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# Village of Addison Comprehensive Plan

Adopted January 7, 2013

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

# Table of Contents

Introduction	1
Future Land Use Plan	7
Residential Areas	11
Commercial Areas	21
Industrial Areas	31
Transportation Network	45
Natural Features	55
List of Figures	65
Acknowledgements	66
Existing Conditions Report	69

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# Chapter 1

## Introduction

A Comprehensive Plan outlines the vision of what a community desires to become, as well as the process that will allow it to realize that vision. In addition to providing a well-defined framework for the community's development and investment goals, the Plan seeks to explore and promote new opportunities and changing community trends.

Typically a Comprehensive Plan is written to provide guidance for a community to work towards its vision over the next 10 to 20 years. Although the Plan should be viewed as a long-term document, it should also be thought of as a Plan to be used daily by the community to assist in land use and development decisions. The Plan serves as a guide for elected officials, municipal staff, community residents, business owners, and potential investors, allowing them to make informed administrative and implementation choices, in community development decisions affecting land use, transportation, infrastructure, and capital improvements, throughout the Village.

The Comprehensive Plan should also be considered flexible and one that can adapt with change. At any time the municipality can update its Comprehensive Plan to match local needs, interests, or opportunities. It is typically recommended that a municipality update its Comprehensive Plan every 10-15 years.

### Elements of a Comprehensive Plan

A Comprehensive Plan is composed of a series of distinct yet interrelated elements defined within the Illinois Local Planning Assistance Act (Public Act 92-0768). The key elements addressed in the Addison Comprehensive Plan are based upon those outlined in the State Statute, and include land use and development, economic development, housing, natural resources, transportation, community facilities, image and identity, and implementation strategies. Under the Illinois Municipal Code [(65 ILCS) 5/11-12-5(1)], a municipal plan commission is responsible for preparing and recommending a "Comprehensive Plan for the present and future development or redevelopment of the municipality."

## Why Does Addison Need a Comprehensive Plan?

Despite being a “built-out” community with a range of thriving land uses, Addison presents unique opportunities for improvements to its built and unbuilt environment. Infill development will continue to shape the community’s physical, economic, and social character, while regional changes caused by the O’Hare airport expansion project and new western access to O’Hare will impact development decisions in the Village’s foreseeable future. As a result, Addison will be faced with numerous near — and long-term decisions. Having an up-to-date Comprehensive Plan in place provides a context in which decisions affecting the future of Addison can be made with some certainty that today’s choices — whether large or small — contribute to achieving the long-term goals and vision of the community.

The Comprehensive Plan is written as a guide for Addison’s elected officials, municipal staff, community residents, business owners, and potential investors, allowing them to make informed administrative and implementation decisions about community development that affects land use, transportation, infrastructure, and capital improvements.

### Responding to Demographic Shifts

Over the past ten years, Addison’s population has been stable. Overall population has grown by just under three percent, from 35,914 to 36,942 residents, over the past decade, which is comparable to many DuPage County communities. Despite this overall stability, the population of Addison has undergone some changes, with particular increases in the diversity and the age of its residents. According to the 2010 U.S. Census, the Village’s population is roughly split between white (48 percent of the total) and Latino residents (40 percent), with Asian (7 percent) and African-American residents (4 percent). Over the past decade, Latino and African-American groups have grown rapidly, with slight losses in the number of white and Asian residents in the community.

As per the 2010 U.S. Census, 29 percent of Addison’s residents are aged 55 years and above. This represents a significant increase from 2000, when 18 percent of the population was over 55. Although compared to county’s median age of 38.2 years, Addison is a relatively younger community with a median age of 33.7 years, the increase in aging population highlights the need to plan for “aging in place,” or designing communities in a way that allows residents to remain in their homes and communities as they age. The Comprehensive Plan is meant to help the Village to successfully accommodate the needs of residents, workers, and visitors of all ages and ethnicities.

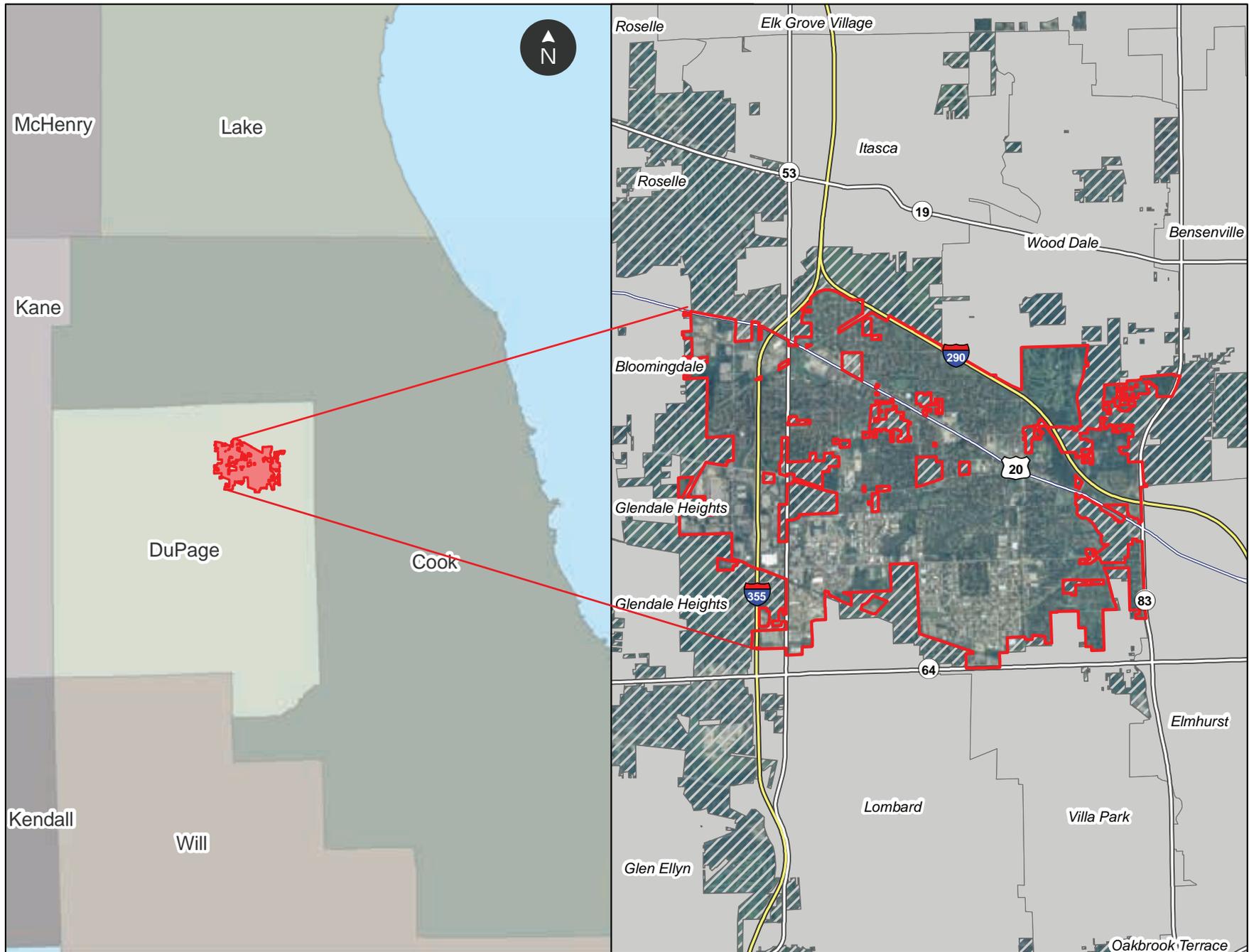
### Building Upon Previous and Ongoing Initiatives

While the existing Comprehensive Plan is almost 20 years old, supplementary planning studies have been undertaken in more recent years. These include:

- Industrial Revitalization Plan for the Village of Addison (2001)
- DuPage Area Transit Plan (2002)  
<http://www.dmmc-cog.org/programs.aspx?program=Transportation&subpage=8>
- Addison Town Center Redevelopment Master Plan (2005)  
<http://addisonadvantage.org/pdf/i-mstrplan-093005-low-res2.pdf>
- DuPage Area Local Circulator Study (2007) <http://www.getarounddupage.org/>
- Addison Advantage Transit Improvements Plan (2010)  
<http://www.rtams.org/reportLibrary/1225.pdf>
- Park and Recreation Comprehensive Master Plan (2010)  
<http://www.addisonparks.org/Publications/Master-Plan/Comprehensive-Master-Plan.pdf>

Beyond these local plans, the Chicago Metropolitan Agency for Planning (CMAP) developed and now guides the implementation of GO TO 2040, metropolitan Chicago’s comprehensive regional plan <http://www.cmap.illinois.gov/2040/>. This Plan presents a vision for the future of northeastern Illinois and includes specific implementation strategies to accomplish its goals. GO TO 2040 recognizes and supports the importance of planning at the municipal level, and recommends many actions from promoting reinvestment in existing communities to improving the region’s transit options to creating regional open space networks that are consistent with the themes in Addison’s Comprehensive Plan.

Figure 1. Regional location and study area



Source: Chicago Metropolitan Agency for Planning.

# Community Outreach Summary

Public participation has been a cornerstone of the Comprehensive Plan planning process. A primary goal of the public outreach strategy for the Addison Comprehensive Plan was to optimize community engagement and involve populations that historically have been underrepresented or harder to reach in previous planning processes. The following outreach activities were used at key points throughout the planning process to obtain public input and to build stewardship for the Plan:

- One-on-one interviews with key community stakeholders.
- Focus group workshops with Village staff of various departments, Latino residents, business owners (retail and industrial), landlords, and young families.
- Public meetings to gain input and receive feedback from community members.
- Website to distribute project information.
- On-line surveys.

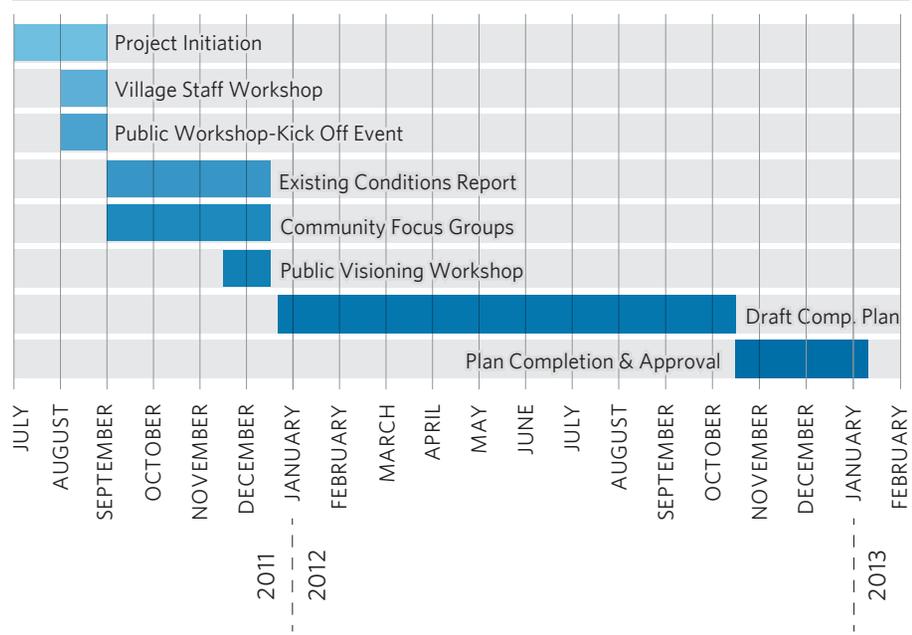
The community outreach process played an important role in identifying key issues faced by the community and desired improvements to enhance the community’s quality of life. Some of the key issues identified and addressed in the Comprehensive Plan include:

- Flooding.
- Residential foreclosures.
- Vacant commercial properties.
- Lack of a Town Center.
- Aging industrial buildings.
- Limited transit options and a lack of transit connections to train stations, especially for seniors.
- Lack of bike lanes and safe pedestrian access, particularly in commercial areas.

Plan recommendations developed to address these issues were presented back to the public and modified according to feedback received. This transparent planning process has resulted in a consensus based Plan that reflects the entire community’s vision and therefore will receive their support as Village officials move forward with implementation.

Additional details on the community outreach efforts are provided as an appendix to this report. The following link contains additional information related to the Comprehensive Planning process. <http://www.cmap.illinois.gov/addison>

**Figure 2. Planning process**



Source: Chicago Metropolitan Agency for Planning.

# Organization of the Report

The Comprehensive Plan is organized into seven chapters.

## Chapter 1: Introduction

This chapter provides an overview of the Addison Comprehensive Plan and its planning process.

