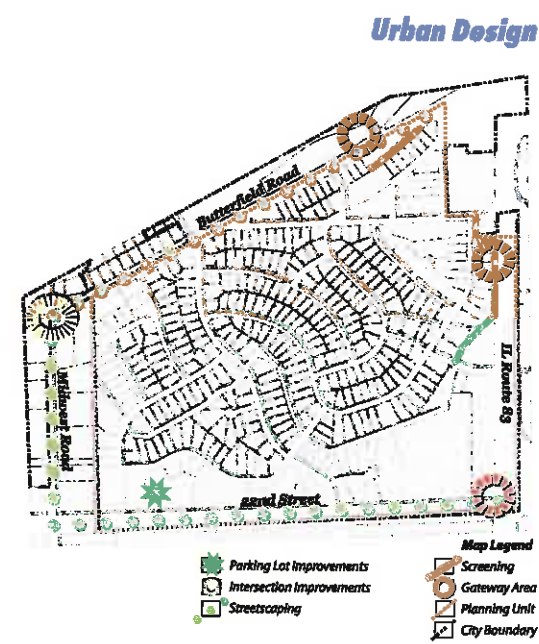
Currently, the residential neighborhood experiences relatively little cut-through traffic, for being situated between and adjacent to two major arterials (Illinois Route 83 and 22nd Street). Roadway improvements/widening along Butterfield Road and Midwest Road will further improve traffic flow within the area. Transportation improvements should be made to further improve traffic flow along the major corridors and provide safe and convenient circulation for pedestrians and cyclists. Along the major corridors within the unit, curb cuts should be kept to a minimum. Along Butterfield Road, Illinois Route 83, 22nd Street, and Midwest Road, driveways should be shared if possible and access to fronting properties should be from intersecting side streets if possible.

• Internal cross access and on-site circulation between adjacent commercial properties should be provided wherever possible. Access should be consolidated and cross access between properties should be developed. The Architectural Mall is an example of a property that does not need a separate in, and separate out driveway. These two driveways should be consolidated. Cross access should be created from the Holiday Inn west to the City limits (Tin Fish Restaurant).

• Although sidewalks are typically preferred in residential neighborhoods, the secluded neighborhoods function well and safely without them. The existing street system design of no sidewalks and narrow paved ribbon shoulders reinforce the overall rural character. Signage should be added throughout the neighborhood that reinforces the awareness of bicycle and pedestrian traffic.

• The open space/trail system should be maintained and enhanced, with additional trails being installed wherever possible. This system provides important open space connectivity and a pedestrian/bicycle trail through much of the neighborhood. Safe pedestrian/bicycle access to Oakbrook Shopping Center across Illinois Route 83 should be provided. The intersections of IL Route 83 and Hodges Road and 16th Street should be examined to ensure that the sidewalks, pedestrian "holding areas", traffic signal timing, and overall crossing safety for pedestrians is adequate. The City should also continue to work with IDOT and property owners to provide a sidewalk and pedestrian walk signals along 22nd Street.

• Sound mitigation, via landscaping or other means, should be considered along portions of IL Route 83, where residential properties are most exposed and impacted. Where landscaping within the right-of-way is not feasible, landscaping on private property with easements should be pursued.



Urban design recommendations for Planning Unit 1 should focus on improving the appearance and character along the major corridors (22nd Street, Butterfield Road, Illinois Route 83, and Midwest Road) and at other key locations. The corridors should be attractive and distinguishable from other nearby communities. It is also important that improvements are made where necessary to appropriately buffer/screen residential areas from traffic, parking, and other commercial related activities.

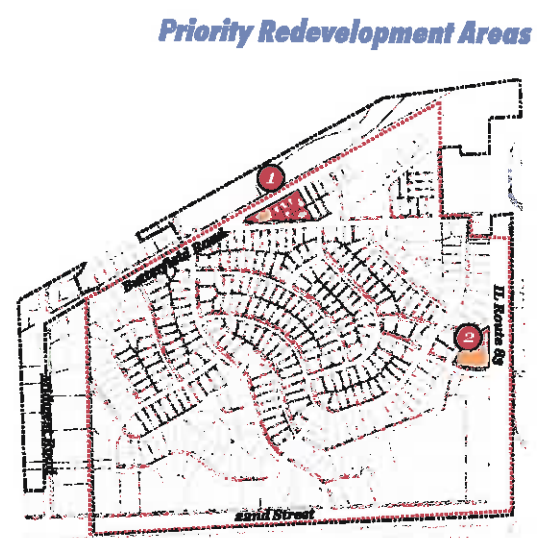
• The Planning Unit's primary corridors (22nd Street, Butterfield Road, and Midwest Road) should be improved with streetscape enhancements that include parkway trees, sidewalks, attractive lighting, signage, and other pedestrian amenities. Where landscaping within the right-of-way is not feasible, landscaping on private property with easements should be pursued. An attractive and distinct identity should be created along these corridors to distinguish Oakbrook Terrace from surrounding communities.

• Gateway signage/entry features should be strategically placed to announce entry into the City. Possible locations for these features are the northwest corner of the intersection of Illinois Route 83 and 22nd Street, just south of the southwest corner of 16th Street and Illinois Route 83, and along the north side of Butterfield Road just west of the IDOT facility.

• Although many of the parking lots in the unit are attractively landscaped, others are not. Parking lots should have perimeter landscaping that consists of a continuous hedgerow approximately 24"-36" in height. The perimeter landscaping will significantly improve the appearance of the planning unit by buffering the site line of parking areas.

• Key intersection improvements should be considered for the intersection of Midwest Road and Butterfield Road. The intersection, which is currently being improved/reconstructed, should be enhanced with attractive pedestrian cross walks, bollard lighting, enlarged pedestrian "holding" areas, and attractive landscaping. This intersection is prominent and it should reflect the desired character of the City.

• Additional landscaping should be installed along the west side of Illinois Route 83, at the rear of the abutting residential properties, and along the south side of Butterfield Road east of the school. As traffic along the arterial increases, the additional landscaping will help mitigate the impact of the appearance, noise and light from the traffic. Where landscaping within the right-of-way is not feasible, landscaping on private property with easements should be pursued.



There are two (2) priority redevelopment sites within Planning Unit 1. Recommendations for these sites are provided below:

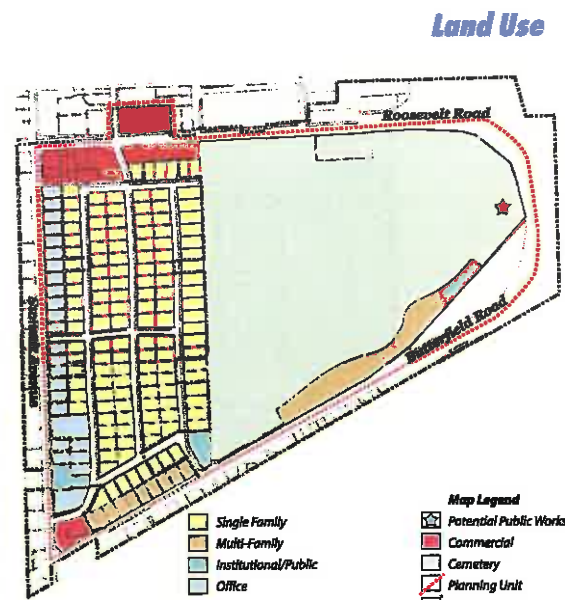
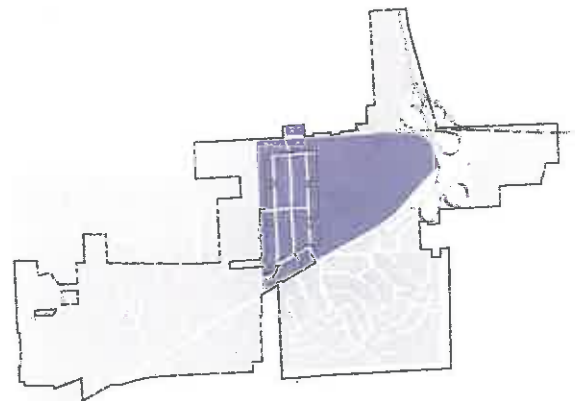
• The City Hall/Police Station/Public Works site is a priority redevelopment site situated along Butterfield Road. Redevelopment of the site should include the new City Hall and new Police Station. The new facilities should set a high community standard for quality architecture, landscaping, and overall site design.

• The Barnes & Noble bookstore site should be considered for redevelopment, including the expansion of the existing bookstore. The site provides excellent visibility and access from IL Route 83 and could accommodate a variety of retail uses. Redevelopment of the site is limited due to parking and drainage issues. Although the preferred use would be an expanded/enlarged/updated Barnes & Noble bookstore, other retail uses would also be appropriate.

Figure 8 Planning Unit 2

Planning Unit 2 is located north of Planning Unit 1 and is bounded by Roosevelt Road on the north (including a few properties along the north side of Roosevelt Road), IL Route 83 on the east, Butterfield Road on the south, and Summit Avenue on the west. Planning Unit 2 includes several distinct land use areas, including the Westlands, an unincorporated DuPage County 150-unit single-family residential development; Chapel Hill Gardens West Cemetery, and commercial uses along Roosevelt Road and Summit Avenue. Located at the south end of the Cemetery is the City's Water Maintenance Facility, IDOT Maintenance Facility, and Oliviabrook, a single-family attached residential development (currently under development). The new townhome development will have a new frontage road running parallel to Butterfield Road that will also connect to the City's Water Maintenance Facility. This new frontage road will reduce the number of curb cuts needed along Butterfield Road. Identified below are some of the key recommendations and guiding policies for Planning Unit 2:

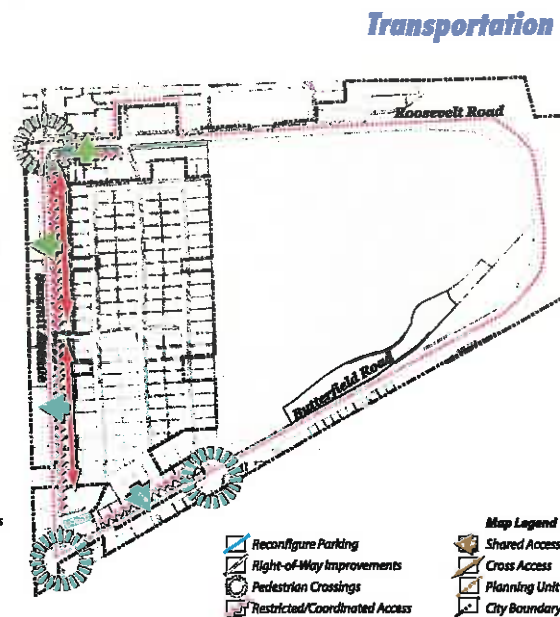
- Improve the appearance and vitality of the commercial properties along Roosevelt Road, including the development/redevelopment of vacant and underutilized parcels.
- Provide streetscape improvements along Roosevelt Road, Summit Avenue, and Butterfield Road, including parkway trees, sidewalks, appropriate signage, and pedestrian amenities as necessary.
- Maintain the Chapel Hill Garden Cemetery as an attractive open space feature for the community.
- Continue to cooperate with the Westlands as an unincorporated neighbor of the City.
- Incrementally improve the Summit Avenue corridor as a "residential-scaled" small office area of the City.
- Ensure adequate buffering/screening between adjacent residential and commercial uses, particularly along Roosevelt Road and Summit Avenue.



Planning Unit 2 provides a range of land uses, including single-family attached and detached residential, commercial, public, and open space (cemetery). Overall, the different land uses are appropriately located and function well together within the unit.

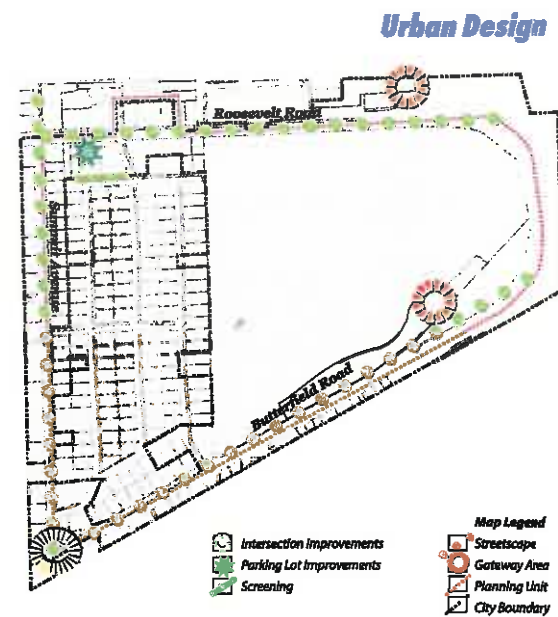
- The Westlands, which is an unincorporated "island" within the City, is a stable, well-maintained residential neighborhood. The streets are in good condition, but no sidewalks exist. Teardowns have started to occur in the neighborhood which is an indication of the strength and stability of the neighborhood. Although completely surrounded by the City, annexation into the City is not recommended. The cost of providing services to the area will likely cost more than the revenue generated by the residential property tax.
- Oliviabrook, the new townhome development along the north side of Butterfield Road is an appropriate development along this section of the corridor. The townhomes, single-family detached homes, public uses, and commercial (at the corner of Summit Avenue), provide an appropriate mix of uses along the north side of the Butterfield Road. However, as traffic along the corridor increases and if the opportunity presents itself, consideration may need to be given to redeveloping the single-family residential properties together as a unified townhome development. The single-family homes in Planning Unit 2 fronting Butterfield Road, if consolidated into one planned development, would be an appropriate location for townhomes such as those developed in Oliviabrook.
- Retail uses are designated for the properties fronting Roosevelt Road. The traffic volumes and high visibility along the corridor make retail a viable commercial option. While other commercial uses may be appropriate, retail uses are preferred.
- Summit Avenue consists of several small office/service uses, many occupying converted residential structures. This corridor should be improved over time as a small office corridor, encouraging coordinated access, shared parking, improved signage, and coordinated landscaping.
- Three Oaks Plaza is located at the northeast corner of Summit Avenue and Butterfield Road is a two story office and retail building. The building façade should be updated and a parapet should be installed on the building to block the HVAC equipment from view. Perimeter parking lot landscaping should be installed, typically a continuous hedgerow that is 24"-36" tall.