## Chapter 2: Future Land Use Plan

This chapter contains the future land use map, along with definitions of the various land use classifications proposed in the map. The future land use map is the central element of a Comprehensive Plan. It translates the community's vision into physical terms, providing a general pattern for the location, distribution, and characteristics of future land uses. It also serves as the element of the Comprehensive Plan upon which all other elements are based. This chapter does not contain specific policy recommendations, as the others do, but focuses on presenting the future land use map; the different topical elements of the map are then described in more detail in Chapters 3 through 7.

## Chapter 3: Residential Areas

This chapter contains a series of policies and programs to address the residential foreclosure rates in the Village, as well as rehabilitate vacant and abandoned residential properties. The chapter also identifies specific sites in the Village that could accommodate residential development in the future.

## Chapter 4: Commercial Areas

This chapter provides recommendations that include site specific redevelopment ideas for vacant properties, regulations to support consolidated commercial development at key nodes, transportation improvements to support a safe and healthy business environment, and marketing/data collection to increase the visibility of Addison businesses nationally.

## Chapter 5: Industrial Areas

This chapter provides a number of recommendations to improve the aging transportation infrastructure and building conditions in older industrial areas of Addison. The chapter makes references to the Village's Industrial Revitalization Plan for a number of strategies and reinforces the recommendations of this previous Plan.

## Chapter 6: Transportation Network

This chapter contains roadway, transit, and non-motorized transportation recommendations that would help improve mobility and provide transportation options. Recommendations are divided into two sections: local, and regional. Local improvements focus on actions to help improve circulation within the community, while regional improvements highlight projects outside the municipal boundary that could impact Addison.

## Chapter 7: Natural Features

This chapter includes recommendations that focus on two main areas: recreational open space improvements and stormwater management. The chapter contains recommendations to help enhance the community's recreation services by building partnerships and improving communication with residents and visitors. It also outlines best management practices to manage stormwater and prevent flooding in certain parts of the community. Strategies for recreational open space improvements reference the recently completed Parks and Recreation Comprehensive Master Plan completed by the Addison Park District (APD).

Chapters 3 through 7 include the following sections:

- Goal and objectives.
- Summary of the existing characteristics of the Village with respect to that element.
- Proposed strategies for implementing the identified goals and objectives.



First community workshop.



# Chapter 2

## Future Land Use Plan

The Future Land Use Plan serves as the foundation of the Comprehensive Plan upon which all other elements are based. The purpose of this chapter is to translate the community's vision into physical terms by providing a general pattern for the location, distribution, and characteristics of future land uses in Addison.

The Addison Comprehensive Plan contains a number of unique land use classifications. The purpose of creating these unique classifications is to allow the Village to achieve the following land use and development goals and objectives:

- Create a clear distinction in terms of scale, type, and character of commercial development allowed at different locations in a manner that enhances the Village's aesthetic character and economic appeal. The Land Use Plan recommends that large format commercial businesses continue to be located in areas of the community with easy highway access, drawing in shoppers from around the region. In contrast, compact and high density mixed use nodes and transitional commercial areas should be located strategically at major street intersections that are easily accessible to Addison's local population.
- Support a node-centric approach to commercial development. Concentrate pedestrian-friendly mixed-use development at major nodes along Lake Street and transition in between parcels to complementary uses. Similarly, focus auto-oriented and large scale commercial development around major transportation corridors infrastructure at the periphery of the Village. This concentration will support the transition of Lake Street from a solely vehicular thoroughfare to a pedestrian-friendly and safe commercial corridor. Creating nodes will improve the corridor's aesthetics, pedestrian and vehicular circulation, and long-term economic viability.
- Preserve the character of established neighborhoods while exploring opportunities for higher-density redevelopment in areas adjacent to the proposed Addison Town Center, mixed-use nodes, and select locations. Increasing residential density in areas adjacent to mixed-use nodes such as the Town Center will encourage a greater number of residents to patronize local retailers and sustain a vibrant economic environment.
- Support the community's strong industrial base. Addison's industrial businesses will continue to lead the community's economic growth, and the Future Land Use Plan recognizes this by retaining all industrial areas while supporting further diversification in terms of size and type of businesses.
- Continue to enhance the quality and utility of open areas with the dual purpose of alleviating flooding concerns and improving community health. Focus recreational enhancements on improvement of existing facilities that serve residents and connections to regional open spaces.
- Work with property owners to pursue annexation of properties adjacent to municipal boundaries and extend utility infrastructure into unincorporated areas.

Land use classifications that are proposed in Addison's Future Land Use Plan include the following:

- **Regional Commercial**

These parcels contain shopping, entertainment, lodging, and banquet facilities supported by the greater region and surrounding communities, not only the Village of Addison.

- **Mixed-Use**

These parcels contain a mix of residential, retail, office, and institutional uses arranged in a compact and pedestrian-friendly development pattern. Buildings could be configured as single-use buildings interconnected in a pedestrian-friendly manner and with complementary uses in close proximity (e.g., a residential building next to a commercial and office building), or could mix uses within the same building in appropriate locations.

- **Mixed-Use Transitional Corridor**

These parcels are situated along major roadways and contain a variety of retail, employment, entertainment, institutional, and residential uses arranged within single buildings or separate buildings. Density of development will typically be lower than in mixed-use parcels.

- **Commercial Transitional Corridor**

These parcels are primarily located along major roadways and contain a variety of retail, employment, entertainment, and institutional uses that serve the households within a walking or short-driving distance of residential neighborhoods.

- **Neighborhood Residential District**

These parcels accommodate primarily detached and attached single-family homes with limited opportunities for multi-family residential redevelopment. Certain parcels within this district can accommodate neighborhood parks and recreational amenities, religious institutions, and neighborhood retail uses that serve the neighborhood.

- **Compact Residential District**

These parcels accommodate primarily multi-family housing typologies including condominiums and apartments. Certain parcels within this district can accommodate neighborhood parks and recreational amenities, religious institutions, and neighborhood retail uses that serve the neighborhood.

- **Light Industrial District**

These parcels contain lower-intensity industrial uses with manufacturing activities that have lower environmental impact than those associated with heavy industry. Ancillary limited commercial uses such as hotels, restaurants and health clubs may be located in the district, provided they are buffered from industrial uses by landscaping and screening.

- **Industrial District**

These parcels contain higher-intensity industrial uses with activities intended for larger scale production, warehousing, assembly, and distribution. Ancillary limited commercial uses such as hotels, restaurants, and health clubs may be located in the district, provided they are buffered from industrial uses by landscaping and screening.

- **Potential Redevelopment**

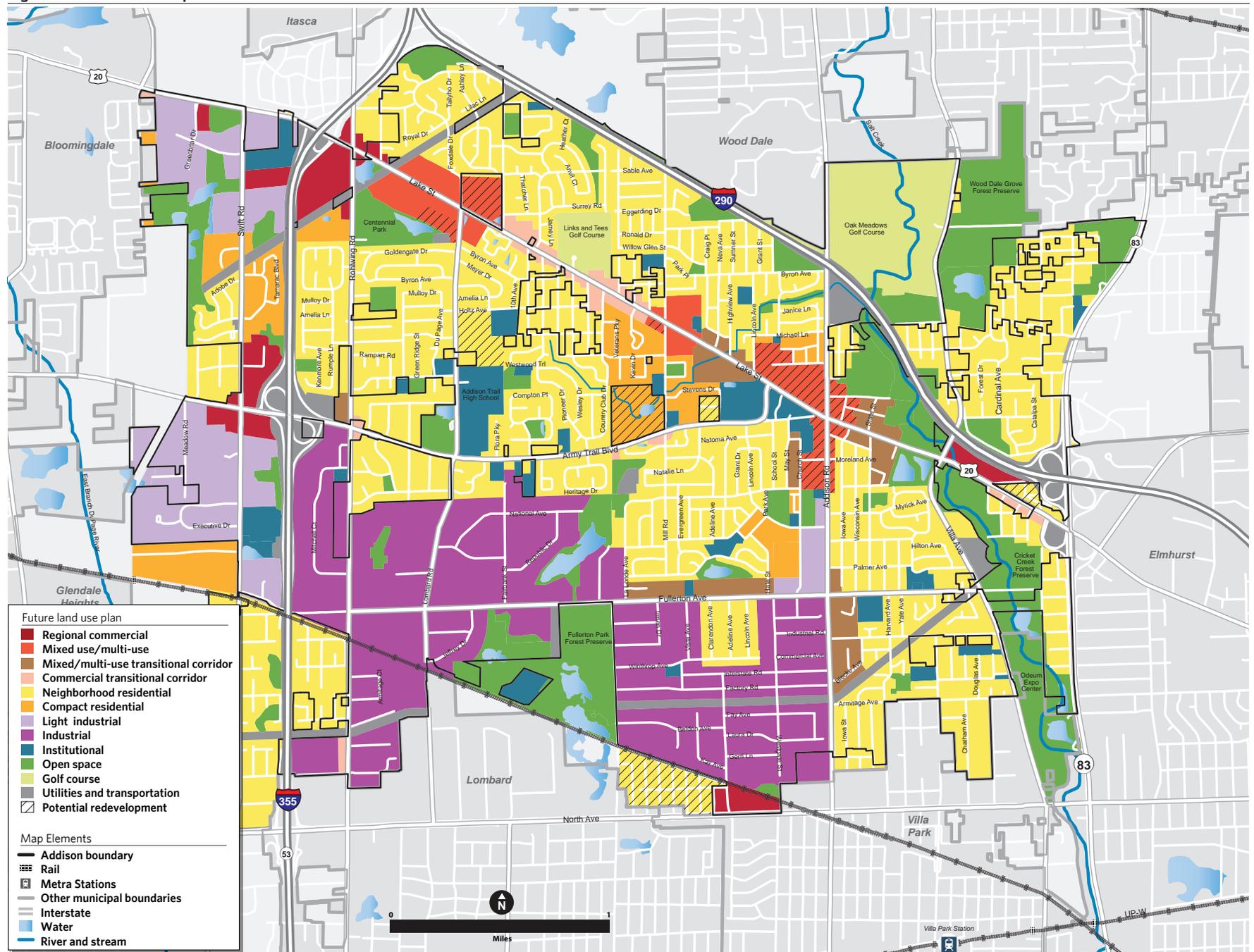
These parcels have been identified as redevelopment sites that have a high potential for phased redevelopment in the short and mid-term. The Village should focus their redevelopment efforts on these sites prior to identifying additional sites.

The remaining land uses, including Institutional, Open Space, Golf Course, Water, and Utilities and Transportation are self-explanatory classifications that are typical to all Future Land Use Plans contained in Comprehensive Plans.



Example of a retail development with outdoor seating on Lake Street.

Figure 3. Future land use plan



Source: Chicago Metropolitan Agency for Planning.



# Chapter 3

## Residential Areas

The following goals and objectives serve as guiding tenets to help the Village realize its vision for residential areas. Detailed and actionable implementation strategies are provided further on to help the Village successfully achieve these goals and objectives.

### Goals and Objectives

1. Identify comprehensive strategies and partnerships to stem residential foreclosures and mitigate the impact of vacancies on overall neighborhood character.
2. Ensure the vibrancy of well-established residential neighborhoods by supporting the rehabilitation of vacant and abandoned properties and regulating new developments such that they complement existing neighborhood character.
3. Consider promoting a range of residential types based on a context-sensitive analysis of neighborhoods (e.g. rehabilitation efforts in neighborhoods surrounding the proposed Town Center will differ from those in neighborhoods proximate to major roadways). Attract new residents to the community as well as support housing rehabilitation and redevelopment efforts that allow long-time Addison residents to age in place.
4. Consider creating alliances among municipal, non-profit, private, and regional organizations in an effort to strengthen advocacy and implementation efforts related to residential rehabilitation.