- A potential location for a new City Public Works facility would be appropriate adjacent to the City's Water Department Facility.



The existing road network is firmly established within the planning unit. Emphasis should be placed on improving vehicular circulation and access, providing attractively and easily accessible parking, and improving pedestrian and bicycle safety.

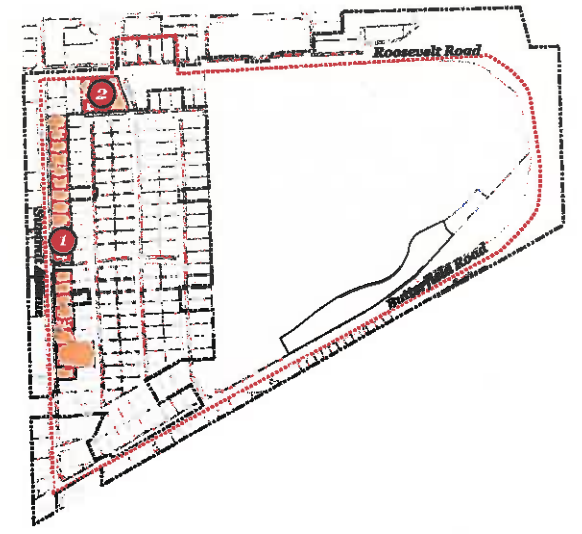
- Along the major corridors within the unit, curb cuts should be kept to a minimum. Along Butterfield Road, Summit Avenue, and Roosevelt Road, driveways should be shared if possible and access to fronting properties should be from intersecting side streets if possible. (Example: The existing two driveways providing both ingress and egress to the Gallery Office Center should be reconfigured to one driveway in and one driveway out, or consolidated into one full access drive.)
- The existing right-of-way location is very close to the back of curb along the south side of Roosevelt Road. As a result, landscaping and signage that is placed at or near the right-of-way causes unsafe/obstructed lines of sight for vehicles entering onto Roosevelt Road from the neighborhood to the south or from adjacent commercial properties. Any feature (landscaping or signage) that is determined to be causing an unsafe situation, should be removed or relocated to a more appropriate location.
- Internal cross access and on-site circulation between adjacent commercial properties should be provided wherever possible. Access should be consolidated and cross access between properties should be developed. Although this is important for all commercial areas, it would be particularly beneficial for the small properties along the east side of Summit Avenue.
- Safe pedestrian/bicycle access to the adjacent shopping and business areas is important for residents of the Westlands. Because sidewalks are not provided in the residential neighborhood, signage should be added throughout the neighborhood that reinforces the awareness of bicycle and pedestrian traffic.
- All major intersections within the area should be examined to ensure safe pedestrian crossings, including the timing of the lights, pedestrian "holding areas", and safe/well delineated cross walks.
- Approximately 12 parking spaces have direct access onto the south side of Buttercup Lane right-of-way, just east of Summit Avenue. This parking configuration is dangerous and should be moved to another location if possible, or reconfigured for improved safety.



Urban design recommendations for Planning Unit 2 should focus on improving the appearance and character along the major corridors (Butterfield Road, Summit Avenue, and Roosevelt Road). The corridors should be attractive and distinguishable from other nearby communities. It is also important that improvements are made where necessary to appropriately buffer/screen residential areas from traffic, parking, and other commercial related activities.

- The Planning Unit's primary corridors (Butterfield Road, Summit Avenue, and Roosevelt Road) should be improved with streetscape enhancements that include parkway trees, sidewalks, attractive lighting, signage, and other pedestrian amenities. An attractive and distinct identity should be created along these corridors to distinguish Oakbrook Terrace from surrounding communities.
- Gateway signage/entry features should be strategically placed to announce entry into the City. Possible locations for these features are along the north side of Butterfield Road just west of the IDOT facility, and along the north side of Roosevelt Road at the far east end of the Planning Unit.
- Parking lots should have perimeter landscaping that consists of a continuous hedgerow approximately 24"-36" in height. Perimeter landscaping will significantly improve the appearance of the planning unit by buffering the site line of parking areas.
- Key intersection improvements should be considered for the intersection of Summit Avenue and Butterfield Road. The intersection, which is currently being improved/reconstructed, should be enhanced with attractive pedestrian cross walks, bollard lighting, enlarged pedestrian "holding" areas, and attractive landscaping. This intersection is prominent and it should reflect the desired character of the City.
- Screening of outdoor storage areas is very important. Chain link fencing with plastic slats is not satisfactory. Outdoor storage should be screened with solid wooden or metal fencing, landscaping, or a combination of the two. Within Planning Unit 2, the rear of AZ Rental is in poor condition and outdoor storage of vehicles and trash should be removed or better screened.

Priority Redevelopment Areas



There are two (2) priority redevelopment sites within Planning Unit 2. Recommendations for these sites are provided below:

- The Area along the east side of Summit Avenue should be considered a priority redevelopment area. This area consists of several smaller properties under separate ownership, making revitalization/redevelopment of the area more difficult. The area should be targeted for small/residentially scaled professional office uses. Currently, many of the parcels along Summit Avenue are office uses in older residential buildings that have been converted. If thought of as a coordinated redevelopment opportunity, incremental improvements could be coordinated to realize large scale benefits. As individual sites are improved or redeveloped, access, parking, screening, landscaping, signage and more can be coordinated to eliminate curb cuts, improve the desirability of the corridor, improve the appearance, and enhance the overall character and attractiveness of the area.
- The vacant and unimproved areas adjacent to Champs Sports Bar should be considered a redevelopment site for commercial use. If the vacant sites are to be used for bar parking, the properties should be appropriately improved, including paving, striping, and landscaping. If the vacant site to the east and south of Champs is to be redeveloped, access will need to be provided through an adjacent commercial property. Currently, Sunshine Drive would be the access point for the vacant property, and this would be unacceptable if the developed use were commercial.

Figure 9 Planning Unit 3

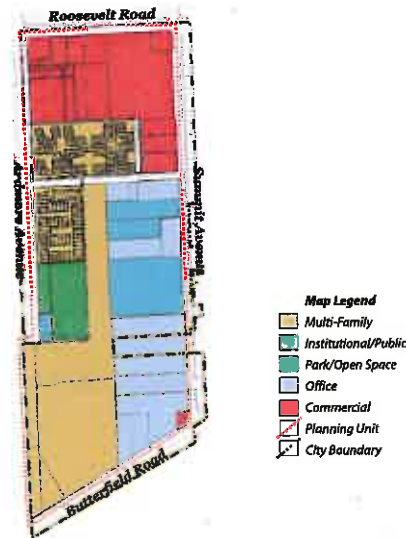
Planning Unit 3 is located west of Planning Unit 2 and is bounded by Roosevelt Road on the north, Summit Avenue on the east, Butterfield Road on the south, and Ardmore Avenue on the west. Planning Unit 3 includes a mix of both incorporated and unincorporated parcels. The following uses are located within Planning Unit 3: multi-family residential (Versailles Apartments), single-family attached dwellings (Brandywine), commercial retail (including Oakbrook Square Shopping Center), office, institutional, and open space (Oakbrook Terrace Park District's Heritage Center and Park).

Planning Unit 3 is comprised of three main functional sub-areas (1) the commercial/retail land use area along the south side of Roosevelt Road, extending south to 14th Street along Summit Avenue; (2) the office use area along the west side of Summit Avenue, between 14th Street and Butterfield Road; and (3) the multi-family/attached single-family residential area fronting the east side of Ardmore Avenue, extending from just north of 14th Street on the north to Butterfield Road on the South.

- Identified below are some of the key recommendations and guiding policies for Planning Unit 3:
- Maintain the existing mix of commercial, office, and residential uses within the Planning Unit.
- Improve the appearance and vitality of the commercial properties along Roosevelt Road, including the redevelopment/improvement of Oakbrook Square Shopping Center and adjacent vacant and underutilized parcels.
- Provide streetscape improvements along Roosevelt Road, Summit Avenue, and Butterfield Road, including parkway trees, sidewalks, appropriate signage, and pedestrian amenities as necessary.
- Maintain the Oakbrook Terrace Community Park District's Heritage Center and Park as important amenities for the surrounding residential areas.
- Ensure adequate buffering/screening between adjacent residential and commercial uses, particularly along Roosevelt Road and Summit Avenue.
- Continue to cooperate with Brandywine as an unincorporated neighbor of the City.
- Develop the vacant parcel on the east side of Ardmore Avenue, south of Roosevelt, for commercial use.



Land Use



Planning Unit 3 provides three basic land use areas – commercial, office, and higher density residential. The different use areas are located logically, with commercial and office uses located along the busier corridors and the residential uses located in areas of reduced visibility and access. The intensity of the use of the different areas should be appropriately scaled with the more intense activity targeted for the commercial areas, mid-level activity targeted for the office areas, and low intensity use being the objective of the residential areas.

- Brandywine is a rather dense single-family attached residential neighborhood that is well maintained and attractive. Annexation into the City is not recommended. The cost of providing services to the area will likely cost more than the revenue generated by the residential property tax.
- Retail uses are designated for the properties fronting Roosevelt Road. The traffic volumes and high visibility along the corridor make retail a viable commercial option. While other commercial uses may be appropriate, retail uses are preferred. Much of the commercial along this stretch of Roosevelt Road has a "tired" and "dated" appearance (including Oakbrook Square Shopping Center and surrounding properties). Many of the sites also suffer from poor site design and coordination among adjacent uses.
- The west side of Summit Avenue consists of several larger office/service uses, the Ascension of Our Lord Church, and a Jiffy Lube on the northwest corner of Summit Avenue and Butterfield Road. The arrangement of uses along this corridor is appropriate and generally attractive, and should remain.
- The Oakbrook Terrace Community Park District's Heritage Center and Park are important amenities for City and will likely connect to any community park that is developed as part of the development of Planning Unit 5.

Transportation



The majority of noted traffic recommendations relate to access and internal/cross site circulation. Current roadway improvements at the intersection of Butterfield Road and Summit Avenue will further improve traffic conditions within the unit.

- Along the major corridors within the unit, curb cuts should be kept to a minimum. Along Butterfield Road, Summit Avenue, and Roosevelt Road, driveways should be shared if possible and access to fronting properties should be from intersecting side streets if possible.
- The existing right-of-way location is very close to the back of curb along the south side of Roosevelt Road. As a result, landscaping and signage that is placed at or near the right-of-way may cause unsafe/obstructed lines of sight for vehicles entering onto Roosevelt Road from the south or from adjacent commercial properties. Any feature (landscaping or signage) that is determined to be causing an unsafe situation, should be removed or relocated to a more appropriate location.
- Internal cross access and on-site circulation between adjacent commercial properties should be provided wherever possible for all commercial properties. Access should be consolidated and cross access between properties should be developed. The Oakbrook Square Shopping Center and adjacent properties are especially in need of improved cross access and coordination. The newly developed outlot parcel at the southwest corner of Summit Avenue and Roosevelt Road has no direct access into the adjacent shopping center parking lot. All outlots should have direct and coordinated access to the main shopping center parking lot.
- All major intersections within the area should be examined to ensure safe pedestrian crossings, including the timing of the lights, pedestrian "holding areas", and safe/well delineated cross walks.

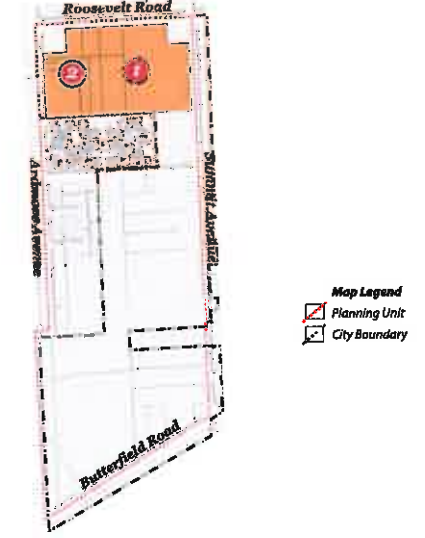
Urban Design



Urban design recommendations for Planning Unit 3 should focus on improving the appearance and character along the major corridors (Butterfield Road, Summit Avenue, and Roosevelt Road). The corridors should be attractive and distinguishable from other nearby communities. It is also important that improvements are made where necessary to appropriately buffer/screen residential areas from traffic, parking, and other commercial related activities.

- The Planning Unit's primary corridors (Butterfield Road, Summit Avenue, and Roosevelt Road) should be improved with streetscape enhancements that include parkway trees, sidewalks, attractive lighting, signage, and other pedestrian amenities. An attractive and distinct identity should be created along these corridors to distinguish Oakbrook Terrace from surrounding communities.
- Parking lots should have perimeter landscaping that consists of a continuous hedgerow approximately 24"-36" in height. Perimeter landscaping will significantly improve the appearance of the planning unit by buffering the site line of parking areas.
- Key intersection improvements should be considered for the intersection of Summit Avenue and Butterfield Road. The intersection, which is currently being improved/reconstructed, should be enhanced with attractive pedestrian cross walks, bollard lighting, enlarged pedestrian "holding" areas, and attractive landscaping. This intersection is prominent and it should reflect the desired character of the City.
- Dumpster screening, parking lot landscaping, frontage landscaping, new facades, updates signage, and more are all needed for the Oakbrook Square Shopping Center and surrounding commercial properties. These improvements would greatly improve the overall character of the Planning Unit.

Priority Redevelopment Areas



There are two (2) priority redevelopment sites within Planning Unit 3. Recommendations for the sites are provided below:

- Oakbrook Square is a high priority redevelopment/ improvement site, but should remain a large retail center. In general, the west side of the Oakbrook Square is disjointed and the entire area (which includes the strip malls, outlots, and Oakbrook Square) should function as one center. The Square itself has dated architecture and if improved rather than redeveloped, a façade and sign improvement program should be put in place. The HVAC units on top of the Oakbrook Square's roof should be screened with parapets. When standing at the park in Brandywine, all of the rooftop HVAC units are visible. There is no perimeter landscaping and the existing parking lot landscape islands are completely bare and void of any vegetation. The Roosevelt Road frontage is also lacking landscaping and the center is generally unattractive when viewed from Roosevelt Road. The outlot parcels should be improved so that they are attractive from all four sides.
- The vacant parcel along Ardmore Avenue, and the surrounding commercial strip malls, such as Roosevelt Ardmore Plaza, and the strip mall to the west of the Oakbrook Square should be tied into any redevelopment plans. Circulation within the area is difficult and parking is not organized or well planned. The large vacant parcel provides a commercial development opportunity as an independent development or as part of a larger improvement effort that could incorporate some of the adjacent commercial properties.

Figure 10 Planning Unit 4

Planning Unit 4 is located south of Planning Unit 3 and is a triangular unit bounded by Butterfield Road on the north, Summit Avenue on the east, and 22nd Street on the south. Planning Unit 4 contains commercial and office uses including Home Depot, Linens n' Things, Loyola Primary Care Center, Off-Track Betting, and various restaurants, retail, office, banks and the La Quinta Inn. Planning Unit 4's prime location within the City, along 22nd Street, and its close proximity to Interstate-88 provide an excellent setting for commercial/retail uses.

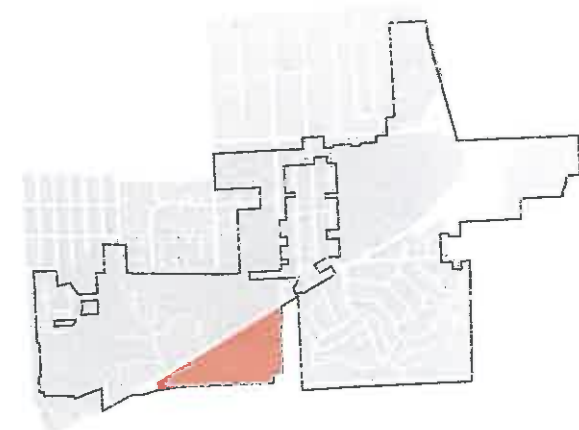
Identified below are some of the key recommendations and guiding policies for Planning Unit 4:

- Maintain the unit for retail, restaurant, commercial, and office uses.
- Improve pedestrian cross access between the different areas of the unit.

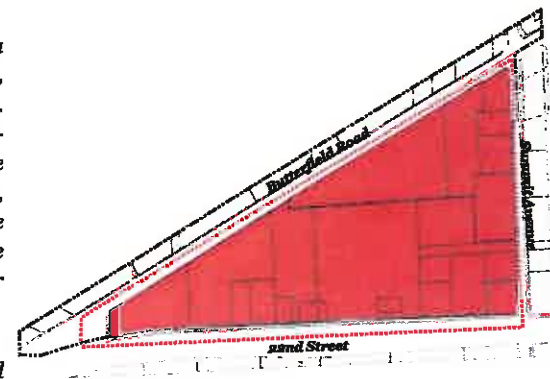
Planning Unit 4 consists entirely of commercial uses – retail, restaurant, office, and service. The unit should be maintained and improved as an entirely commercial area.

- The traffic volumes and high visibility along the corridor make retail a viable commercial option. While other commercial uses may be appropriate, retail uses are preferred.

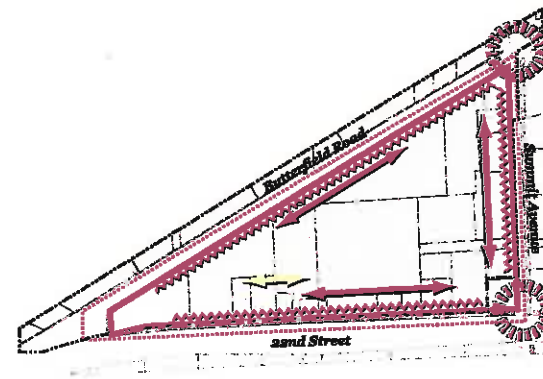
- The *Oakwest Office Center* on Butterfield Road currently provides office space for several tenants. Although some rehabilitation is currently underway on the western most building, if the opportunity presents itself, the entire site should be considered for redevelopment as a unified/coordinated retail use (a single tenant development would be preferred).



Land Use



Transportation



Both Butterfield Road and 22nd Street are busy streets and the intersection of the two is a prominent point within the community. Restricted/controlled access is important along both Butterfield Road and 22nd Street. Internal circulation improvements are also recommended.

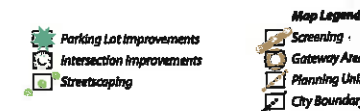
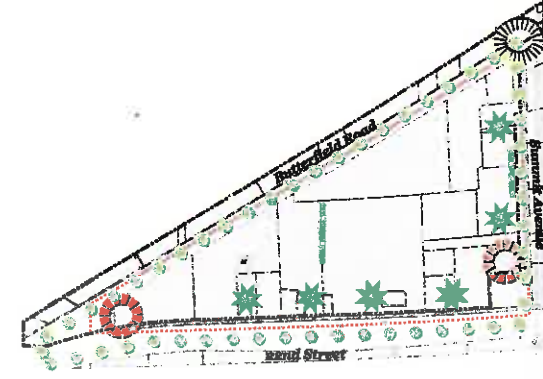
- A combination of popular lunch time restaurants with limited parking has made vehicular access challenging in the area that includes *Cosi*, *Chipotle*, *Noodles and Company*, and *Jimmy Johns*. Many customers actually park in the *Home Depot* parking lot and walk to nearby restaurants. Adjacent property owners should be encouraged to build a more formal internal cross-access.

- Along the major corridors within the unit, curb cuts should be kept to a minimum. Along Butterfield Road, Summit Avenue, and 22nd Street, driveways should be shared if possible and internal cross access of parking areas provided.

- All major intersections within the area should be examined to ensure safe pedestrian crossings, including the timing of the lights, pedestrian "holding areas", and safe/well delineated cross walks.

- If possible, sidewalks should be provided along the major corridors to assist with the safe circulation and accessibility of bicycles and pedestrians.

Urban Design



Urban design recommendations for Planning Unit 4 should focus on improving the appearance and character along the major corridors (Butterfield Road, Summit Avenue, and Roosevelt Road). The corridors should be attractive and distinguishable from other nearby communities.

- Gateway signage/entry features should be installed at the intersection of Butterfield Road and 22nd Street, and at the northwest corner of the intersection of Summit Avenue and 22nd Street within the City. The size and location of the gateway features at the second location may be difficult due to the corner property (*Shell*) being outside of the City. The City should work with the property owner to locate some features at this location because it is a prominent site within the City.

- Additional perimeter parking lot screening and buffering should be installed at several locations along Butterfield Road, including in front of *China Terrace* restaurant.

- *Home Depot's* outdoor storage area and the garage bays at the Amoco should be better screened from view from public rights-of-way.

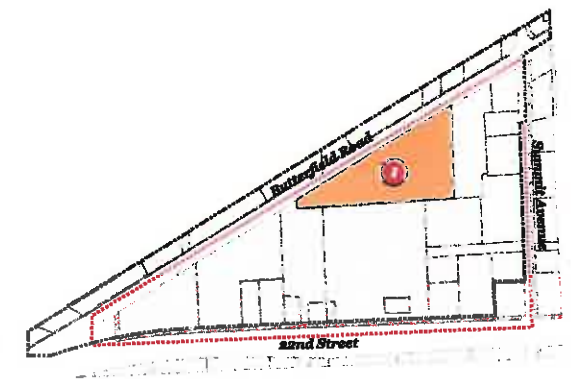
- The uses on all four corners of Butterfield Road and Summit Avenue should have monuments signs and attractive perimeter landscaping. These improvements will greatly enhance the appearance of this prominent intersection.

- The Planning Unit's primary corridors (Butterfield Road, Summit Avenue, and 22nd Street) should be improved with streetscape enhancements that include parkway trees, sidewalks, attractive lighting, signage, and other pedestrian amenities. An attractive and distinct identity should be created along these corridors to distinguish Oakbrook Terrace from surrounding communities.

- Parking lots should have perimeter landscaping that consists of a continuous hedgerow approximately 24"-36" in height. Perimeter landscaping will significantly improve the appearance of the planning unit by buffering the site line of parking areas.

- Key intersection improvements should be considered for the intersection of Summit Avenue and Butterfield Road. The intersection, which is currently being improved/reconstructed, should be enhanced with attractive pedestrian cross walks, bollard lighting, enlarged pedestrian "holding" areas, and attractive landscaping. This intersection is prominent and it should reflect the desired character of the City.

Priority Redevelopment Areas



There is one (1) priority redevelopment site within Planning Unit 4. Recommendations for the site are provided below:

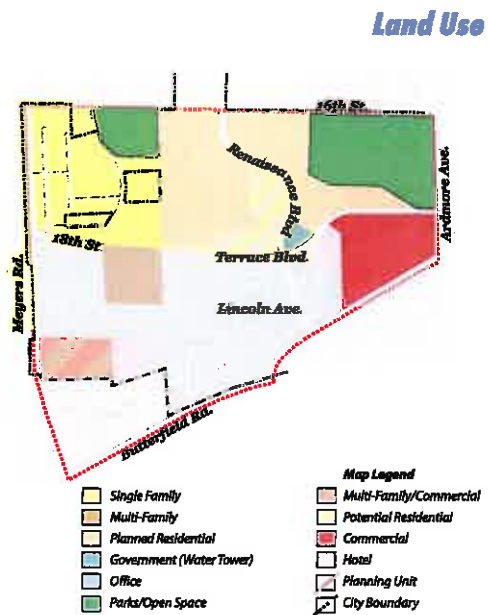
- The *Oakwest Office Center* is a potential redevelopment site. Currently the one story office complex appears to be well-used. However, if the opportunity presents itself, the site should be considered for redevelopment as a retail use. If the current office center remains, the rear drive should be improved with screening and landscaping.

Figure 11 Planning Unit 5

Planning Unit 5 is located in the southwestern portion of the City and is bounded by 16th Street on the north, the extension of Ardmore Avenue on the east, Butterfield Road on the south, and Meyers Road on the west. Planning Unit 5 encompasses approximately 236 acres.

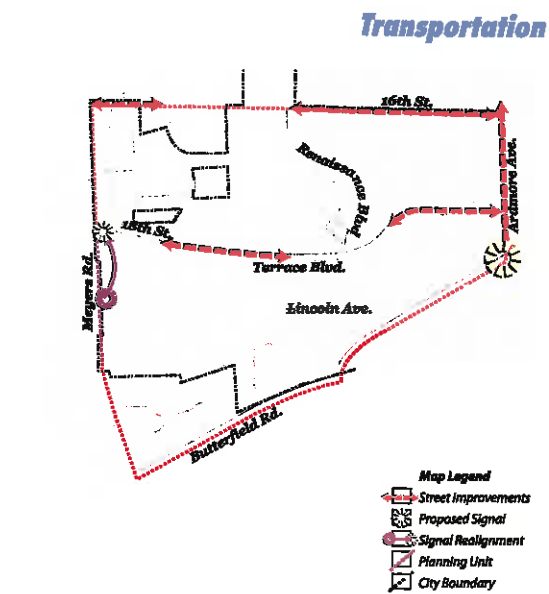
A "Unit 5 Area Plan" was adopted on March 25th, 2003. The primary purposes of the "Unit 5 Area Plan" are to: a) establish a comprehensive long-range vision for Planning Unit 5; and b) establish policies required to guide and coordinate future public and private improvements, investments, and developments within Planning Unit 5.

More detailed information, background analysis and recommendations for Planning Unit 5 can be found in the "Unit 5 Area Plan" document, which is on file with the City.



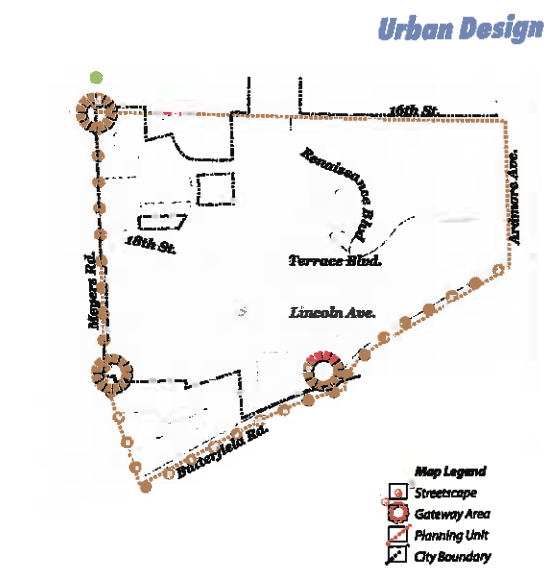
The Unit 5 Area Plan recommends land use recommendations primarily for the vacant areas most likely to experience future development. Much of the area is already developed, and for the most part, the Unit 5 Area Plan does not recommend that the use of these developed areas be changed. However, a few of the developed parcels are underutilized and may be considered for redevelopment in the future. Recommended land uses in the area include residential (single-family, multi-family, planned residential, and multi-family/commercial), government (City water tower), office, hotel, commercial, and parks and open space.