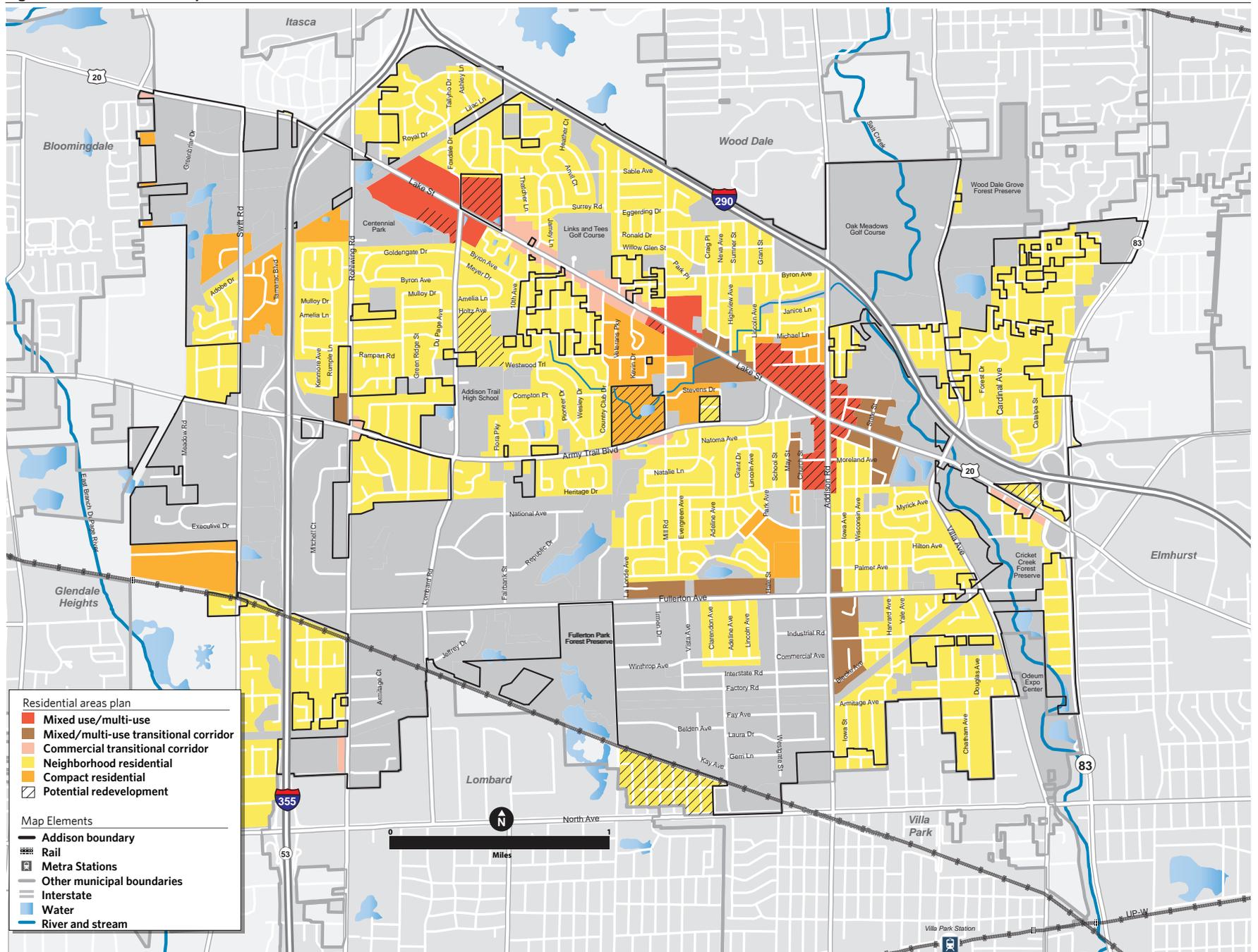
### Summary of Existing Conditions

The Village of Addison is known for its diversity of housing stock, from smaller townhomes to large single family homes to multifamily apartments and new condominiums. Single family detached homes make up approximately 57.5 percent of the community's housing stock with another 34 percent consisting of multi-family units. Compared to established single-family neighborhoods, multifamily units (rental and owner-occupied) are interspersed with other land uses throughout the Village. Most of the housing units provide two and three bedrooms, and overall the housing stock is attractive and well-maintained.

Based on an in-depth analysis of Addison's housing conditions, the following key findings inform the recommendations outlined in this chapter:

- The **increasing number of foreclosed single-family homes** has presented Village officials with a major challenge that is also negatively impacting established neighborhoods. Addison has a lower vacancy rate than DuPage County and the Chicago region, with 5.1 percent of its housing units standing vacant, compared to a county average of 5.3 percent. However, the Village's foreclosure rate is also higher than regional and county averages. As of October 2011 (when the Existing Conditions Report for the community was prepared), one in every 174 housing units in the community, or 0.57 percent of its total, received a foreclosure filing; this rate was higher than the rate for DuPage County (0.36 percent) and the state (0.24 percent). According to the Woodstock Institute data, 57 foreclosed homes were auctioned in 2011, which is significantly higher than neighboring Villa Park, Elmhurst, Wood Dale, and Itasca. While a relatively low 61 percent of these auctioned units were single-family homes, the actual number of units is high.
  - The population aged 55 and over increased significantly from 18 percent in 2000 to 29 percent in 2010. Despite the fact that Addison's population is aging, there are **no dedicated senior housing** options in the Village for elderly residents. There is an unmet demand for additional and more compact housing types that include senior housing. Based on the 2008-10 American Community Survey, 44 percent of all housing units in Addison are owned by adults 55 years or older. As individuals age, it is important to consider the type and affordability of homes in the community, and to have a range of accessible single-family and multi-family homes to meet the needs of this growing segment of the population.
  - Addison has a diverse mix of housing, which is one of the community's strengths. There is a balance of housing types, with 58 percent single-family homes, 9 percent townhomes, and 34 percent multi-family homes. As a built-out community, there are some but **not many opportunities for new housing construction**. This is particularly true for lower-density housing types, with community feedback emphasizing the preservation of existing single-family neighborhoods. In contrast, there is more opportunity for higher-density housing construction in a number of areas, namely several redevelopment sites in major corridors such as Lake Street, Mill Road, and Army Trail Road.
  - Slightly over two-thirds (68 percent) of the Village's housing stock is owner-occupied, which is similar to regional averages. Since the housing market crash, the market for rental housing has been considerably stronger than for owner-occupied housing. It is not clear how long it will take for the owner-occupied housing market to return to previous levels, but the past several years have seen declines in homeownership rates nationwide, increasing the importance of proactively addressing rental housing.
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Figure 4. Residential areas plan



Source: Chicago Metropolitan Agency for Planning.

# Recommended Implementation Strategies

The Village of Addison is in varying stages of implementation for several of the strategies outlined in this section. Therefore, the intent of the following recommendations is to recognize the Village’s implementation successes while recommending ways to further enhance these programs and/or add new ones.

Based on the key housing issues identified in Addison, strategies outlined in the Comprehensive Plan will support a flexible approach by the Village. These recommendations will support the Village’s efforts in reducing housing foreclosure rates, encouraging new development in appropriate locations, and redeveloping vacant and underutilized sites in a manner that is context-sensitive. The following strategies represent action steps to accomplish the goals and objectives identified for maintaining and improving residential areas within the Village. In order to clearly outline solutions for key issues identified by the community, recommendations are organized into the following categories:

- Research, analysis and response.
- Building relationships.
- Encouraging rehabilitation.
- Site-specific redevelopment.

## Research, Analysis and Response

Due to the constantly changing nature of the foreclosure crisis, the heart of the Village’s short and long term response should focus on monitoring and analyzing already available data. By focusing on data collection and analysis, the Village can respond as needed to changing circumstances. It is recommended that Addison develop two types of records and utilize the information to strategically respond to potential issues.

### Spreadsheet of units, owners, and operators

With the large proportion of foreclosures being single-family homes, the Village may experience a trend towards conversion of single-family owner occupied homes to rental units. To understand if this trend is occurring locally and help take appropriate actions, Village officials should consider using the information already collected through its rental licensing application and place it into a spreadsheet to analyze the types of units being rented, the location of the units and whether the units are under common ownership or management.

- **Foreclosure spreadsheet and mapping**

Public Act 96-0856 requires that banks and other mortgagees provide foreclosure notices and sale confirmations to municipalities. While such information can be useful in targeting property maintenance and other issues associated with foreclosures, few municipalities use such information. Therefore, it is recommended that the Village consider gathering the information provided by the notices into a spreadsheet, allowing Addison to map and monitor the number and location of foreclosures along with the type of unit.

Village Staff should analyze these data sources separately and in combination, preferably for the first two years of this Plan, with particularly attention paid to the trends mentioned below. If Village officials identify any of these trends, the Village should undertake the corresponding recommended action(s).

**Table 3.1. Trends to monitor**

TRENDS TO MONITOR	RECOMMENDED ACTION(S) IF FOUND	
Increasing number of foreclosures filings or auctions (particularly single-family homes)	Foreclosure marketing	Online rental monitoring
Increasing rental of single-family homes	Expanded grading system	Online rental monitoring
Increasing numbers of rental units under common ownership or operation	Expanded grading system	

The following bullet points summarize the recommended actions.

- **Expanded grading system**

Addison currently operates a highly successful rental licensing and monitoring system which has reduced health and safety issues at a number of problem properties while building positive relationships with property owners. The current grading system for each inspected property does not take into account violations at other properties owned by the same landlord or operated by the same management company. Therefore, the Village should consider modifying its grading system to monitor landlords or management firms based on the lowest scoring property across all those owned or operated in Addison.

- **Foreclosure Marketing**

If the Village sees an increase in foreclosure filings, it is important to move these properties to new occupants as quickly as possible. Few municipalities have the relationships necessary to use the foreclosure information gathered under Public Act 96-0856 to speed the transition of foreclosed properties. Some private real estate investors, however, do have sufficient connections and resources. Therefore, it is recommended that the Village build off of the foreclosures spreadsheet by providing this information to local rental property owners and managers. Access to this information would be provided to rental property owners and operators whose grades are in the top tier, allowing the Village’s best performing partners to work through the private market to reduce the supply of foreclosed units.

- **Online rental monitoring**

One of the primary challenges of single-family detached rental management is finding all of the properties which must be licensed. When most rental units are located in complexes, it is easier to identify non-licensed units. Therefore, to continue the success of the Village's current rental monitoring system, Addison should consider expanding the rental unit spreadsheet mentioned previously into an online rental monitoring system. Residents would then be encouraged to use the Village website to report rental units which are not licensed, supplementing the Village's own investigative efforts. Success of the system would be built upon citizen involvement; the Village should consider advertising the program, emphasizing the important role of the public.

If none of these trends are found within the first two years, staff should continue to maintain the spreadsheets but reduce analysis to annually or biannually, responding to future upticks with increased monitoring and implementation of the aforementioned strategies.

## Building Partnerships

Beyond data monitoring, the Village should continue its existing efforts to build relationships with regional partners and establish a broad base of support for foreclosure prevention, foreclosure mitigation, homeowner rehabilitation and site-specific redevelopment regardless of market conditions.

- The non-profit DuPage Homeownership Center (DHC) is the primary organization for direct homeowner assistance in DuPage County. Programs include foreclosure prevention, homebuyer education and downpayment assistance. Through the efforts of Village staff, many Addison residents have already accessed the programs provided by DHC. Because of the foreclosure rate, it is important the Village continue building its relationship with DHC by focusing on both foreclosure reductions and boosting housing purchases within the Village. Further relationship building could include joint service advertisements or offering classes at a location in the Village. Addison should work with relators in the area to ensure that both homebuyers and home sellers in the Village are aware of the Homestead Program and all pre-purchase counseling opportunities.
- Building alliances with neighboring communities to resolve the foreclosure issue is also important. The Village should reach out the Metropolitan Planning Council (MPC) and the Metropolitan Mayors Caucus (MMC) to undertake a Homes for a Changing Region study in collaboration with its neighbors. Homes for a Changing Region, led by the MPC, MMC, and CMAP, identifies specific local, regional, and state strategies to address imbalances in northeastern Illinois' housing stock. These organizations are supporting the evolution of Homes for a Changing Region by encouraging neighboring communities to work together to develop interjurisdictional solutions to housing challenges and by using transparent community engagement strategies to develop these solutions.

- Funded through the County's Community Development Block Grant (CDBG), the DuPage County Single-Family Rehabilitation Program provides loans of up to \$24,000 for owner-occupants earning less than 80 percent of the area median income. Much like with DHC, Village Staff has ensured that Addison residents use this program when appropriate. Yet due to both the number of senior residents and the presence of foreclosures, it is important that the Village and County continue to improve the partnership. In particular, Addison should consider increasing the profile of the program through advertising, events, and code enforcement. Homeowners using these funds to rehabilitate their homes will ensure the continued vibrancy of their residential neighborhoods and allow Addison's older residents to age in place.
- From a rental housing perspective, the Village's rental monitoring practices could be further assisted by **working with external monitoring agencies**. Officials should consider working with known regulators including the DuPage Housing Authority and DuPage County Community Development Department. Relationship building should focus on data sharing that would allow both parties to build toward a system of joint inspections. Such inspections could streamline the regulatory burden on good landlords. Non-performing landlords would be hit with the combined impact of Village and agency sanctions.

## Encourage Rehabilitation

Encouraging rehabilitation of the Village's existing housing stock offers a significant number of benefits for Addison and should be pursued regardless of the Village's current housing market conditions. While the Village presently operates under the 2006 International Residential Code (IRC), village officials are in the process of updating the code system to 2012 standards. As part of this updating, the **Village should continue planned efforts to incorporate an existing building code into its code structure**. Some communities have adopted existing building codes which are specifically designed for the rehabilitation of existing structures in a safe and efficient fashion. While the coding change will encourage rehabilitation activity, the Village should also promote the new code and its key features to contractors, realtors and property owners.