- To control the zoning and regulatory process for all development within Planning Unit 5, annexation of unincorporated areas is required. The City of Oakbrook Terrace should annex the unincorporated areas to acquire regulatory control in the event these parcels are redeveloped.



Planning Unit 5 has transportation issues related primarily to access and efficient traffic flow and circulation. Transportation related improvements would improve the marketability and development potential of the area.

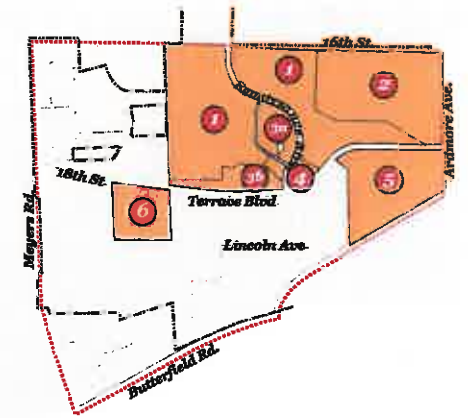
- The traffic signal currently located at Meyers Road and the Oakbrook Terrace Corporate Center should be relocated to the north at the 18th Street intersection. The relocation would provide controlled access to the area and the residential area to the west.
- The extension of several streets within the Unit is recommended. Extensions would provide needed access and circulation within, through, and around the area. The Unit 5 Area Plan recommends extending 18th Street, Ardmore Avenue, and Royce Boulevard, along with the improvement of 16th Street.
- The Unit 5 Area Plan recommends the installation of a new traffic signal to accommodate the extension of Ardmore Avenue and control traffic at the Butterfield Road intersection.



Urban design recommendations for Planning Unit 5 focuses on improving the appearance and character along the major corridors (Butterfield Road and Meyers Road). The corridors should be attractive and distinguishable from other nearby communities. It is also important that improvements are made where necessary to appropriately buffer/screen residential areas from traffic, parking, and other commercial related activities.

- The Planning Unit's primary corridors (Butterfield Road and Meyers Road) should be improved with streetscape enhancements that include parkway trees, sidewalks, attractive lighting, signage, and other pedestrian amenities. An attractive and distinct identity should be created along these corridors to distinguish Oakbrook Terrace from surrounding communities.
- Gateway signage/entry features should be strategically placed to announce entry into the City. Possible locations for these features are along the north side of Butterfield Road just east of the current City boundary.

Priority Redevelopment Areas



There are six (6) priority redevelopment sites within Planning Unit 5. Recommendations for these sites are provided below:

- This site is the largest redevelopment site in Planning Unit 5. Site 1 is approximately 43 acres. Renaissance Boulevard bisects this site into two parcels. Residential uses on this parcel is appropriate through a Planned Unit Development (PUD) process that encourages a mix of residential development with an overall density of 7 dwelling units per acre.
- Site 2 is 22 acres of vacant land in the northeastern portion of the Planning Unit. The Oakbrook Terrace Park District has targeted this site for acquisition with the assistance of Corlands.
- Site 3 is 9 acres of existing residential and commercial property. The Royce Renaissance Business Community and a vacant commercial building are located on this site. Redevelopment of this parcels as part of the PUD for Site 1 should be considered.
- Site 4 is a 1-acre parcel located at the northeast corner of Terrace/Royce Boulevard and Renaissance Boulevard. A water tower is recommended at this location.
- Site 5 is 15 acres located along Butterfield Road. This property has excellent commercial development potential. Site 5 should be developed for commercial uses, taking advantage of the visibility and access provided by the realignment of Ardmore Avenue.
- Site 6 is 7.8 acres located between the Trans-Am Office complex and the Oakbrook Terrace Corporate Center. The site has poor visibility and access. An extension of Terrace Boulevard to connect with 18th Street would improve this location. This site is planned to be developed as multi-family residential.

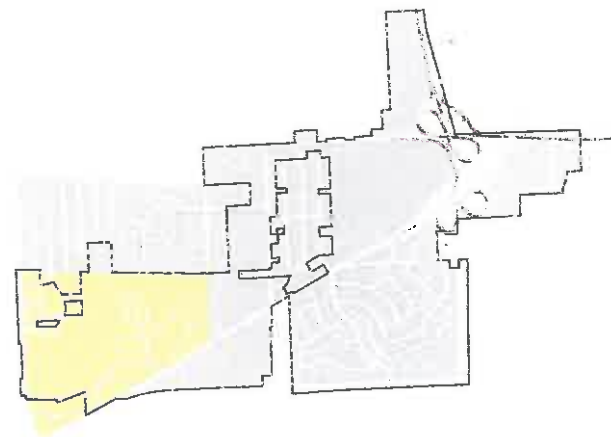
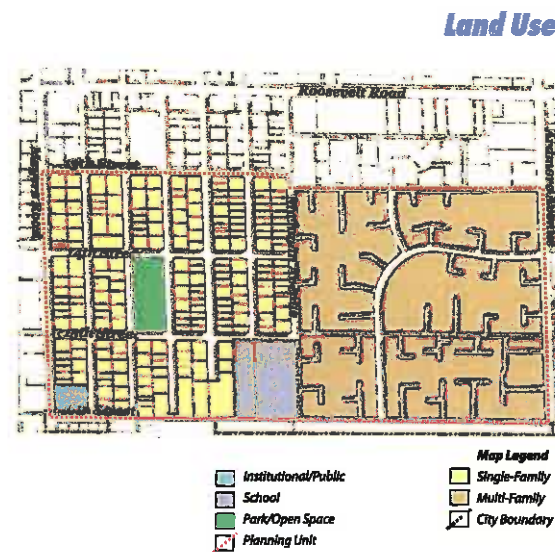


Figure 12 Planning Unit 6

Planning Unit 6 is located primarily in unincorporated DuPage County, north of Planning Unit 5. The unit is bounded by 13th Street (Lomard Boundary Agreement) and the Village of Villa Park municipal boundary on the north, Ardmore Avenue on the east, 16th Street extended on the south, and Meyers Road on the west. The Planning Unit contains mostly residential uses including Brandywine and the Villa Roosevelt subdivision. Community facilities within the unit include Ethel Stevenson Elementary School, York Center Fire Department, and Villa Roosevelt Park. With the exception of some smaller vacant residential parcels, the unit is essentially built out.

Identified below are some of the key recommendations and guiding policies for Planning Unit 6:

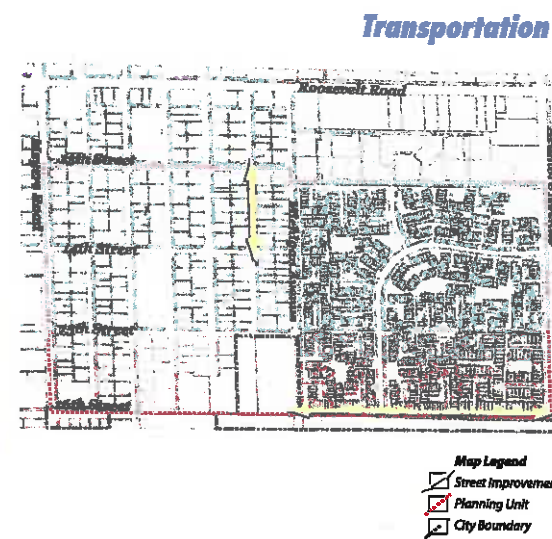
- Maintain and support the residential neighborhoods.
- Improve roadways as needed to accommodate development of Planning Unit 5.
- Continue to support and cooperate with the schools, parks, and other community facilities within the unit.



Planning Unit 6 is essentially an unincorporated residential area with a few community facilities. This current arrangement of uses should remain, even if individual properties are redeveloped.

- The Comprehensive Plan does not recommend annexing property within Planning Unit 6 to the City of Oakbrook Terrace. The cost of servicing the area will likely exceed the revenue generated by City's allocation of property tax.

- Brandywine and the Villa Roosevelt neighborhood are both generally well maintained neighborhoods. Like other neighborhoods in the City, this area is experiencing residential infill development, but at a slower pace than other neighborhoods. The City should encourage DuPage County and the Brandywine Home Owners Association to enforce county codes and improve appearance standards.



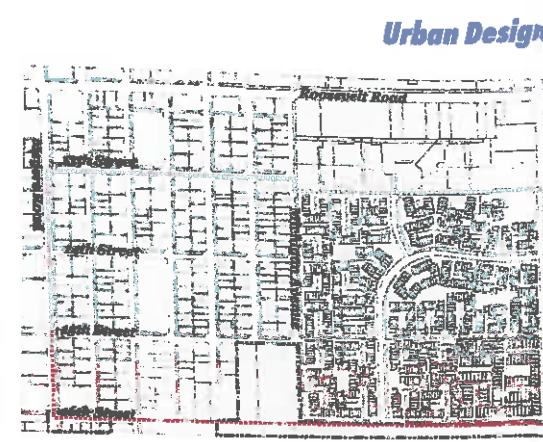
Transportation improvements within the Unit should focus on improving pedestrian and bicycle safety and making needed roadway improvements as needed, and in conjunction with, the development of Planning Unit 5.

- Safe pedestrian/bicycle access is important for the residential areas of the unit. Because sidewalks are not provided in the residential neighborhoods, signage should be added throughout the neighborhood that reinforces the awareness of bicycle and pedestrian traffic.

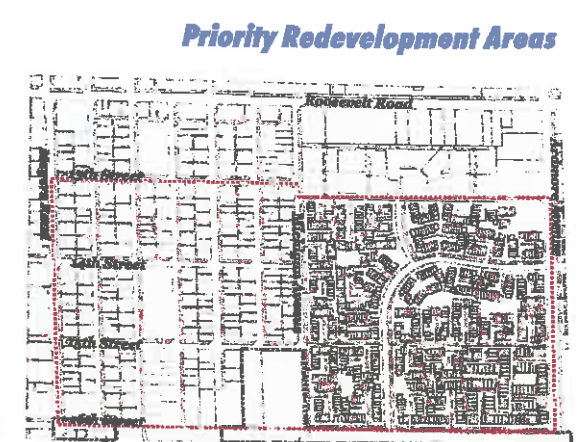
- In conjunction with the development of Planning Unit 5, improve 16th Street between Ardmore Avenue and Michigan Avenue, and make it a two-way street.

- If needed, and in conjunction with the development of Planning Unit 5, improve Michigan Avenue between 16th Street and 14th Street.

- Curb cuts should be kept to a minimum along Meyers Road. Along the major corridors within the unit, curb cuts should be kept to a minimum.



There are no urban design recommendations for Planning Unit 6.



There are no priority redevelopment sites within Planning Unit 6.

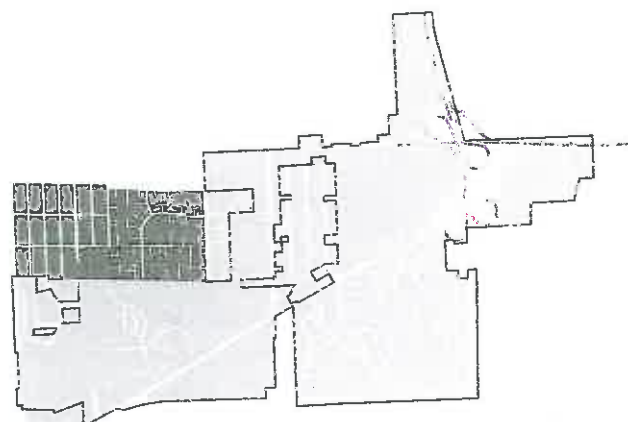
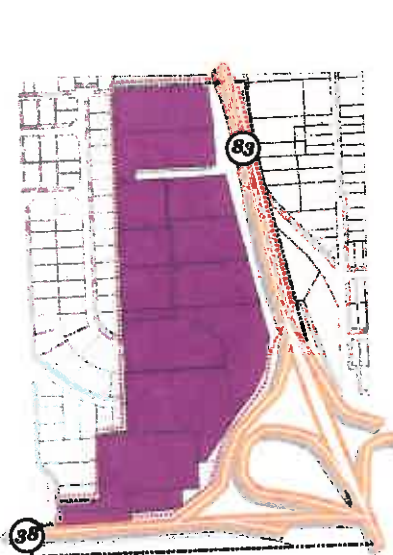


Figure 13 Planning Unit 7

Planning Unit 7 is located in the northern portion of the City and is bounded by Harrison Street extended on the north, IL Route 83 on the east, Roosevelt Road on the south, and the City's corporate limits on the west. The area contains a variety of uses including commercial, recreational, storage, business park, industrial, and vacant land uses. The outdoor storage and recreational uses are unattractive and access to the unit is generally poor. The majority of the unit is underutilized and represents a tremendous opportunity for new development within the City of Oakbrook Terrace.

Identified below are some of the key recommendations and guiding policies for Planning Unit 7:

- Redevelopment of the entire area should be encouraged. Future uses should include Business Park, light-industrial, and commercial.
- The City should work with the Village of Villa Park for a potential joint development for the Planning Unit. Coordination with the Village of Villa Park should include a new lighted intersection to improve access. Commercial uses are only recommended for this area once access is improved.
- Adjacent residential areas should be adequately screened/buffered.
- Access and overall circulation of the unit must be improved.
- The appearance of the unit as viewed from IL Route 83 is very important and the area should be considered a gateway/entry into the City.



Land Use

The existing land uses are not desirable for the unit. The City should encourage and facilitate the redevelopment of a majority of, or all, of the unit.

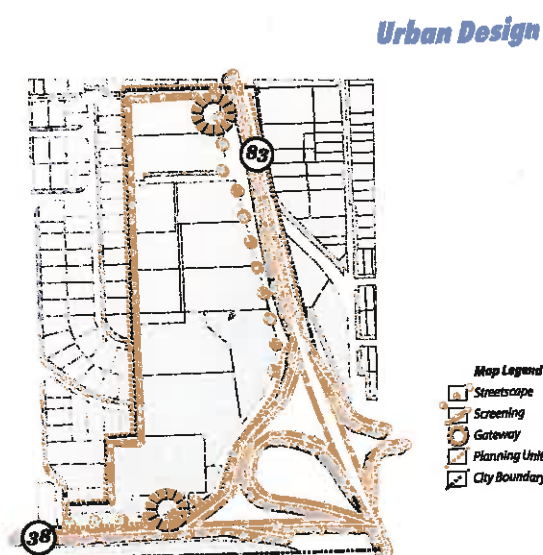
- Redevelopment of the entire area should be encouraged. Several uses should be considered appropriate, including Business Park, light industrial and commercial. Because of existing access issues, retail development may be more difficult to establish. The City should work with the Village of Villa Park to coordinate a joint development for the area. A new lighted intersection should be part of the development which will improve access and allow retail development.
- Any incompatible land uses should be appropriately screened/buffered from the adjacent residential neighborhood to the west.
- Environmental features, including heavily wooded areas and steep slopes, should be preserved to the extent possible and incorporated into any new development.
- Safeway Scaffolding and Robinette Demolition are very active, traditional industrial/out-door storage uses that are not ideal, however, they are well screened and are located in an isolated area of the City. If the uses remain, additional screening and buffering should be added along the western property line.
- Traveling along IL Route 83, the area appears to be completely wooded except for the Jus Fun Amusements Go Kart and Metro Self Storage, at the southern portion of the unit. If these uses remain, their appearance, as viewed from IL Route 83, should be dramatically improved.



Transportation

The primary transportation issue facing this unit is one of limited access. The majority of the unit is only accessible via a frontage road that enters the unit from the north and dead ends in the south. The frontage road intersects IL Route 83 at a traffic signal just north of the Wal-Mart in the Village of Villa Park. The commercial properties along Roosevelt Road are accessible only via one road that dead ends. However, with major redevelopment of the unit, improved access is not likely.

- Opportunities should be explored that would allow the frontage road to be extended to the south and connected to Roosevelt Road in an appropriate manner. This would involve the vacant water park property and the public storage property on Roosevelt Road. From a design stand point, it would have to be determined if the intersection of the frontage road and Roosevelt Road could safely accommodate anticipated traffic volumes and turning movements.
- Coordinated/consolidated access from the frontage road into the properties along IL Route 83 will need to be improved as part of any new development. The City should explore the addition of a lighted intersection south of the existing intersection north of the Wal-Mart in the Village of Villa Park.



Urban Design

The primary objectives for urban design are to improve the appearance of the unit as viewed from IL Route 83 and ensure that adjacent residential uses are adequately screened/buffered. Fortunately, the unsightly outdoor storage areas are screened by dense vegetation and are barely visible from IL Route 83.

- If the current uses are to remain, the appearance of Jus Fun Amusements should be improved, including the signage, fencing, and overall appearance of the site.
- Any redevelopment of the site should include buildings with attractive architecture, oriented toward the frontage road, and visible from IL Route 83.
- This unit should serve as a prominent gateway/entry into the City. An attractive gateway feature should be installed along the IL Route 83 frontage road. This could be done now, or as part of any new redevelopment of the unit. A gateway/entry feature should also be installed along the Roosevelt Road frontage. The feature could include signage, landscaping, lighting, or other amenities.
- Environmental features, including heavily wooded areas and steep slopes, should be preserved to the extent possible and incorporated into any new development.



Priority Redevelopment Areas

Essentially the entire unit should be considered a priority redevelopment area. There are some vacant sites within the unit that are more likely candidates for redevelopment, and there are some more recently developed sites (Public Storage and Metro Self Storage) that are less likely candidates for redevelopment. Taken as a whole, the redevelopment of all or a portion of the unit represents a tremendous opportunity for a variety of uses.

- Improved access and circulation will be an important part of any redevelopment. Any new buildings should be attractive and have a noticeable presence when viewed from IL Route 83. An attractive gateway feature should be incorporated as part of any large redevelopment project.
- Appropriate uses for the area include Business Park, light industrial, and commercial. Retail uses may be difficult to establish in the unit due to access constraints, however, if the City works with the Village of Villa Park to improve access retail/commercial uses are appropriate.

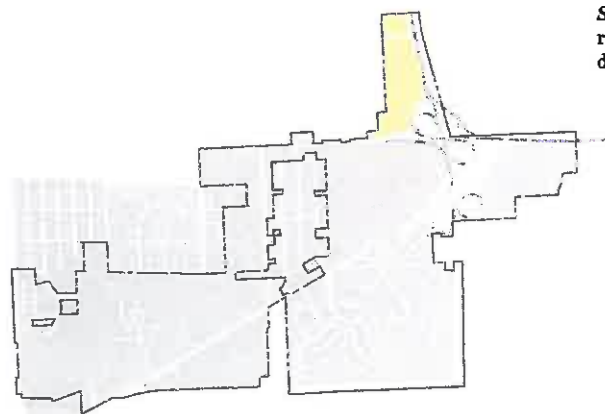
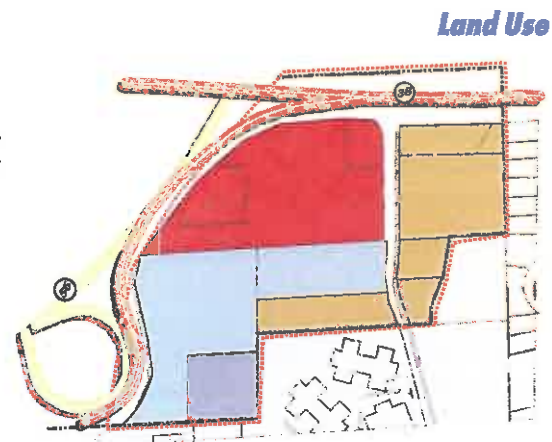


Figure 14 Planning Unit 8

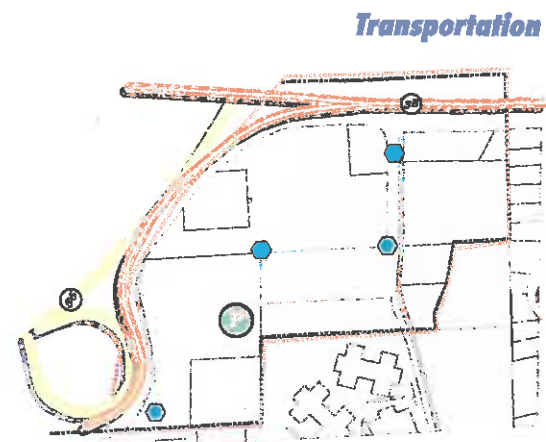
Planning Unit 8 is located in the eastern portion of the City and is bounded on the north by Roosevelt Road, on the east by Salt Creek, on the south by the Village of Oak Brook, and on the west by IL Route 83. Current uses include multi-family residences, educational, entertainment (Drury Lane), hotels, and the Oakbrook Terrace Tower.

Planning Unit 8 is a well established area within the City. It is a prominent destination throughout the region. Oakbrook Terrace Tower because of its height and prominence is a focal point in the area.



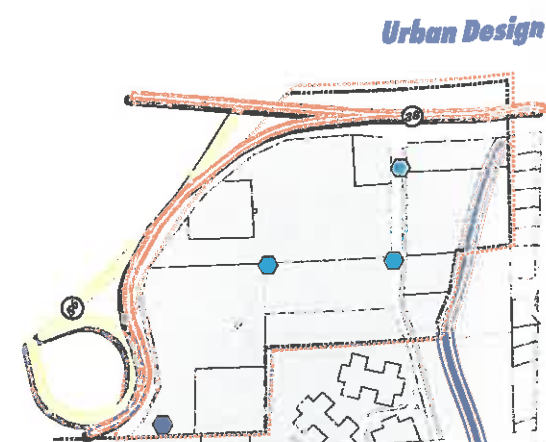
The existing land uses are desirable for the unit, and should remain. The Planning Unit contains a successful mix of office, hotel, entertainment and residential uses.

- Residential areas located within Planning Unit 8 are attractive and well maintained. These residential areas contain *Polo Club West*, *Arbor 40*, *Oakbrook Terrace East*, and *Spring Club*. These residential areas are appropriately landscaped and well buffered from adjacent land uses. The short segment of Salt Creek that runs through the Unit should continue to be protected as a natural feature.



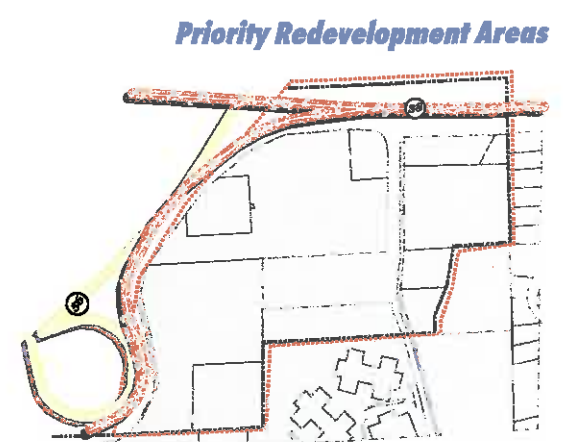
The primary transportation issues facing this Planning Unit are the amount of surface parking, and the access and circulation to and from the area, which is often difficult from certain routes.

- Access to and from the area is problematic depending on which approach route you are on. Improved directional signage should be installed throughout the Unit to assist motorists in efficiently navigating the established roadways.
- Large surface parking areas account for a considerable amount of Planning Unit 8. There are approximately 1,650 surface parking spaces in Planning Unit 8. Based upon site reconnaissance these parking lots were well-used and near capacity. Currently, *Drury Lane* and *Oakbrook Terrace Tower* have a shared-use parking agreement. The possibility of a parking deck/structure should be examined on the *Oakbrook Terrace Tower* property. This will add to the number of parking spaces available in the area. Portions of the existing surface lots should then be converted to open space or an additional building, or expansion of a current use.

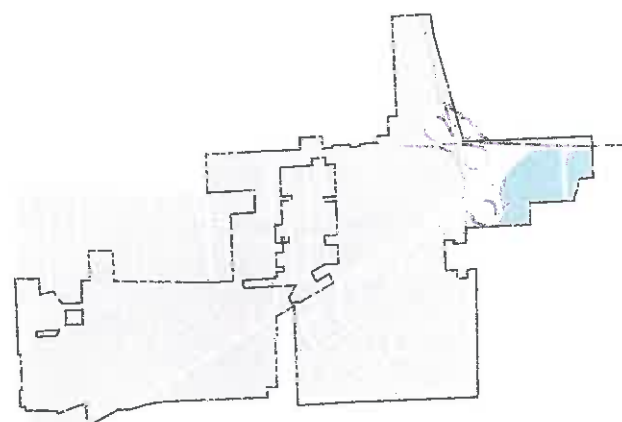


Overall, the Unit is heavily landscaped, well-maintained and very attractive.

- Over-time, it is very important that the existing landscaping be properly maintained.
- Salt Creek and the area covered under a Conservation Easement should be viewed as a natural amenity in the Unit.
- An attractive directional signage system should be installed throughout the Planning Unit as an urban design/informational component integrated with the extensive landscaping.



There are no priority redevelopment sites within Planning Unit 8.



Section 6: Urban Design and Guidelines Plan

The Urban Design and Guidelines Plan addresses both the public and private improvements within the City of Oakbrook Terrace. The Guidelines are based upon the Comprehensive Plan's Vision, and Goals and Objectives as well as the Design and Development Guidelines previously established in the Unit 5 Area Plan.

The Design and Development Guidelines are divided into four categories:

1. **General** guidelines for all sites and buildings within Oakbrook Terrace;
2. Guidelines applicable to **Commercial** buildings and sites within Oakbrook Terrace;
3. Guidelines applicable to **Residential** buildings and sites within the City of Oakbrook Terrace; and
4. Guidelines applicable to proposed **public improvements** within Oakbrook Terrace.

In general, the design guidelines strive to:

- Promote public and private improvements and developments that will help create and reinforce the desired character of Oakbrook Terrace
- Foster new development and redevelopment that complements the existing scale and character of the City, but also creates distinctive new focal points and activity areas.
- Improve the appearance and quality of existing structures and developments in the City.
- Ensure high-quality and compatible building and site design throughout the City.

- Establish a development pattern that encourages more significant pedestrian and bicycle activity, while still accommodating automobile traffic and parking.