## Site-Specific Redevelopment

As mentioned earlier in the chapter, Addison's built out character creates limitations on its ability to accommodate new development in the future. Therefore, it is important for the Village to identify redevelopment sites, understand their market potential, and outline next steps to ensure that redevelopment occurs as per the needs and desires of the community.

Overall, the Plan recommends that redevelopment primarily occur in mixed-use nodes along Lake Street, as shown in the future land use map. The Village should continue to encourage and support walkable and residential development in mixed-use nodes. Specifically, Addison may be a good market for independent senior housing units at locations proximate to shopping, medical care, recreation and senior services.

Based on analysis conducted in the initial phases of the planning process, several specific sites are recommended as priority sites for future housing and should be the focus of the Village's infrastructure improvement and marketing efforts. Redevelopment of the sites identified below will allow the Village to further diversify its housing stock by adding housing types that are currently missing or insufficient, such as senior housing or high-quality rental units. Successful redevelopment of these key sites will have a positive impact not only on Addison's housing environment, but also residents' overall quality of life.

### **Site 1: Former Golf Course (unincorporated):**

The 40-acre site is located at the northwest corner of Mill and Army Trail Roads.

The Future Land Use Plan recommends the site be developed with single-family attached homes and possibly zero lot line homes for senior citizens who prefer a compact single-family home to multi-family units. A portion of the site cannot be developed due to flood plain and flood zone regulations, this undevelopable space is recommended as community open space to be acquired by the Village or the Addison Park District (APD) and preserved. Multi-family senior housing could also be considered on this site.

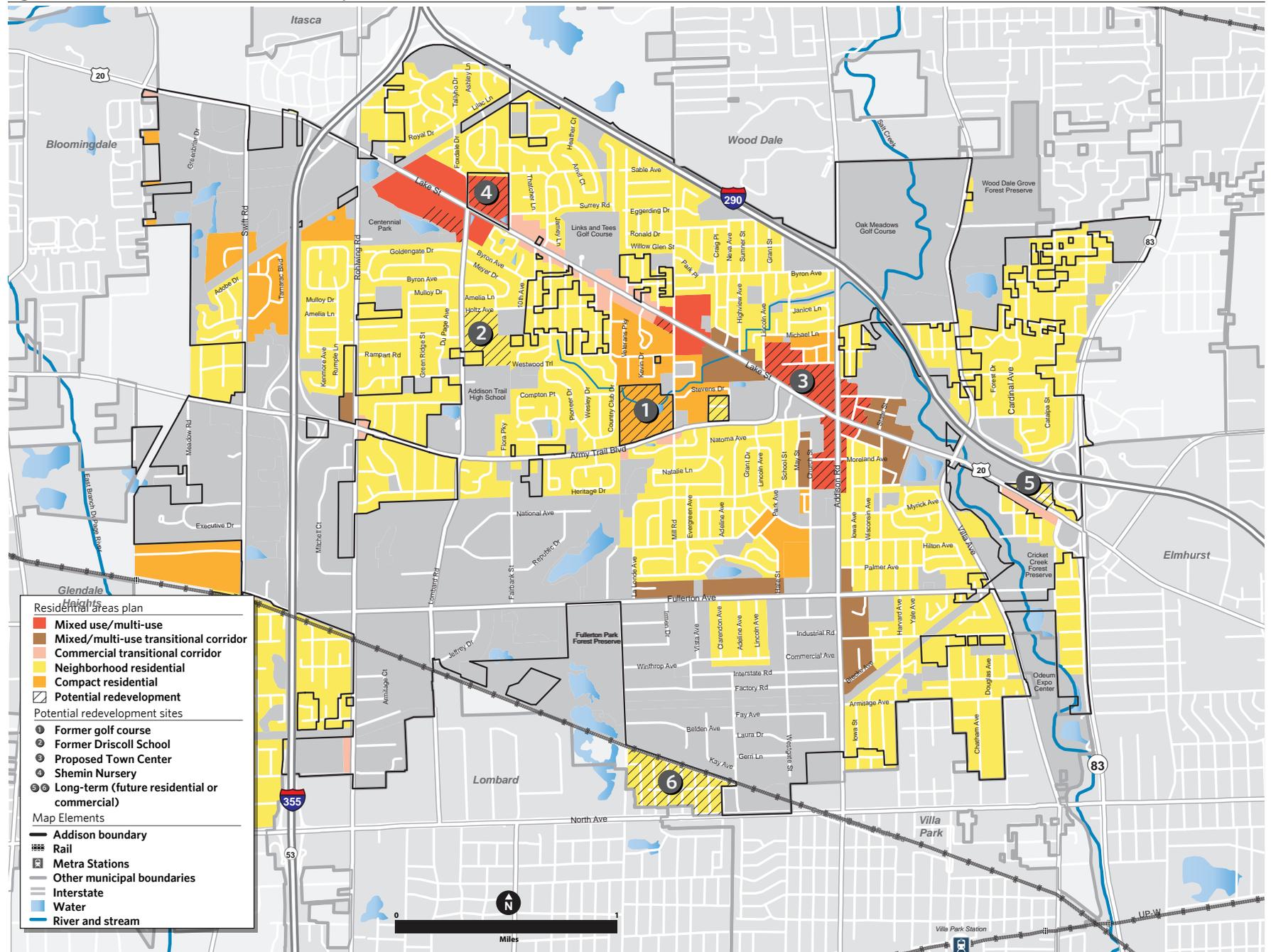
### **Site 2: Former Driscoll School:**

This former 20-acre school site located at the southeast corner of Holtz Avenue and Lombard Road is currently used as a park by the school, park districts, and local recreation clubs. The Plan recommends the site be developed for residential use or continue to serve as community open space. From a residential perspective, the site could accommodate a few different types of housing. Single-family detached homes could be built on lots similar in size to the nearby adjacent neighborhoods west and north of the site. Townhomes could also be built to accommodate a greater number of units while not conflicting with adjacent homes in terms of scale. Open space preservation should also be a consideration on this site, particularly because for residential development of these types may be limited for a number of years.

### **Site 3: Proposed Town Center:**

The proposed Town Center is designed to accommodate a variety of uses. Given the current economic conditions and market demands in Addison, the build-out of the Center will be accomplished in a phased manner. In the near term (within the next five years), the Town Center should focus on attracting senior housing on the site north of Green Meadows. Also, as part of the agreement associated with the Michael Lane Tax Increment Financing (TIF) district, a park must be built by 2015. This will provide green space for the immediate neighborhood as well as enhancing the area's overall image. The Village's existing Town Center Plan recommends up to 600 mid-rise condominium units and/or townhomes.

Figure 5. Potential sites for residential redevelopment



Source: Chicago Metropolitan Agency for Planning.

- **Site 4: Shemin Nursery (unincorporated)**

The site's strategic location at the intersection of two major roadways would allow a combination of commercial and residential uses to be built over a 10 year period. Recommendations for commercial use are detailed in the Commercial Areas chapter. From a residential perspective, the Plan recommends the northern portion of the site be developed with moderate-density single-family attached homes that are designed to allow for a gradual transition from the proposed commercial uses to the south to the single-family neighborhoods to the north and east. Because of the current high commercial vacancy rate (15.7%), the Shemin site could also attract a market for full development of multi-family or moderate density single family residential uses, which would serve to support the surrounding commercial development.

- **Sites 5 and 6**

In addition to the four priority potential redevelopment sites that are identified for potential near-term redevelopment, two additional areas that may be considered for potential redevelopment in the long-term after the four priority sites are identified. Sites 5 and 6 (see Figure 5 for locations) are both unincorporated areas that currently contain primarily a mix of single-family homes with limited commercial uses. Although both sites are unlikely to be redeveloped in the next 10-15 years given certain site and market constraints, the Village should continue to consider these sites appropriate for future residential or commercial redevelopment if their constraints can be overcome. However, these sites should not be prioritized over potential redevelopment Sites 1 through 4.



Example of attractive multi-family housing on Lake Street.



# Chapter 4

## Commercial Areas

The following goals and objectives are intended to serve as guiding tenets to help the Village realize its vision for commercial areas. Detailed and actionable implementation strategies are provided further on to help the Village successfully achieve these goals and objectives:

### Goals and Objectives

1. Consider consolidating commercial development along Lake Street at major street intersections with the intent of improving economic, transportation, and quality-of-life conditions. Develop pedestrian and transit-friendly development nodes that contain a variety of commercial and residential typologies within easy access of adjacent residential neighborhoods. Allow intermediate parcels between nodes to accommodate complementary uses that support the nodes.
  2. Evaluate the conversion of existing vacant and underutilized commercial properties into high quality developments that cater to the needs of residents and visitors. Seek opportunities to assemble underutilized and vacant properties that would allow for holistic and effective redevelopment of commercial areas.
  3. Evaluate the costs and benefits for targeted public investment in order to encourage infill development in appropriate locations. Wherever possible, create symbiotic public-private partnerships for implementation and build support among community members.
  4. Continue efforts to develop a Town Center at the Green Meadows Shopping Center as Addison's cultural and economic hub in partnership with the property owners and community stakeholders.
  5. Provide information that would allow elected and appointed officials to accurately and effectively evaluate individual redevelopment projects and ensure that each project has a positive impact on the community.
-

## Summary of Existing Conditions

Addison is one of DuPage County’s major retail centers, and a significant generator of retail sales revenue. On a per capita basis, the Village generates nearly 75 percent more in retail sales than the Chicago region. **In 2010, Addison generated more than \$600 million in general merchandise retail sales**, or more than \$16,000 per Addison resident. The per capita rate of retail sales exceeds that for DuPage County (\$14,500 per resident) and is nearly double that for the region (\$9,500 per resident). Despite not having a mall or major shopping center within its boundaries, Addison does well on this measure due to a number of big box retailers as well as “quiet business” generators such as Porter Pipe, Ferguson Plumbing Supply, Brooke Electric, Richards Building Supply, and midsize, community-scale shopping centers. Because of this, retail has become a chief component of Addison’s economic base. Based on an in-depth analysis of Addison’s economic conditions, the following key findings inform the recommendations outlined in this chapter:

**Table 4.1. Vacancy rates 2006 and 2012**

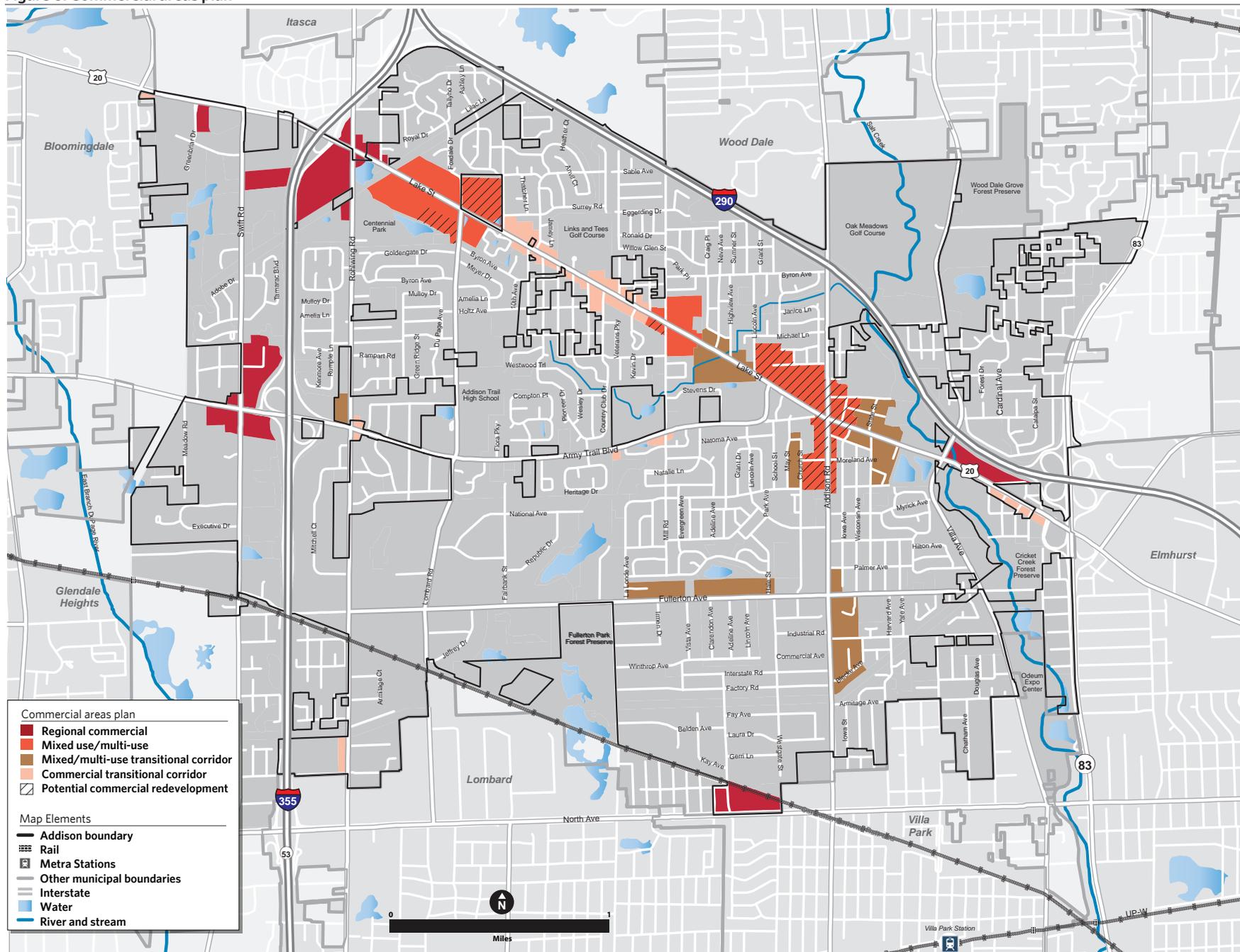
	RETAIL			
	2006		2012	
	% VACANT	TOTAL RETAIL SF.	% VACANT	TOTAL RETAIL SF.
<b>Addison</b>	<b>2.8%</b>	<b>1,514,300</b>	<b>15.7%</b>	<b>1,534,980</b>
<b>North DuPage Submarket</b>	<b>6.2%</b>	<b>11,226,067</b>	<b>12.0%</b>	<b>11,373,279</b>
OFFICE				
<b>Addison</b>	<b>18.5%</b>	<b>717,285</b>	<b>18.5%</b>	<b>717,285</b>
<b>North DuPage Submarket</b>	<b>23.0%</b>	<b>7,154,880</b>	<b>21.8%</b>	<b>7,221,637</b>