These guidelines do not attempt to dictate architectural styles or make all the buildings look the same. Rather, they strive to promote a level of quality, compatibility, and consistency that will help make Oakbrook Terrace a truly unique and distinctive area for residents, businesses, employees, shoppers, and visitors alike. Examples of some of the guidelines presented in this section are illustrated on Figure 15.

General Guidelines

The guidelines for all sites and buildings are focused on promoting high-quality and compatible developments that will help create a traditional and unified image and identity for the City of Oakbrook Terrace. While the guidelines are specific enough to ensure design compatibility, they are also flexible enough to allow for individual creativity on the part of property owners, architects, and builders.

The guidelines presented below should be used by City staff and the Planning and Zoning Commission in reviewing plans and proposals for all new developments within the City. They should be considered "supplements" to the City's Zoning Ordinance and other applicable codes and ordinances.

Architects, property owners and developers should also use the guidelines as a reference as they prepare plans for new development projects.

Building Scale and Proportion

- Buildings may have either a pitched roof profile or a flat roof with a parapet wall. Parapets should be encouraged to create an interesting building profile and to hide vents, HVAC, and other rooftop equipment. Mansard roofs should not be encouraged within the City.

- Exterior building design features that can help distinguish the City from other nearby communities should be encouraged, such as decorative cornices, pilasters, columns, reliefs, medallions, dormers, etc.
- Vertical architectural elements, such as a clock towers, spires or bell towers, should be considered as design “highlights” at key locations throughout the City, such as the new City Hall/Police Station.

Building Placement and Orientation

- Buildings should have a strong visual and physical relationship to the street in order to enhance the City’s identity and pedestrian orientation especially in the commercial land use areas. However, buildings should be attractive at both a pedestrian and vehicular scale.
- Buildings throughout the City should face the street; the placement of buildings at odd or irregular angles to the street should be avoided. However, corner buildings might take advantage of their prominent locations with angled or recessed corner entrances or other small setbacks.
- In locations characterized by building setbacks, side yards and surface parking lots, the street frontage should be maintained through the use of low-profile landscaping and decorative walls or fencing.

Building Materials and Colors

- Building materials should be of high quality and durability, and should complement other new buildings within the City.
- New buildings should be constructed primarily of traditional masonry building materials such as brick or stone. These materials should be used on all sides of the building that face a street, walkway or parking area, or that experience substantial “wear and tear.” Recommended accent materials include

stone, simulated stone, terra cotta, and wood and metal trim.

- While “exterior insulation finish systems” (EIFS) might be used in limited quantities as an accent material, they should not be employed as a primary building material or be used on the street level of a building. Rough sawed wood, aluminum siding, rustic shingles and shakes, and plastic or metal panels should be discouraged within the City.
- Color should be used to unite the elements of a façade and to highlight architectural features. However, the colors on individual buildings should complement and be compatible with the colors of nearby buildings.
- The predominant colors for new buildings should be relatively muted and subtle. While the natural brick and stone colors of red, buff, cream, and gray should predominate, contrasting and complementary colors should also be used to accent building components, highlight architectural elements, and add richness and variety to the City.

Building Lighting

- Lighting should be used to illuminate entries, signage, displays, and pedestrian and parking areas, as well as to highlight significant architectural elements.
- Building lighting should be subtle and understated; light fixtures should be designed and oriented to produce minimal glare and spillover onto nearby properties.
- Most exterior lighting sources should be concealed; where concealment is not practical, light fixtures should be compatible with overall building design.
- Down-lighting should be encouraged on all commercial buildings; spot-lighting should be limited to major features and key landmarks within the City such as “gateway” signage.
- Incandescent lighting creates a warm atmosphere and should be encouraged;

if neon lighting is used, colors should be compatible with and complement the façade of the building.

Parking Lots

- Whenever possible, parking lots should be located behind buildings; parking in front of buildings or at corner locations should be discouraged.
- Curb cuts and access drives should be minimized, particularly along collector and arterial streets; they should not be located near intersections or primary building entrances.
- Parking lots should be screened from view along sidewalks and roadways through the use of low masonry walls, hedge plantings, or shrubs.
- Parking lots should have curbed perimeters; curbed landscaped islands and clearly marked pedestrian pathways should be provided within the interior of parking areas to avoid large expanses of asphalt and to enhance pedestrian safety.
- All parking lots should be paved, well marked, and designed for proper drainage. Parking lots that are used during evening hours should be adequately illuminated.
- Whenever possible, parking lots should be shared between multiple stores and businesses to allow for a more efficient lot layout and to minimize curb cuts, provided there is no violation to the City's zoning ordinance. Cross access between adjacent parking lots should also be encouraged.

Parking Structures

- Parking structures should have an architectural style and design character that is similar to the primary building it serves. In general, the design treatment of parking structures, particularly the ground floors and front façades, should conform to the full range of design guidelines presented above.

- Parking garage roof lines and floor level articulations that are visible from the street should be parallel to the street; ramping and inclines should occur within the structure or on the interior of the block.
- The appearance of parking structures might also be "softened" through the use of planter boxes on the upper floors. In addition, vines might be used as foundation plantings and be applied so that they climb up the walls, softening the façade of a parking structure.
- Uncovered parking on the top level of a structure should employ roof-top planters around the full perimeter of the building.

Private Landscaping and Site Improvements

- Planters and landscaped areas should be encouraged adjacent to buildings and to buffer parking and service areas. Plantings should consist of low evergreen and/or deciduous shrubs planted in conjunction with low-growing annual or perennial plants and groundcover. Large expanses of exposed mulch should be avoided.
- A landscaped buffer at least eight feet in width should be provided around the perimeter of surface parking lots. Perimeter landscape plantings should include a continuous hedge accented by trees and ground cover.
- In conjunction with landscaping, decorative fencing should be encouraged to delineate and screen parking and service facilities, outdoor storage areas, etc. Low-profile wrought iron fencing or masonry walls are recommended; chain link fencing should not be permitted.
- Maintenance programs should be established to ensure that private landscaping is adequately cared for and that its value is retained over time. Regular maintenance should include turf mowing, periodic fertilization, pruning,

and the clean-up of litter and debris. Irrigation systems should also be required where possible.

Commercial

In addition to the general guidelines applicable to all sites and buildings within the City, there are several additional guidelines specifically related to commercial properties.

City staff and the Planning and Zoning Commission should use the guidelines presented below in reviewing plans and proposals for commercial and mixed-use developments within the City. They should be considered “supplements” to the City’s Zoning Ordinance and other applicable codes and ordinances.

- The first floor on new commercial buildings should have a strong pedestrian orientation with display windows, attractive detailing, and convenient and “hospitable” entrances.
- The façades of large new multi-tenant commercial buildings should be visually divided into 20 to 30 feet “bays” to reflect a traditional commercial development pattern. Rooflines, cornice treatments, and the design and placement of columns, pilasters, and windows, could be used to achieve this objective.
- Covered walkways, such as arcades, should be encouraged along the fronts of commercial buildings to create a “pedestrian-friendly” orientation. However, the columns of the arcade should be aligned with the façade of the building.
- New buildings should have attractive rear façades that are comparable to front façades. Rear entrances to stores and shops should be encouraged in blocks where public parking or pedestrian walkways are located behind the buildings.
- All service entrances, dumpsters, loading facilities, and outdoor storage should be located at the rear of buildings; they should be screened from view along sidewalks and roadways through the use of decorative screening, masonry walls, and/or evergreen plantings.
- Any business that is allowed to have a “drive-thru” facility should be sited so that drive-through lanes and pickup windows are not prominently featured.
- Doors on commercial buildings should be attractive and inviting to pedestrians. Recessed entrances and the use of awnings and canopies should be encouraged to define and protect entryways. Multiple entrances should be encouraged along a block front to enhance pedestrian activity and add visual interest to the street.
- Main entrances should be located at the front of the building and should face the sidewalk; corner buildings might take advantage of their prominent locations with angled corner entrances. Secondary entrances should also be encouraged from public parking areas or secondary pedestrian walkways.
- Large ground-floor display windows should be encouraged in new commercial and mixed-use construction. Metal or wood frame windows over solid bulkheads are recommended; glazing should not extend to the ground.
- Upper floor windows should be recessed, not flush with the surface of the building, and should be smaller in size than first floor windows. Bay windows are also acceptable, provided they are in character with the architectural style of a building.
- Upper floor windows should appear to be individual openings in a solid wall, rather than as continuous rows of windows separated only by their frames; curtain-wall window treatments are not appropriate within commercial areas of the City.

- Window glazing should be clear or slightly tinted; dark, mirrored, or reflective glass should not be permitted.
- Any existing or proposed outdoor seating areas, such as those provided by restaurants or by office buildings as break areas for employees, should be well landscaped and incorporated into the overall site design. Outdoor seating areas should be set back and screened from parking areas and driving aisles.
- Awnings and canopies should be encouraged to provide weather protection and to add visual interest at the street level.
- Awnings and canopies should be integrated into the façade and should be in character with the architectural style of the building.
- Simple pitched awning profiles, either fixed or retractable, are preferred. Arched or rounded awnings should be discouraged, unless they are compatible with and appropriate to the architectural style of a building.
- Internally illuminated or back lit awnings and canopies, shingle and mansard canopies, and plastic awnings should not be permitted.
- Exterior building signs should be limited to business identification and description; exterior advertising signs should not be permitted. The size, material, color, and shape of building signs should complement the architectural style and scale of the building.
- Wall-mounted signs should be encouraged, although signage should not project above the cornice line or be mounted on the roof of a building. Raised, individual letters mounted directly on the building, as well as signs that use light colors for lettering and darker colors for backgrounds, should be encouraged.
- When a building contains multiple ground-floor tenants, signage for all

businesses should be compatible in design and consistent in placement.

- Street numbers should be prominently displayed at the main entrance to every business and be clearly visible from the street.
- Free-standing signage is not recommended within the City, except for shared, low-profile monument signs for multi-tenant commercial properties. Monument signs should be attractively landscaped and constructed of traditional building materials similar to the primary building on the site.
- The letters of a monument sign should be internally illuminated with a white light source. External illumination may be appropriate for a natural metal or “engraved” stone monument sign.
- Pole signs, pylon signs, and billboards should not be permitted in the City.

Residential Areas

In addition to the general guidelines applicable to all sites and buildings within the City, there are several additional guidelines specifically related to single-family attached and multi-family residential properties.

The guidelines presented below should be used by City staff and the Planning and Zoning Commission in reviewing plans and proposals for residential developments within the City. They should be considered “supplements” to the City’s Zoning Ordinance and other applicable codes and ordinances.

- New housing construction should be respectful of the scale and character of surrounding properties, particularly in terms of building materials, colors, and building mass and proportion.
- While new residential buildings may be set back from the property line, setbacks should be consistent along a block front. Residential buildings should be aligned with and face the street.

- Landscaping and decorative fencing should be used to maintain the “streetwall” along streets that serve multi-family residential buildings.
- Residential sites should be attractively landscaped, particularly front setbacks and the perimeter of parking and service areas.
- Residential portions of the Unit 5 Area should be characterized by a “residential” streetscape, whereby sidewalks, streetlights, street trees, and parkway treatments reflect similar features in *The Berkshire* and other traditional urban neighborhoods. Existing residential neighborhoods that create a “rural” atmosphere should be maintained. This type of “rural” atmosphere can be maintained with the addition of concrete ribbons along roads, without the addition of sidewalks, and curb and gutter at road intersections.
- Where possible, parking to serve multi-family uses should be located inside the primary buildings; if garages or surface lots are provided, they should be heavily landscaped, and located behind the residential buildings if possible.
- Apartment and condominium units could also be promoted on the upper floors of mixed-use buildings in Planning Unit 5, in order to create an “urban” residential component very different from other residential areas in the community.

Public Improvements

In addition to site and building improvements on commercial and residential sites, a range of projects should be undertaken within the public rights-of-way and on publicly owned property to enhance the image and appearance of the City to create a safe, attractive, and “hospitable” shopping, living, and leisure-time environment. These public sector improvements can also help promote new private investment and development, and

attract additional visitors and business patrons to the area.

In general, it is recommended that the City establish a comprehensive, area-wide design system for public improvements to be applied in various parts of the City. While the design system should be based on the architecture, history, and traditional character of the Oakbrook Terrace community, it should also help establish a unique new image and identity for the City.

The guidelines presented below provide a preliminary framework for the design treatment of streets, sidewalks, streetscape facilities, and other pedestrian and open space amenities.

Streets

- Even though safe and convenient vehicular access and circulation will be essential, the City should be improved and redeveloped in a manner that encourages alternative modes of transportation, including walking, bicycling and transit usage, in order to reduce the reliance on automobile travel and reduce the need for “more and more” parking.
- Streets should be designed to support vehicles, bicyclists and pedestrians on a relatively equal basis. While accommodating vehicular traffic, streets should also promote walking, cycling, and an overall sense of place.
- Opportunities for the construction of landscaped medians on collectors and arterials in the City should be considered. Landscape medians will enhance the appearance of the roadways, calm traffic, and highlight the streets as the primary circulation routes within the City.
- Measures should be taken to prohibit on-street parking by commercial and office uses within residential areas.
- Streets within the residential areas of the City should be designed and controlled

to reduce the speed of traffic and reduce the amount of “cut-through” traffic in order to protect pedestrians and the overall residential character of the neighborhoods. Contrasting paving materials, landscaping, on-street parking, medians, and curb “bump-outs” can all be used to help calm and reduce the speed of traffic.