Source: CoStar.

\* North DuPage Submarket includes Addison, Bloomingdale, Wood Dale, Glendale Heights, Carol Stream, West Chicago, and other communities.

- Despite Addison’s strengths in the commercial sector, weaknesses are evident due to the amount of vacant retail space available in the Village. Vacancy rates for commercial real estate in Addison have increased over the past several years, as they have in neighboring communities. Addison’s retail vacancy rates have become considerably higher than similar rates for the north DuPage submarket, and have increased remarkably quickly, from just below 3 percent in 2006 to nearly 16 percent in 2012. Addison Commons Shopping Center accounts for almost one-third of the vacant space. With this site emerging from foreclosure and a bank default, there is significant buyer/tenant interest to reduce this number. This is an immediate challenge for the community, but also presents an opportunity to think long-term about the future, as there are a number of sites, primarily along Lake Street, that are ideally situated for commercial redevelopment.
- The linear pattern of commercial development along Lake Street, along with the number of individual retail uses spread throughout the corridor, has resulted in a number of economic, transportation, and related safety issues. Access to commercial areas is primarily vehicular, and there is a lack of transit and non-motorized infrastructure that would encourage residents to walk or bike to commercial destinations. Pace Bus does provide service along Lake Street with stops at various locations, but the frequency of service as well as the amenities for riders at bus stops is limited. Additionally, there are several gaps in pedestrian infrastructure that need to be addressed such as lack of pedestrian connections to entrances of major retailers, insufficient and poorly timed crosswalks along Lake Street, and missing sidewalks in certain areas. This pattern of commercial development along Lake Street makes it uninviting and unsafe for shoppers, particularly those who are not driving to their destinations. This is a key issue given that Lake Street is one of the primary gateways into Addison.

Figure 6. Commercial areas plan



Source: Chicago Metropolitan Agency for Planning.



Example of the types of unique architectural styles with Addison.

## Recommended Implementation Strategies

The Village of Addison is in varying stages of implementation for several of the strategies outlined in this section. Therefore, the intent of the following recommendations is to recognize the Village's implementation successes while recommending ways to further enhance these programs and/or add new ones.

One of the foremost strategies is the creation of consolidated mixed-use development nodes at key street intersections as opposed to the existing linear and scattered development throughout major corridors. The strategy will provide Addison with a pedestrian-friendly and attractive commercial environment while making the entire Lake Street corridor inviting for visitors from around the region. This pattern of development will also enable the Village to maintain a sustainable amount of retail space while pursuing additional development opportunities along major corridors. The land use plan shows the locations of mixed-use nodes, which are located along Lake Street near Addison Road, Mill Road, and Lombard Road. Beyond these central nodes, a number of other major corridors in the Village are designated as transitional areas. In both the nodes and the transitional areas, the Comprehensive Plan recommends regulating the form of development, while allowing additional flexibility in terms of use; this will allow development to adjust to economic conditions while ensuring an outcome that meets the Village's standards for design and performance.

In order to address issues identified during the planning process, the Comprehensive Plan recommends a number of regulatory, infrastructure, and marketing strategies. In addition, site specific redevelopment recommendations are also outlined to help the Village attract specific types of developers and plan for redevelopment in a phased manner.

In order to promote commercial redevelopment, financial incentives may be implemented to provide funding mechanisms such as: **TIF; Special Service Areas (SSA); and Facade Improvement Programs.**

The following strategies represent action steps to accomplish the goals and objectives identified for sustained commercial growth in the Village. Strategies are organized into four major categories:

- Site-specific redevelopment.
- Regulations to support redevelopment.
- Infrastructure improvements.
- Marketing and data collection.

The successful implementation of recommendations outlined will be determined by a number of local and external factors. From a local municipal standpoint, availability of funds, community need, and staff capacity will determine implementation priorities and phasing. Similarly, external factors such as the pace of economic recovery, allocation of funds at the federal and state level, and implementation of regionally significant projects will influence the timing of initiatives.

### Site-Specific Redevelopment

Addison's built out character creates limitations on its ability to accommodate new commercial development in the future. Therefore, it is important for the Village to identify redevelopment sites, understand their market potential, and outline next steps to ensure that redevelopment occurs as per the needs and desires of the community. Based on analysis conducted in the initial phases of the planning process, the following sites are recommended as potential sites for future commercial and mixed-use development. The proposed Town Center is one such site that will play a central role in not only supporting economic growth, but also providing residents with a 'downtown' that acts as the Village's cultural hub. The Town Center redevelopment will require demolition of the Green Meadows Shopping Center and other small buildings on Addison Road. Once built, the Town Center will contain a mix of smaller structures closer to the street with courtyards or pedestrian-friendly open areas, and multi-unit residential buildings with safe and convenient access to the retail uses in the Town Center. This vision is in sharp contrast to the existing Green Meadows Shopping Center which is set back from Lake Street and primarily accessed via automobiles.

Pursuing these redevelopment projects will be accomplished in a phased manner as economic conditions improve.

- **Site 1: Proposed Town Center**

The Comprehensive Plan recommends a phased development program for the Addison Town Center that includes a combination of residential and commercial uses. From a commercial standpoint, in the near term, (0-5 years) the Village should focus its efforts on assisting property owners to enhance the image and appearance of Green Meadows and Lake Street Plaza through signage and façade improvements and screening. Over the subsequent five year period (6-10 years), underutilized parcels on Addison Road should be redeveloped with a mix of retail, commercial and residential uses. Potential commercial uses for the site could include day care centers, educational and civic facilities, entertainment, and small offices. Residential redevelopment concepts are previously discussed in the Residential Areas chapter of the Plan.

- **Site 2: Addison Commons**

The site is 90 percent vacant with 76,000 square feet of leasable space in an existing building on a seven acre site. Given the site's easily accessible and highly visible location, it is appropriate for retail and service businesses. In order to attract new investors, the existing vacant buildings could either be replaced with a new structure or the existing building could be rehabilitated.

- **Site 3: Centennial Plaza**

As of the first quarter of 2012, there is 125,000 square feet of leasable space available in Centennial Plaza. Retail and service uses are recommended at this location as the Plaza is close to higher income residential areas and other traffic generators such as Marcus Cinema, restaurants and Fox Lake Commons. Façade, as well as signage and parking lot improvements should be undertaken to increase the property's marketability.

- **Site 4: Shemin Nursery (unincorporated)**

With the site's good accessibility and visibility and proximity to higher end stores and residential neighborhoods, it is recommended that this site be developed for retail and service uses as long as the commercial uses are buffered from the adjacent single-family neighborhood to the north, as described in the Residential Areas chapter.

As identified within the Village's 2011-12 Budget and Financial Plan, the Village should continue to actively pursue annexation and development of commercially viable unincorporated parcels. The Village should continue to pursue construction of utility infrastructure along with other incentives with property owners, provided they enter into pre-annexation agreements with the Village.

## Regulations to Support Redevelopment

The mixed-use nodes identified in the future land use map are envisioned as pedestrian-oriented areas that contain a mix of uses and higher development densities. The Mixed-Use Transitional and Commercial Transitional districts vary from the nodes in that they allow for a broader range of land uses including civic institutions, offices, medical facilities, and office buildings, although similarly configured in a pedestrian and transit-friendly manner. For all these categories, it is critical to **move forward with the planned revision of the zoning ordinance** to clearly communicate development expectations to potential business owners and developers, while limiting impediments to growth.

Addison's existing zoning ordinance divides the commercial areas into six zoning districts, a majority of parcels being classified under B2 Community Business District and B3 Service

Business District. These districts lack sufficient standards to promote designs that are pedestrian-friendly and aesthetically attractive. **Revising the commercial district classifications and boundaries** will be important to the successful implementation of the Comprehensive Plan. The Plan's future land use map should be used as a reference guide to revise the zoning ordinance.

To regulate the quality of new developments, Addison's Building Appearance Review standards currently utilize design and construction standards to review projects prior to recommending them for approval. The existing standards could be further enhanced by incorporating additional guidelines and graphics to assist the Village Board to make more informed decisions while also clearly outlining expectations for the development community. Similar guidelines should be considered for public property adjoining buildings that include streetscape and pedestrian amenities.

The design and construction standards should also consider encouraging development that meets Leadership in Energy and Environmental Design-Neighborhood Development (LEED-ND) standards. LEED-ND standards support the development and retrofit of neighborhoods that create positive change by integrating smart location choice, strong neighborhood design, and green infrastructure and buildings.



## Infrastructure Improvements

The Comprehensive Plan's recommendations include clustering higher-density development in mixed-use nodes that include transit-supportive infrastructure and provide a walkable environment nearby. Through these actions, the Village can create a land use pattern that supports the use of transit, making Addison a more attractive place for transit agencies to invest.

Improvement to the Village's transit infrastructure will play a significant role in the sustained success of Addison's high-density mixed-use developments nodes. As identified within the Transit Improvement Plan completed in 2010, a safer pedestrian environment with well-designed crosswalks, sidewalks, and streetscape amenities will boost retail activity and allow a greater number of residents to patronize businesses. The Lake Street corridor specifically, given its high volume of traffic and wide right-of-way, should be the focus of pedestrian improvements in the future. Increasing the amenities for Pace bus riders would also make it more convenient for all community residents to access retail located along Lake Street, something that is not convenient at present.

The Village should **consider implementing the recommendations of the 2010 Transit Improvement Plan**, as they will have a positive impact on the Village's redevelopment efforts. The Plan divides the Lake Street corridor into six sub-districts and provides recommendations to improve pedestrian and transit conditions. Some of the key recommendations in the Plan include: Work with Pace to install bus shelters and related amenities at existing Pace bus stops.

- Encourage pedestrian linkages between Lake Street and abutting residential neighborhoods via provision of dedicated on-street bicycle lanes on local neighborhood streets.
- Install informational signage and wayfinding signs at shopping centers and major street intersections directing shoppers and visitors to bus stops/shelters and providing bus schedule/route information.
- Install mid-block pedestrian crossing signals between Addison Road and Mill Road as well as Lombard Road and Mill Road to provide safe and convenient access.
- Support the Alternatives Analysis study of the proposed Bus Rapid Transit 'J' Route along IL Route 83.
- The Transit Improvement Plan also recognizes the importance of supportive land use, and the land uses described in the Comprehensive Plan are supportive of its recommendations.

Additionally, the Village should continue to work with its neighbors to support regional transit improvements along transportation corridors which require intergovernmental coordination to be most effective. The corridors that connect Addison to its neighbors and are recommended for coordination include Lake Street, Fullerton Avenue, Rohlwing Road, and Addison Road.

## Data Collection and Marketing

In order to effectively market available sites, as well as to identify sites that could be assembled for redevelopment, the Village and Addison Chamber of Commerce and Industry (ACCI) should forward ongoing efforts to work closely with Choose DuPage to **create and maintain a database of vacant properties**. In addition to other functions, Choose DuPage also maintains an inventory of industrial, office, and retail space available in the entire county. The organization supports municipal economic development initiatives, helps municipalities to grow, retain, and attract businesses, and addresses policy issues critical to the needs of businesses in the county. The parcels could be advertised on both Choose DuPage and ACCI websites. The resulting database of parcel records will help the Village identify potential sites for redevelopment as well as allow the Community Development Department, ACCI, and Choose DuPage to market them effectively to potential developers and existing businesses looking to expand their facilities. The database may be updated regularly by Choose DuPage.

From a marketing perspective, redevelopment efforts in Addison would receive a significant boost by the partnership of the Village, ACCI, Choose DuPage, and major employers to **create a collaborative marketing strategy for specific sites and/or developments**. For example, the parcels within the proposed Town Center could be marketed by Choose DuPage collaboratively with the ACCI, Village of Addison, and adjacent property owners such as School District 4 and Elmhurst Memorial Addison Health Center. Due to their location in proximity to the proposed town center, the Addison Junior High School and Elmhurst Addison Health Center would directly benefit from the Town Center redevelopment, allowing their employees easy and convenient access to retail and residential options in proximity to their facilities. Cooperation would enable all stakeholders to reach a broader range of investors and developers than each could individually.



# Chapter 5

## Industrial Areas

The following goals and objectives are intended to serve as guiding tenets to help the Village realize its vision for its industrial areas. Detailed and actionable implementation strategies are provided further on to help the Village successfully achieve these goals and objectives:

### Goals and Objectives

1. Foster public-private partnerships to finance and implement physical improvements within industrial areas. The Village should continue to work cooperatively with property owners to encourage revitalization of the public and private realm.
2. Create high quality industrial areas that meet the demands of modern manufacturing and technology while being attractive in terms of architecture and urban design.
3. Consider increasing functional efficiency of businesses by improving or upgrading infrastructure in industrial areas.
4. Evaluate and adopt policies and programs that support the growth of businesses within the community as well as attract new businesses to the Village.
5. Consider integrating environmental sustainability into the development and revitalization of industrial areas.

### Summary of Existing Conditions

Addison is a regional manufacturing and industrial center that continues to attract employees and investment to the Village. Due to its access to Interstates I-290 and I-355, Addison has capitalized on its ability to attract businesses that place a premium on highway accessibility. The Village maintains a substantial base of businesses in the manufacturing, wholesale trade, transportation, and warehousing sectors. Industrial businesses vary from small-scale general auto part manufacturers to large-scale and specialized aircraft accessory manufacturers, located in one of the following four Industrial Parks:

- Meadows Business Park: 198 acres land area.
- Addison Business Center: 70 acres land area.
- Tollway Park: 37 acres land area.
- Corporate Center: 30 acres land area.

**Table 5.1. Industrial vacancy rates, 2006 and 2012**

	TOTAL INDUSTRIAL SQUARE FOOTAGE, 2006	2006 VACANCY RATE	TOTAL INDUSTRIAL SQUARE FOOTAGE, 2012	2012 VACANCY RATE
<b>Addison</b>	<b>17,224,400</b>	<b>6.0%</b>	<b>19,606,725</b>	<b>10.2%</b>
<b>North DuPage Submarket</b>	<b>76,205,463</b>	<b>7.4%</b>	<b>76,781,260</b>	<b>8.2%</b>

Source: CoStar.

Overall, the Village also has approximately 1,882 acres of land devoted to industrial uses, making it the largest industrial area in DuPage County. The employment base is particularly strong in the manufacturing, wholesale trade and transportation and warehousing sectors.

Many of the businesses that specialize in those sectors populate the list of Addison's largest employers. In 2011, 52 businesses in Addison reported as having at least 100 employees, making up approximately one-third of the Village's employment base.

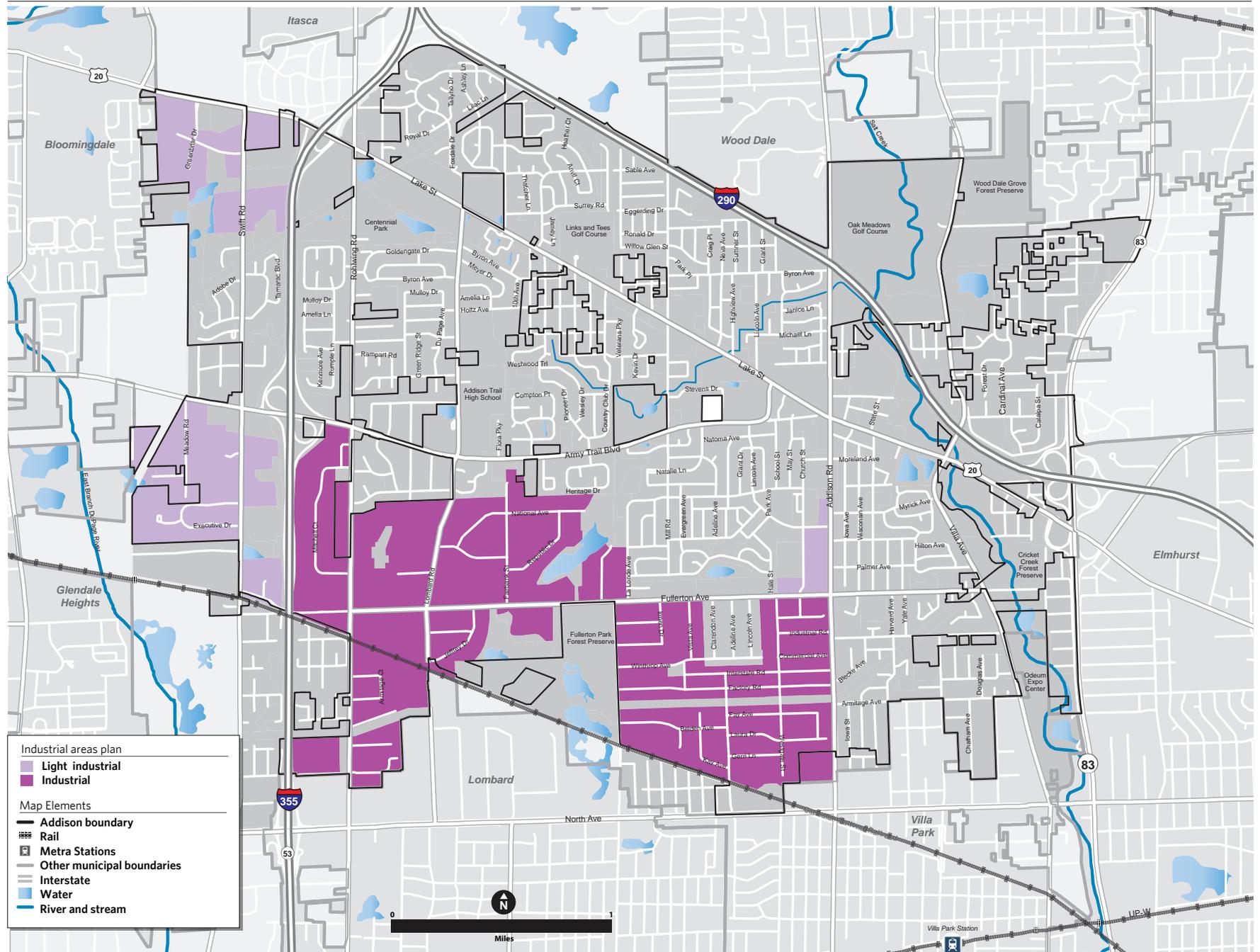
According to ESRI Business Analyst's database, Addison's largest employers in 2011 are:

**Table 5.2. Top 10 employers in Addison, 2011**

NAME OF EMPLOYER	TYPE OF BUSINESS	NUMBER OF EMPLOYEES
<b>UPS</b>	<b>Logistics Warehouse and Distribution</b>	<b>1200</b>
<b>Pampered Chef</b>	<b>Kitchen Products Manufacturing</b>	<b>650</b>
<b>ADT Security</b>	<b>Security Systems Manufacturing</b>	<b>300</b>
<b>Minuteman International, Inc.</b>	<b>Industrial Vacuums Manufacturing</b>	<b>250</b>
<b>Simplex Grinnell, Inc.</b>	<b>Home Security Systems Manufacturing</b>	<b>250</b>
<b>Connelly Electric</b>	<b>Electric Construction Services</b>	<b>220</b>
<b>Village of Addison</b>	<b>Village Government</b>	<b>210</b>
<b>DuPage County High School District 88</b>	<b>Education Administration</b>	<b>208</b>
<b>Addison Trail High School</b>	<b>Education</b>	<b>200</b>
<b>General Binding Corp.</b>	<b>Office Products Manufacturing</b>	<b>200</b>
<b>Magneco/ Metrel Inc.</b>	<b>Refractory Products Manufacturing</b>	<b>200</b>
<b>AAA Universal Taxi</b>	<b>Taxi Dispatch Center</b>	<b>198</b>

Source: ESRI Business Analyst/Dun and Bradstreet.

Figure 8. Industrial areas plan



Source: Chicago Metropolitan Agency for Planning.

**Table 5.3. Top 3 employment sectors, 2009**

	ADDISON	DUPAGE COUNTY	CHICAGO REGION*
<b>Manufacturing</b>	<b>23.8%</b>	<b>10.6%</b>	<b>11.6%</b>
<b>Wholesale Trade</b>	<b>16.3%</b>	<b>9.6%</b>	<b>6.3%</b>
<b>Transportation &amp; Warehousing</b>	<b>12.5%</b>	<b>4.5%</b>	<b>4.6%</b>

Source: CoStar.

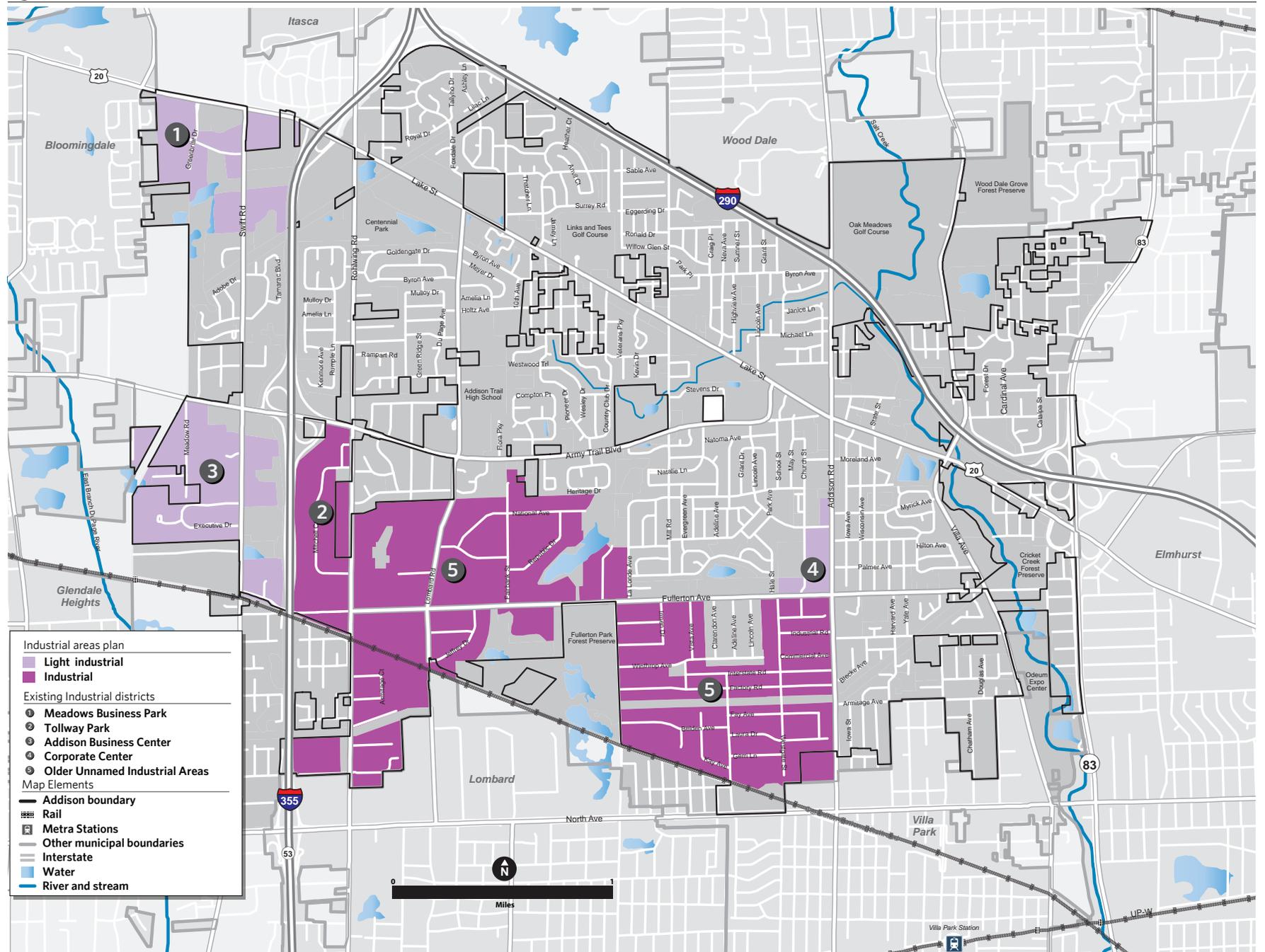
\*Six-county region (Cook, DuPage, Kane, Lake, McHenry, Will). Does not include Kendall County and is not the Chicago Metropolitan Division (MD) or Metropolitan Statistical Area (MSA)

The primary issue faced by Addison's otherwise highly successful industrial sector relates to aging buildings, visual appearance of structures and streetscape, and increasing vacancies in the older industrial areas. Nearly 65 percent of the buildings were constructed prior to 1960 and additions have been made to them in a manner that does not complement the original structure. The Village completed an Industrial Revitalization Plan in 2001 that provided a number of recommendations to help upgrade transportation and physical conditions in the older industrial areas. The Village has successfully undertake some transportation improvements identified in the Industrial Revitalization Plan while others need to be pursued as funds become available.