- Pedestrian crossings should be improved at the intersection of Renaissance and Royce, Royce and Ardmore, Ardmore Avenue and Butterfield Road, MacArthur and Butterfield Road, South Villa Avenue and Roosevelt Road, and Meyers and 18th Street, making it safer and more comfortable for pedestrians and bicyclists. This might entail widening sidewalks, constructing curb extensions, improved pavement markings, pedestrian-compatible traffic signals, and other measures. Crosswalks should also be provided at these key locations.
- To improve visibility and safety, crosswalks should be made prominent and noticeable by employing a change in paving materials, texture and color. Small pylons and bollard lighting fixtures might also be used to highlight crosswalks.

Sidewalks

- Sidewalks should be designed to support bicyclists and pedestrians on a relatively equal basis. All public sidewalks should be a minimum of five feet in width. In locations of heavy pedestrian use, sidewalks should be a minimum of eight feet in width.
- A “buffer” zone or parkway between the sidewalk and the street should be constructed wherever possible. This zone should consist of a grass parkway with street trees and light fixtures, or a paved area with trees in grates, lights, and other street furniture.
- Sidewalks along major pedestrian routes and at key intersections should consist of special modular clay and/or concrete

paving units. Sidewalks along other streets should consist of modular clay and/or concrete paving units used as trim elements in combination with standard concrete pavements.

- As mentioned above, sidewalk bump-outs should be considered at key intersections to assist in street crossings, slow traffic, provide additional space for street furniture, and eliminate parking near intersections.
- An area-wide system of secondary walkways should also be developed to provide linkages between public sidewalks and nearby parking areas, open spaces and building entries.
- All public and private sidewalks within the City should be accessible to the handicapped and should comply with appropriate ADA standards (Americans With Disabilities Act).

Landscaping

- Regularly spaced street trees should be planted in rows along both sides of all streets within the City. Species and spacing should conform to the landscape requirements in the Oakbrook Terrace Zoning Code.
- Parkway landscaping should consist of salt-tolerant street trees, shrubs, groundcover and perennials. Plantings in raised beds, planters, urns, or other containers should be considered along the curb line in selected locations and to highlight building entries and special activity areas.
- All landscaping within and adjacent to the public right-of-way should be compatible with existing plant materials in the area and be composed of native and salt tolerant species.
- Street trees and other landscaping along the public rights-of-way should be protected from motorized and pedestrian traffic by curbs, tree grates, and other devices. Evergreen shrubs are encouraged in light of their ability to provide year-round color and interest.

Lighting

- Lighting along public streets within the City should consist of both roadway lighting and decorative pedestrian lighting.
- While roadway lighting should be consistent with IDOT, DuPage County and City codes and standards, light standards within the City should be no more than 20 to 30 feet in height in order to be in scale with new buildings within the City.
- Pedestrian light fixtures should be approximately 12 to 15 feet, and be of a style and character that would complement existing and proposed development.
- Pylons and bollard lighting should be considered as accents and for ornamental purposes. These fixtures could be used to highlight crosswalks, open spaces, seating areas, and major pedestrian ways.

Public Signage

- The City should establish a comprehensive signage system that can guide and direct both motorists and pedestrians to key destinations within the City.
- “Gateway” signs should be developed at the intersections identified in the Comprehensive Plan that provide entry into the City. In addition to signage, gateway features should include special landscaping, lighting and paving materials.
- Informational and way finding signs should be provided at key locations to direct pedestrians to businesses and stores, and to announce special activities and events within the area.
- Banners attached to street light standards could also be used to commemorate special events within the City. Banners might be changed periodically during the year.

Park, Open Space, Recreation and Pedestrian Amenities

- Open spaces and courtyards should be promoted as a part of private development projects within the City.
- Improvement and development of the commercial areas of the City should include a unified system of “street furnishings,” such as seating areas, trash receptacles, drinking fountains, bike racks, and other pedestrian amenities. Street furnishings should reflect a traditional design theme, and be consistent with the materials, colors and architectural styles to be promoted within the City.
- Trash receptacles should be placed along each block front, preferably at or near corners or other high activity areas. Benches and drinking fountains should be located within park sites, open spaces or high activity areas. Bike parking should be provided in visible areas and near main entrances to buildings. Bollards should be used at curb side, along streets where sidewalks directly abut parking or traffic lanes.
- Linkages to park and school sites throughout the City should be enhanced through way-finding signage, paving materials, plantings, and branding.
- Pieces of public art might also be considered at key locations along the public rights-of-way and on private properties. Businesses or institutions within the City might be recruited to sponsor public art.

Public Utilities

- The proposed water tower in Unit 5 should be as attractive as possible. The tower should be off-white, or another appropriate neutral color. The City’s name and/or logo is also appropriate. If cellular antennas are mounted onto the water tower, they should be installed

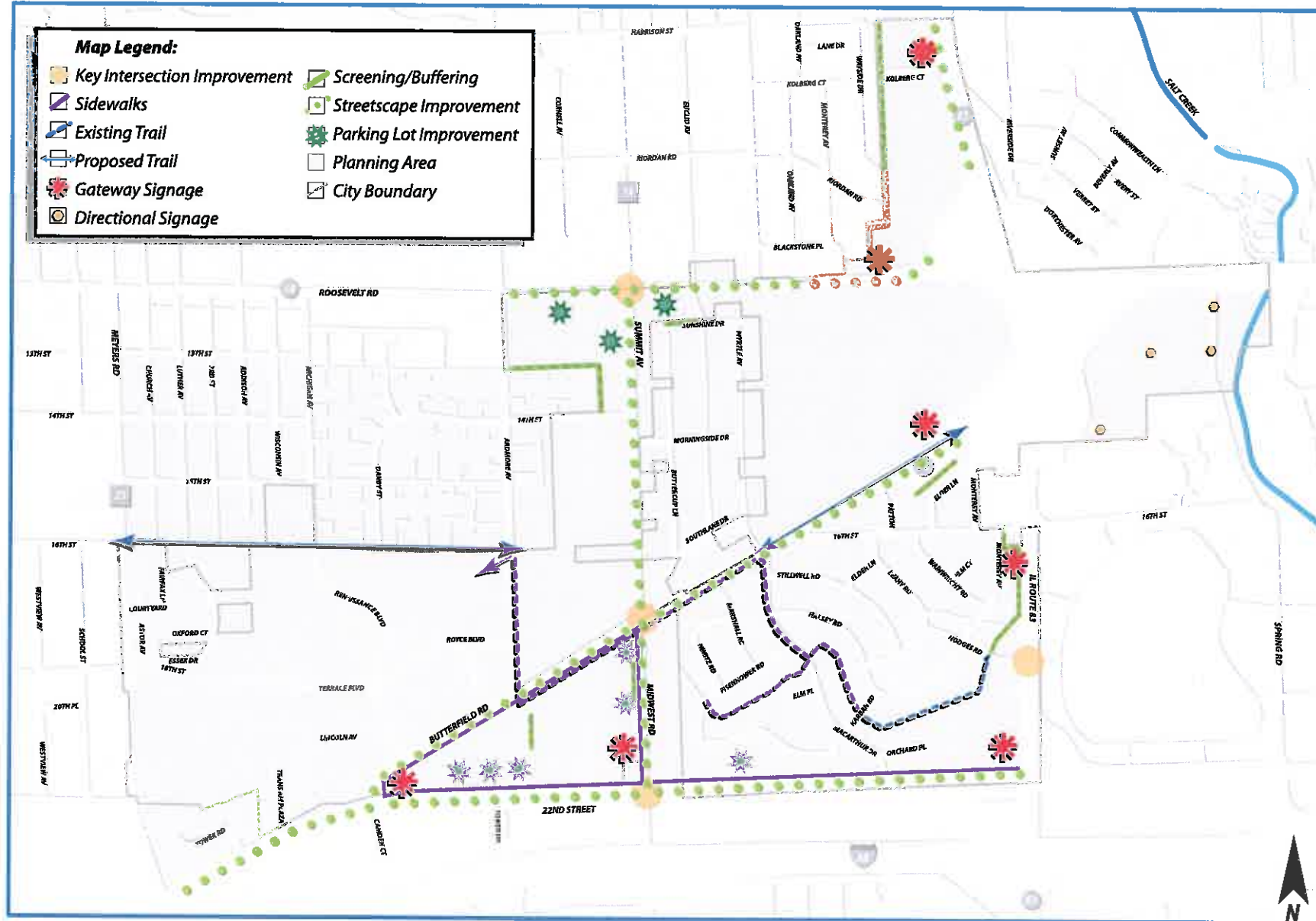
as discreetly as possible, and painted the same color as the tower to minimize their visibility.

- To the extent possible, the water tower should be screened and buffered from adjacent uses as stated under the landscaping guidelines under General Guidelines in this section.
- Where possible, utility lines within the City should be placed underground.

Figure 15 Urban Design and Guidelines Plan

Urban Design and Guidelines should steer both public and private improvements towards the desired character and appearance of the City of Oakbrook Terrace. The guidelines should not attempt to dictate architectural style, or try to make all buildings look the same. Rather, they strive to promote high quality, compatible, and attractive development.

This Figure uses photographs from nearby communities to visually illustrate some of the guidelines presented in this section of the Comprehensive Plan.



1. To improve the visibility and safety, crosswalks in Oakbrook Terrace should be made prominent and noticeable by changing pavement materials, installing signage, and installing small pylons and light fixtures where appropriate.



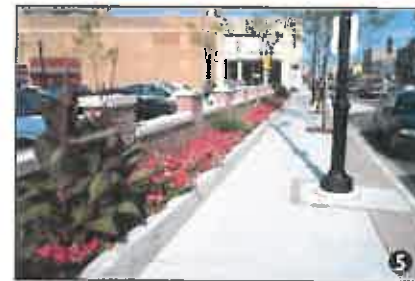
2. Informational and wayfinding signage directing both motorists and pedestrians to businesses and stores, community facilities, and public parking areas. Directional signage is especially needed in Planning Unit 8. The signage should also incorporate the logo for the City.



3. Signs consisting of internally illuminated, individual projected letters mounted flat on the building face work well with traditional building materials and architecture, and add to the appearance of new commercial development.



4. The Village should encourage the placement of "Gateway" signs that should be developed according to the Comprehensive Plan at major entry routes to Oakbrook Terrace. Gateway areas should also be attractively landscaped.



5. Parking lots should be screened from view along sidewalks and roadways through the use of low masonry walls, hedge plantings, and shrubs.



6. Existing residential neighborhoods should continue their "rural" atmosphere. Curb and gutters should be installed only at local street intersections, concrete ribbons should be constructed, and no sidewalks should be installed.



7. "Street furnishings" significantly add to an area's pedestrian appeal. Benches, trash receptacles, drinking fountains, and bike racks help create a pedestrian oriented area.



In addition, streetscaping and urban design improvements along the City's roadways will improve the City's appearance and character, distinguishing it from surrounding municipalities.

The City should implement coordinated streetscape improvements such as banners, lighting, landscaping, pedestrian amenities, and gateway signage at key locations. The City should also develop a program to bury utility lines along these corridors.



8-9. A City-Wide streetscape improvement program for the primary corridors, including Butterfield Road, 22nd Street, Meyers Road, Roosevelt Road, IL Route 83, Summit Avenue/Midwest Road should be developed.

Section 7: Implementation

The Comprehensive Plan sets forth an agreed-upon “road map” for growth and development within the City of Oakbrook Terrace during the next 10 to 15 years. The Plan is the product of considerable effort on the part of the City Council, the Planning Advisory Committee, Planning and Zoning Commission, City staff, and the Oakbrook Terrace community. However, in many ways the planning process has just begun. Completion of the new Comprehensive Plan is only the first step, not the last.

There are several requirements for effective implementation of the Comprehensive Plan. These basic components are highlighted below.

Administrative Actions

These are all high-priority, early action projects, which largely represent public policy or administrative decisions. They do not require a significant new allocation of funds, and they should all be undertaken within a relatively short time frame. These actions relate to revising and updating local codes and ordinances, follow-up studies and related administrative actions.

Economic Development

- The City makes a high priority of working with the development community, businesses and landowners to realize economic change and physical improvement, as recommended under this Plan.
- Along with promoting new development, the retention of existing businesses should be a priority where appropriate.
- Examine the City’s Sign Ordinance to improve the appearance, character, and consistency of signage in the City.

Housing and Residential Areas

- Closely monitor building conditions in all areas of the City and strictly enforce all zoning, building, fire safety, and occupancy codes as they apply to all structures.
- Utilize the Land-Use Plan to guide the location, type, and amount of housing.
- Revise existing zoning regulations to ensure the protection of sound existing development, to reduce adverse influences, and to establish setback, height, and density requirements for new residential development.

Commercial Development

- Update the City zoning map to reflect the new commercial area designations such as Neighborhood Commercial, Corridor Commercial, Office, and Mixed Use (Commercial/Multi-Family, and Business Park/Commercial).
- Consider the development of access control policies and standards to be integrated into an updated Zoning Ordinance. The policies should reflect the City’s desire to reduce the number of individual curb cuts along major streets in favor of shared access.
- Introduce standards and guidelines for appearance through the establishment of a design guidelines program that builds upon the Urban Design and Guidelines Plan.
- Continue to participate in economic development programs aimed at attracting and retaining businesses in Oakbrook Terrace.
- Hold regular meetings with the business, real estate, and development communities to apprise them of active changes and improvements in the City.