Industrial building in Addison.

Figure 9. Current industrial districts



Source: Chicago Metropolitan Agency for Planning.

## Recommended Implementation Strategies

The Village of Addison is in varying stages of implementation for several of the strategies outlined in this section. Therefore, the intent of the following recommendations is to recognize the Village's implementation successes while recommending ways to further enhance these programs and/or add new ones.

The central issue identified through analysis of Addison's industrial sector is the need to maintain older industrial areas. In order to achieve this, recommendations in this chapter are divided into two main categories:

- Modernize industrial areas through physical improvements and updated regulations.
- Strengthen the industrial areas through data sharing and marketing efforts.

Combined together, strategies will help the growth and diversification of industrial businesses within Addison's municipal boundaries, benefiting the entire community in the process. The successful implementation of recommendations will be determined by a number of local and external factors. From a local municipal standpoint, availability of funds, community need, and staff capacity will determine implementation priorities and phasing. Similarly, external factors such as the pace of economic recovery, allocation of funds at the federal and state level, and implementation of regionally significant projects will influence the timing of initiatives.

### Physical Improvements and Supportive Regulations

Addison's older industrial areas need to **focus on improving the physical appearance of properties and public rights of way**. The Industrial Revitalization Plan completed in 2001 contains a chapter on land use and urban design. This chapter focuses on revitalizing individual properties and public rights-of-way by addressing landscape enhancements to public and private properties (including gateways and street rights-of-way), off-street parking and loading, and wayfinding through the industrial park. The goal of the design guidelines is to ensure that the general appearance of buildings within the Industrial areas is attractive.

### Regulations

The Village should continue to ensure that new development projects and public improvements meet the standards outlined within the Industrial Revitalization Plan. Some of the key components of the Plan include:

- **Gateway Signage**

Signs and landscaping is proposed at several locations at the periphery of the industrial areas. Foundation landscaping is recommended at the base of the monument signs to help soften the masonry and visually tie the structures with the landscape.

- **Streetscape Improvements**

In order to differentiate collector roads from local roads, the Plan proposes identifiable streetscapes through the introduction of decorative lighting, landscaping, sidewalks, and decorative paving.

- **Intersection Enhancements**

Landscape improvements should be made at all intersecting streets within industrial areas. The extent of improvements recommended vary by the importance of the roadway and could include wayfinding signs, shrubs or ornamental trees, and paver cross-walks.

- **Façade Improvements**

In order to ensure that remodelings and additions complement the character of the original structure, the Plan recommends several measures including the removal of add-on materials, provision of pedestrian entry canopies, articulation of blank walls with color and texture, and installation of windows, exterior lighting, and building and site signage.

The complete set of design guidelines with supporting illustrations are provided in the Industrial Revitalization Plan. The Village may **refer to the design guidelines as part of the permitting process** for private property additions and site improvements as well as prior to undertaking public rights-of-way improvements. The guidelines may also be included within the updated zoning ordinance in order to provide elected officials with greater authority to regulate and monitor the quality of development in industrial areas.

In addition to incorporating design standards within the zoning ordinance, the Village should also review changes identified within the Industrial Revitalization Plan that include:

- **Automotive Repair and Autobody Shops**  
Limit the number of vehicles that can be stored outdoors, regulate the number of days a vehicle can be stored on-site, and require screening of cars.
- **Off-Street Loading**  
Require 80 foot loading docks in all new developments, redevelopment of existing properties, and modifications to existing buildings that equal or exceed 50 percent of assessed value of building.
- **Off-Street Parking**  
Reconfigure parking requirements as buildings are upgraded or new buildings built.
- **Screening of Mechanical Equipment**  
Require the screening of roof-mounted mechanical equipment on all sides of a building that are visible from the street or an adjacent residence from the ground at eye level.
- **Site Plan Review Process**  
If the modifications recommended above are adopted, the number of Planning and Zoning Commission and Village Board public hearings will be reduced. Also, Community Development Department will be able to review plans and issue permits in a more streamlined manner.

Further details for these modifications are provided in the Industrial Revitalization Plan and should be referred to prior to the zoning ordinance update. Although the proposed modifications will allow for business growth, it is important that they do not negatively impact the Village's environmental footprint. Innovative stormwater best management practices at the building, site, and neighborhood level will be required to counteract the negative impact of physical growth, e.g. the ComEd easement running through industrial areas would serve as an excellent open space resource to accommodate green infrastructure and reduce storm-water runoff.

### **New Programs**

Innovation is key for any business to succeed in the current economic climate. For industrial businesses, creating innovative energy efficiency programs is a strategy that will help cut costs significantly as well as improve marketability. The Village **should consider providing resources to businesses to improve energy efficiency in existing buildings**. In terms of direct impact, the U.S. Green Building Council estimates that energy efficient retrofits will allow businesses to save between 10 percent and 50 percent savings of their energy costs.

A number of industrial buildings in Addison were built several decades ago. Due to this, there are a number of energy efficiency improvements that could help reduce energy consumption and costs. The Village should consider using existing programs such as Energy Impact Illinois to assist building owners in obtaining professional energy audits. Cost of retrofits could vary depending on the type and scale of improvement. ACCI should work closely with the Village and business owners to **create an energy-efficiency retrofit program** that encourages business owners to undertake comprehensive measures in a proactive manner. The primary role of the Village and ACCI in this program would be to act as a resource board for businesses seeking information on the various components of the program including auditing, funding, and implementation. The Village could utilize the Energy Impact Illinois program to jumpstart the retrofit activity.

Green building programs such as those created by the U.S. Green Building Council (USGBC) feature a rating system (LEED) that measures the degree of energy efficiency achieved. To encourage this practice, the Village should evaluate offering incentives such as fast track permitting, property tax credits, and fee waivers to industrial businesses that meet the criteria established in the LEED New Construction (NC) rating system.

The Industrial Revitalization Plan provides Village officials with a comprehensive guide to improving and maintaining industrial areas. The Village should continue to follow the recommendations made in the report and implement them in a timely manner.

### Physical Improvements

In terms of transportation improvements, the Village should focus on improving roadways within the industrial areas or that serve the industrial area. The roadways within the industrial parks contain a combination of collector, and local roads. The collector roads provide safe, convenient, and continuous flow to major arterials connecting Addison to regional destinations. Currently, there is no physical or visual differentiation between these street types. This makes it difficult for trucks to navigate through the industrial areas between points of access that exist at the perimeter roadways. As per the adopted Industrial Revitalization Plan, the Village should continue to develop a different visual character for each roadway classification in order to call out the significance of each roadway. Recommended roadway designs are provided in the Industrial Revitalization Plan that the Village is continually implementing. The Village's Public Works Department should continue to improve the function, safety, and mobility of vehicles and pedestrians within the industrial areas.

There are a number of **street network improvements that would improve traffic flow** through the industrial areas. These include the extension of Laura Drive to Addison Road and extension of Westgate Drive to North Avenue. Extending Laura Drive will require purchasing property from the Chicago, Central, and Pacific Railroad, which the Village has already initiated. Similarly, extending Westgate Drive would require a new at-grade crossing of the Chicago, Central, and Pacific Railroad tracks. As each of these streets are extended to the arterial roads, their function will change from that of a local street to a collector street.

A majority of Addison's industrial businesses depend on ground transportation to meet their needs for raw material as well as distribution of finished goods. Rail freight is utilized by only a small number of businesses, mainly due to the abundance of roadway infrastructure connecting Addison to the region. This makes it cost effective and efficient to move goods via roadways using truck as opposed to rail. It is therefore critical that Addison **continue to improve its roadway network to accommodate the volume and types of truck traffic needed by businesses**. As the trucking industry has evolved over the last few decades, vehicles transporting goods have grown in size and need appropriately designed roadways to accommodate their efficient movement. Addison's older industrial areas to the south contain streets that have a width of 36 feet and right-of-way of 66 feet. The Industrial Revitalization Plan determined that the 36 foot pavement should be able to accommodate the larger trucking vehicles currently in operation with a five-foot carriage walk behind each curb. This would allow the larger WB-65 vehicles to maneuver without driving over the curb.

Along with right-of-way redesign, the street intersections also should be modified to accommodate vehicles and avoid damage to curbs and landscape. The Industrial Revitalization Plan outlines several designs for intersections based on the roadway type. These are conceptual designs and the Village will need to undertake further detailed engineering design and analysis for each specific location. In many cases, businesses have signs or landscaping which will need to be relocated as part of the redesign process.

The quality and speed of infrastructure improvements identified above will depend a great deal on the funds available. As identified within the Industrial Revitalization Plan, there are five main sources of funding available:

- **Motor Fuel Tax**

Addison receives approximately \$2 million a year in revenue from the state's motor fuel tax. These funds should continue to be utilized towards resurfacing of streets, road extensions, street lighting, signage, and infrastructure improvements.

- **Gas and Electric Utility Taxes**

The Village should consider utilizing gas and electric utility taxes which could help to pay for many improvements cited in the Industrial Revitalization Plan.

- **General Revenue Fund**

The Village should consider earmarking funds within its annual budget for specific improvements such as a façade improvement program, marketing, and modifying regulations such as the zoning ordinance.

- **Tax Increment Financing (TIF)**

The existing TIFs in the Village are mainly aimed towards commercial revitalization. The Village should further evaluate creating a TIF district within the older industrial area that would help pay for improvements.

- **Grants**

There are several grants through the Illinois Department of Transportation (IDOT), Illinois Department of Commerce and Economic Opportunity, and other regional agencies that provide low interest financing for a variety of programs. Given the competitiveness and limited opportunities to receive grants, the Village should consider all types of grants as supplementing the other funding strategies outlined in this section.

- **Special Service Area (SSA)**

Consider an SSA for assistance in funding maintenance, management and/or marketing of industrial areas.

## Physical and Regulatory Improvements

**Collection and analysis of data related to industrial properties is important** for two reasons: making Village officials aware of the current health of the industrial economy and marketing key strengths and opportunities available to outside investors. Choose DuPage would be the ideal partner to help create and maintain an inventory of vacant and underutilized parcels in the community. This inventory should be advertised on the websites of Choose DuPage, Chamber and Village, with additional avenues for advertising and marketing of sites. Information for parcels and/or buildings should include location, PIN number, size of parcel, size of building, condition of building, age of building, current zoning, property taxes, and photos of the property. Once the data

is collected, proactive marketing will play a vital role. In order to promote the Village's industrial assets and unique infrastructure, the Village officials should continue to work closely with Choose DuPage and ACCI. The two entities should work together not only to create materials and access different media outlets, but also in identifying regional partners to collaborate with and effectively reach out to. The ACCI will also be a vital partner in marketing Addison's assets to local businesses and residents in an effort to boost community confidence and retain businesses. Potential strategies could include hosting educational sessions with business owners, annual events, and informational articles in newsletters and online media.