Transportation and Community Facilities

- Attempt to secure a new location for the Public Works Facility as identified on the Community Facilities Plan.
- Secure available funds for the development of the new City Hall, Police Station, and Public Works facility.
- Secure available funds for the Water Tower in Planning Unit 5.
- Work with IDOT on the 22nd Street Streetscape Improvements.
- Work with the Park Districts to secure funds for the development of the community bicycle system improvements.
- Continue to support the Park District's acquisition of the proposed park site as shown in the *Unit 5 Area Plan*.
- Secure funds for the development of pedestrian improvements including pedestrian amenities, sidewalks, and crossings.
- Secure funds for the relocation of the signal along Meyers Road to 18th Street, the new signal at Ardmore Avenue, and work with the Village of Villa Park in relocating a signal further south along IL Route 83 towards Planning Unit 7.
- As recommended in the *Unit 5 Area Plan*, and in the Transportation Plan, continue to complete the following street improvements: the improvement of 16th Street, the realignment and extension of 18th Street, and the extension of Ardmore Avenue. Also, work towards the reopening of Wisconsin Avenue between 13th and 14th Streets.

Plan Implementation

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

- Adopt and use the Plan on a day-to-day basis;
- Review and update the Zoning Ordinance and other development controls;
- Develop and utilize a regular Capital Improvements Program (CIP)
- Promote cooperation and participation among various agencies, organizations, community groups, and individuals;
- Explore possible funding sources and implementation techniques;
- Enhance public communications; and
- Update the Comprehensive Plan on a regular basis.

Adopt and Use the Plan on a Day-to-Day Basis

The Comprehensive Plan should become the City of Oakbrook Terrace's official policy guide for improvement and development. It is essential that the Plan be adopted by the City Council and then used on a regular basis by City staff, boards, and commissions to review and evaluate all proposals for improvement and development within the community.

Review and Update the Zoning Ordinance and Other Development Codes

Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

Adoption of the new Comprehensive Plan should be followed by a review and update of the City's current development controls including zoning, subdivision regulations, and other related codes and ordinances. It is essential that all development controls are consistent with and complement the new Comprehensive Plan.

The Comprehensive Plan sets forth policies regarding the use of land within the City and establishes design guidelines for the quality, character, and intensity of new development and redevelopment within the City. The Plan's policies and guidelines should greatly assist the City in creating new zoning and development code regulations that can better reflect the needs and aspiration of the community.

Capital Improvements Program

Another tool for implementing the Comprehensive Plan is the Capital Improvements Program (CIP). The CIP establishes schedules and priorities for all public improvement projects within a five-year period. The City first prepares a list of all public improvements that will be required within the five-year period and then all projects are reviewed, prioritized, and potential funding sources identified.

The CIP typically schedules the implementation of a range of specific projects related to the Comprehensive Plan. Specific projects that would be part of the CIP include the building of a new City Hall, Police Station, and Public Works facility, the new Water Tower in Unit 5, other improvements to the city water system, and the upgrading of existing utilities and infrastructure.

The City of Oakbrook Terrace's financial resources will always be limited and public dollars must be spent wisely. The Capital Improvements Program would allow the City to provide the most desirable public improvements, yet stay within budget constraints.

Promote Cooperation and Participation

The City of Oakbrook Terrace should assume the leadership role in implementing the new Comprehensive Plan. In addition to carrying out the administrative actions and many of the public improvement projects recommended in the Plan, the City may choose to administer a variety of

programs available to local residents, businesses and property owners.

However, in order for the Comprehensive Plan to be a success, it must be based on a strong partnership between the City, other public agencies, various neighborhood groups, local business owners, and the private sector. The City's "partners" should include:

- Other Governmental and service districts, such as the school districts, the fire protection districts, DuPage County, the private utility companies, the Illinois Department of Transportation (IDOT), the Park Districts, etc;
- The development community that includes builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and
- The Oakbrook Terrace community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.

Enhance Public Communication

The City should prepare a brief summary version of the Comprehensive Plan for distribution throughout the community. It is important that all local residents, businesses and property owners be familiar with the Plan's major recommendations and the City's vision.

The City should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the City may consider special newsletters or Web page features that focus on frequently raised questions and concerns regarding planning and development and

especially on those that relate to recommendations of the Comprehensive Plan.

Update the Plan on a Regular Basis

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

Although a proposal to amend the Plan can be brought forth at any time, the City should regularly undertake a systematic review of the Plan. Although an annual review is most desirable, the City should initiate review of the Plan at least every two to three years. This review should coincide with the preparation of the annual budget and capital improvements program. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the upcoming commitments for the upcoming fiscal year. Routine examination of the Plan will assist the City in ensuring that the planning program remains relevant to community needs and aspirations.

The City should undertake the following actions:

- Make copies of the Plan for public purchase.
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects.
- Assist the City Council, and Planning and Zoning Commission in the day-to-day administration, interpretation and application of the Plan.
- Maintain a list of current possible amendments, issues, or needs, which may be a subject of change, addition, or deletion from the Comprehensive Plan.

- Coordinate with, and assist the Planning and Zoning Commission and City Council in the Plan amendment process.

Funding Sources and Implementation Techniques

While the Comprehensive Plan generally endorses the traditional role of the City in the improvement process, it is suggested that the City consider taking a more active leadership role in promoting, coordinating and “facilitating” the community development process. For example, the City might offer technical assistance and support to property owners or developers of community projects that meet the guidelines and foster the objectives of the new Comprehensive Plan. In areas where the City owns land, the City might coordinate with adjacent and nearby property owners to assemble larger, more desirable sites for new development. The City might assist in the preparation of developer “Requests for Proposals,” and might assist in the review and evaluation of proposals for key projects.

Several techniques for implementing complex improvement and redevelopment projects are highlighted below. In general, the City has been creative, aggressive and successful in seeking out funding from local, state and federal sources for financing a range of projects throughout the community. However, additional local financing tools are necessary for addressing several of the principal recommendations of the Comprehensive Plan. Listed below are basic descriptions of programs that the City may want to consider for accomplishing the Comprehensive Plan goals.

General Resources and Funding Tools

Communities have a number of general sources of revenue that can be applied to any corporate purpose, including improvements that will benefit the

community as a whole. The largest of these is normally the general-purpose property tax, which primarily funds the City's General Revenue Fund. Others include state income tax rebates, motor fuel tax funds, public utility taxes, hotel/motel tax, retailers' occupational tax, plus various fees, fines and other receipts. Municipal bonds may also be considered for special projects during various phases of the implementation of the Comprehensive Plan that may require more long-term financing. One type of bond that could be considered for community projects is the special assessment bond. These bonds are issued to finance improvements that are to be paid for by special assessments against benefited properties. Bond obligations are payable only from the special assessment receipts, are not backed by general taxes and usually carry higher interest rates.

Tax Increment Financing (TIF)

Tax increment financing (TIF) is a mechanism used to carry out revitalization and redevelopment activities on a local basis. TIF allows a community to capture the increase in local property taxes that results from a redevelopment project in order to pay for the public costs involved in the project. TIF districts are most typically used in commercial and industrial areas of communities throughout Illinois. TIF is being undertaken increasingly for mixed-use and residential areas as well. To carry out a TIF project, the municipality designates an area for revitalization and redevelopment, and establishes specific boundaries for the project area. The base equalized assessed valuation (EAV) of all properties within the area is determined as of the date of TIF adoption. Thereafter, all relevant property taxing districts continue to collect property taxes based on levies against the base EAV for a time period not to exceed 23 years. The increased real estate tax revenues generated by all new private development and redevelopment projects, and all appreciation in the value

of existing properties which result in higher property values, are used to pay for public improvements within the project area. Tax Increment Financing does not generate tax revenues by increasing tax rates, but rather through the temporary capture of increased tax revenues generated by the enhanced valuation of properties resulting from the municipality's redevelopment activities. It should also be noted that TIF does not reduce the tax revenues received by any individual taxing district. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the project area. At the conclusion of a TIF, the revenues accruing to the individual districts are most often significantly greater than those initially received. TIF funds can be used for:

- Acquisition, clearance and other land assembly and site preparation activities.
- Rehabilitation of older, deteriorating or obsolescent buildings.
- Incentives to attract or retain private development.
- Marketing of development sites.
- Other redevelopment activities are also possible under TIF, including:
 - Area-wide infrastructure improvements such as road repairs and utility upgrades.
 - Correction or mitigation of environmental problems.
 - Job training, workforce readiness and other related educational programs.
 - Professional fees related to the project, such as legal, planning, and architectural services.

Necessary site or building improvements, such as streets, landscaping, property assembly and resale are typically accomplished using existing municipal

revenues or revenues generated from the sale of municipal bonds. Because of the public investment, private developers are encouraged to build or lease facilities in the area and generate new tax revenues from their business operations. The increased tax revenues generated by higher property values are used to pay for the initial public improvements. TIF has proven to be an exceptional economic development tool. Many communities have successfully used TIF funds to finance public improvements and other economic development incentives through the increased property tax revenue the improvements help generate. It should be emphasized that TIF will only be viable if significant new building development or redevelopment is expected to occur. In most cases, advance private investor commitment to a development project is an important prerequisite to establishing a TIF district.

Special Service Areas

Special Service Area (SSA) financing is an economic development tool that enables a municipality, property owners and community members to cooperatively plan, provide for, benefit from, and finance capital improvements or “special services” for an identified geographic area. The projects or services of an SSA district are paid for with revenue from taxes levied on the properties receiving the benefit. SSA services and programs are in addition to the normal programs and services provided by the City.

SSA districts most typically encompass commercial or business districts (which is why they are often referred to as “business improvement districts”), but can include residential areas as well. SSAs have been used by communities throughout Illinois to accomplish a range of improvement activities, including: parking structures and surface lots, lighting, paving, landscaping installation and maintenance, streetscape improvements and seasonal decorations, litter control, security services, snow

removal, storm sewers, tenant search and commercial attraction activities, and area-wide marketing and promotion activities.

SSA services and improvements are funded entirely through the tax revenues generated by the special service tax. The revenue is derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries. The process for establishing an SSA involves first establishing proposed boundaries of a contiguous area and defining the benefits and services to be paid for within that area. The costs of these services and projects are then estimated to determine a corresponding tax levy, rate and duration of the SSA. The decision of whether the municipality will issue bonds for SSA projects is also evaluated at the initial stages of SSA consideration. A public process for notifying property owners and other stakeholders within the SSA is required to provide information, gather feedback, and to allow for challenge. Upon successful adoption of an SSA ordinance, which includes a levy and budget, the sponsoring municipality typically serves as the administrator of the SSA. Depending on the types of projects and services proposed for the SSA, however, many communities choose to delegate administration of the SSA to either an existing or new organization with a mission consistent with the purposes of the SSA. Amendments to and dissolution of the SSA, however, are accomplished by the sponsoring municipality.

Business District Designation

Business district development and redevelopment is authorized by Division 74.3 of the Municipal Code of the State of Illinois. A municipality may designate, after public hearings, an area of the municipality as a Business District. While business district designation does not provide a funding source, it empowers a municipality to carry out a business district

development or redevelopment plan through the following actions:

- Approve all development and redevelopment proposals.
- Exercise the use of eminent domain for the acquisition of real and personal property for the purpose of a development or redevelopment project.
- Acquire, manage, convey or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the United States and the State of Illinois, or any instrumentality of the United States or the State, for business district development and redevelopment.
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.
- Sell, lease, trade or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution and implementation of the business district plans.
- Establish by ordinance or resolution procedures for the planning, execution and implementation of business district plans.
- Create a Business District Development and Redevelopment

Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

Community Development Corporations

Many communities use Special Service Areas or Tax Increment Financing (as appropriate) to fund the start up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A Central Business District (CDC) is typically an independently chartered organization, often times with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source (TIF, SSA, etc.) to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire and redevelop property in the community. Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior

improvements, building additions, site improvements, etc. Some state and federal small business assistance programs are structured to work in combination with CDC-administered loan programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity (particularly if the CDC intends to manage property after redevelopment).

Transportation and Infrastructure Improvements:

A number of transportation and infrastructure funding sources are available to the City for implementing goals of the Comprehensive Plan.

SAFETEA-LU

On August 10, 2005, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) was passed. SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21). These previous Acts shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this strong foundation.

SAFETEA-LU addresses the many challenges facing our transportation system today including improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers

more flexibility for solving transportation problems in their communities.

Illinois Transportation Enhancement Program (ITEP)

This funding source is administered by the Illinois Department of Transportation and is a set-aside fund from the SAFETEA-LU. Among the projects that are eligible for this funding include bicycle/pedestrian facilities, streetscaping, landscaping, historic preservation and projects that control or remove outdoor advertising. Federal reimbursement is available for up to 50 percent of the cost of right-of-way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering and construction costs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

Surface Transportation Program (STP)

These funds are allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based, among other factors, on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds are allocated among the following programs: demonstration projects; enhancement; hazard elimination; and urban funds.

Open Space and Natural Resources

The City and Park District should coordinate the pursuit of grant

opportunities for the acquisition and development of parks within the City. For example the City should continue monitoring the Illinois Department of Natural Resources (IDNR) programming and funding as a part of the implementation of the Comprehensive Plan. A brief description of the most relevant open space and natural resource programs are given below.

Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) administers seven grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or not-for-profit organization) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Lands Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and Illinois Trails Grant Programs.

OSLAD

The OSLAD program awards up to fifty percent of project costs up to a maximum of \$400,000 for acquisition and \$200,000 for development/renovation of such recreation facilities as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches.

IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses (bike paths, snowmobile, off-highway vehicles, motorized and non-motorized recreational trails, etc.).

Recreational Trails Program

Another program is the federal "Recreational Trails Program" (RTP), was created through the National Recreational Trail Fund Act (NRTFA) as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reauthorized by the SAFETEA-LU. This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each States' RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.

Foundation and Specialized Grants

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