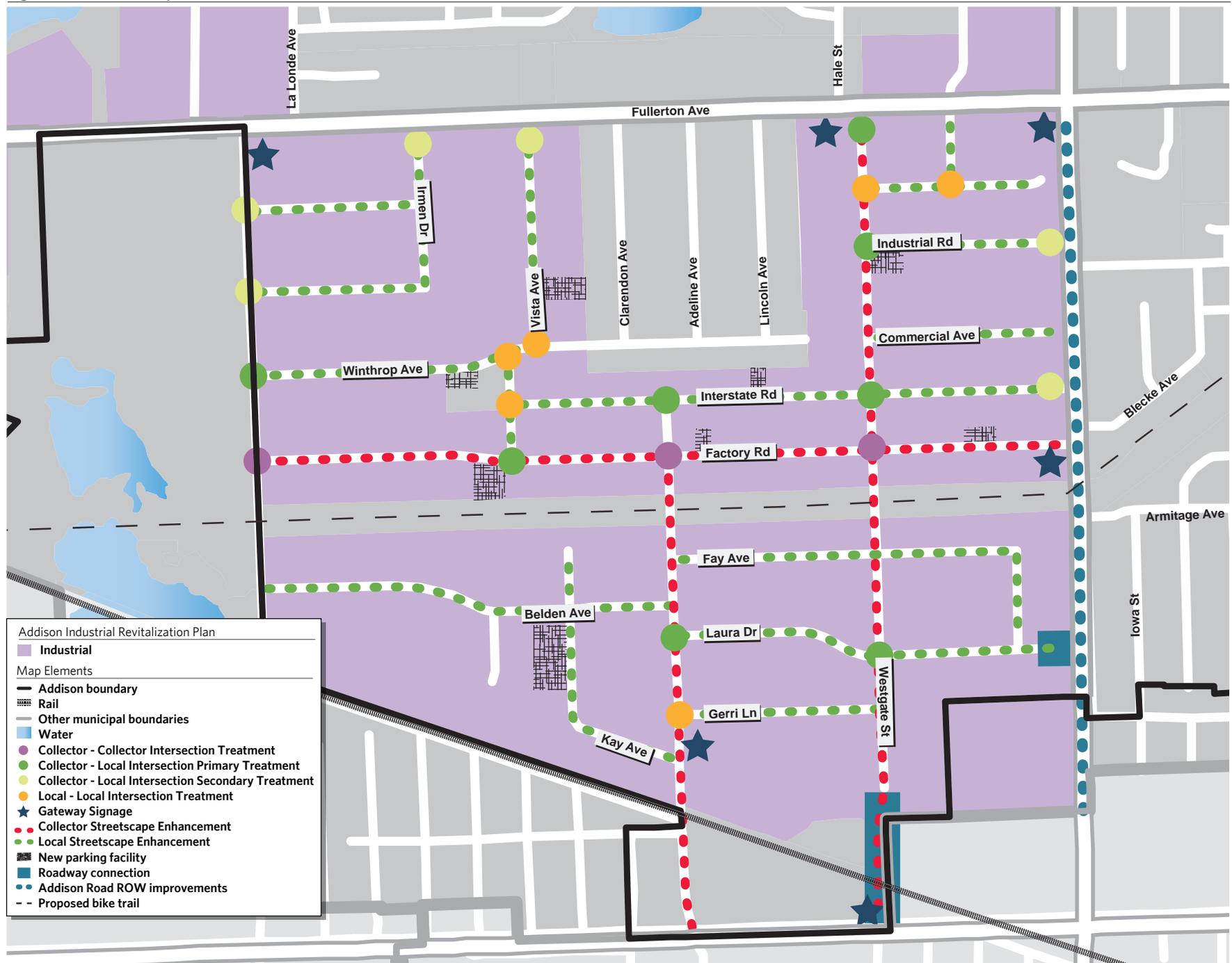
Example of an industrial building in Addison.



Example of a business park entrance sign that creates an identity for the district.

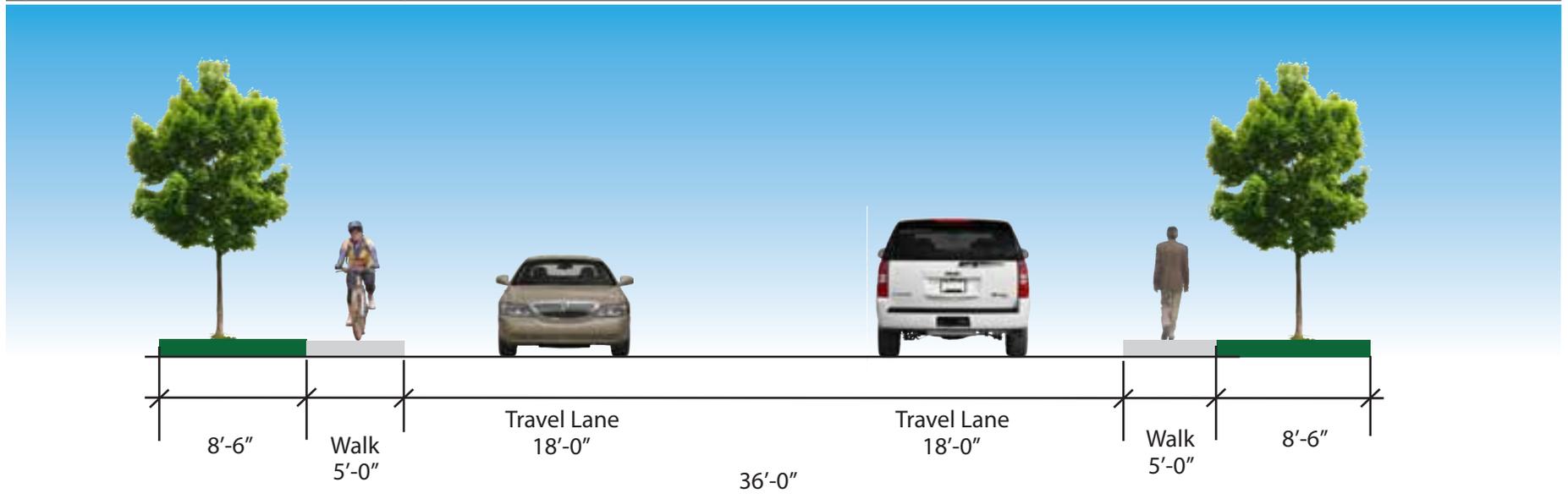


Figure 10. Industrial improvements in older industrial area



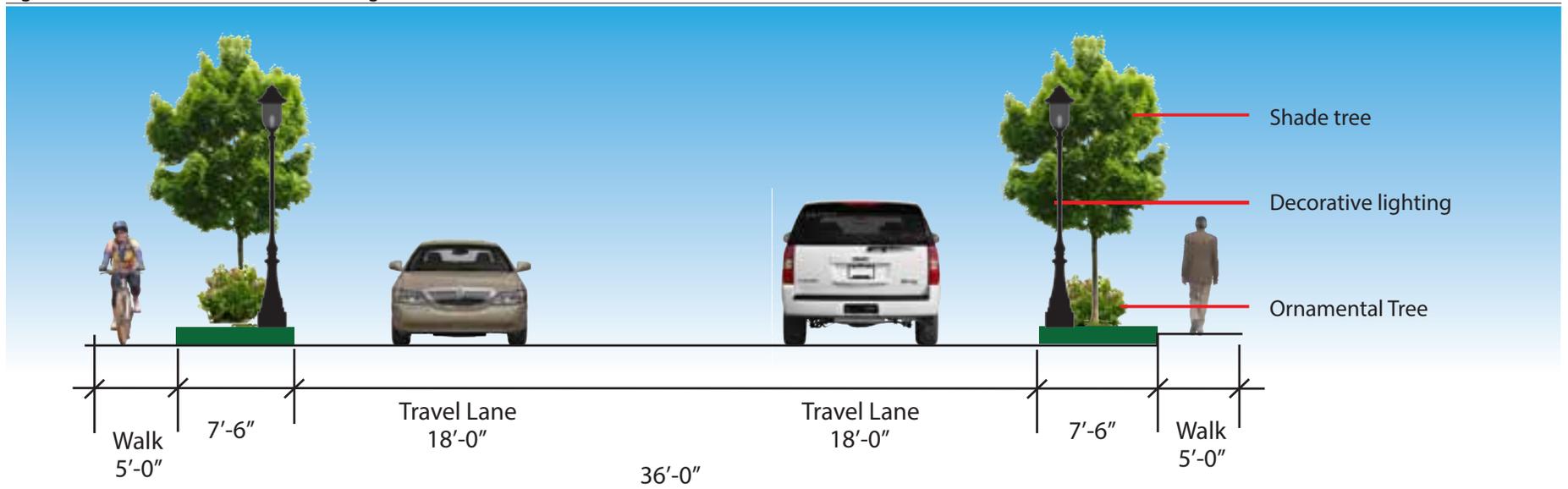
Source: Chicago Metropolitan Agency for Planning.

Figure 11. Industrial area collector street redesign



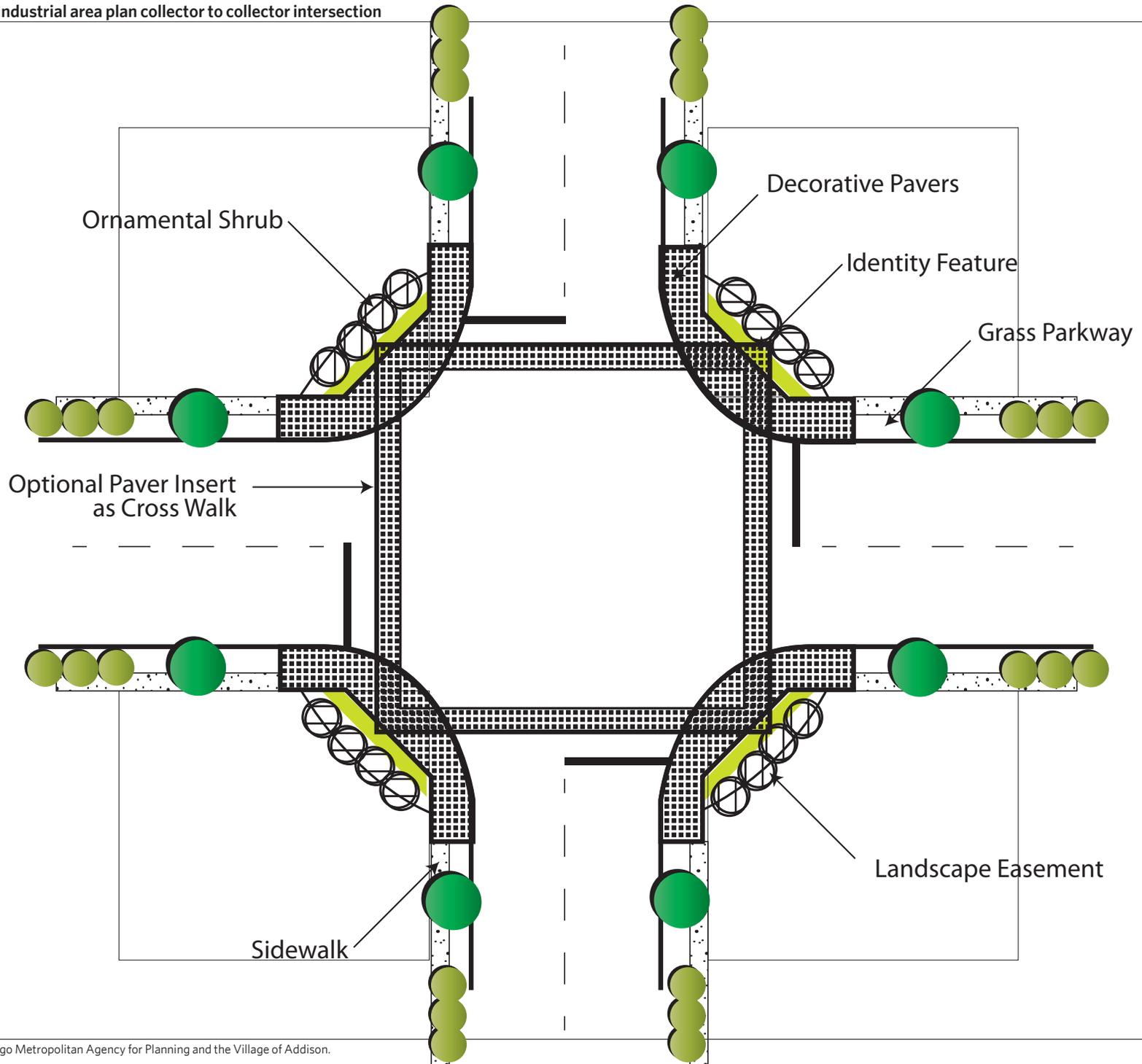
Sources: Chicago Metropolitan Agency for Planning and the Village of Addison.

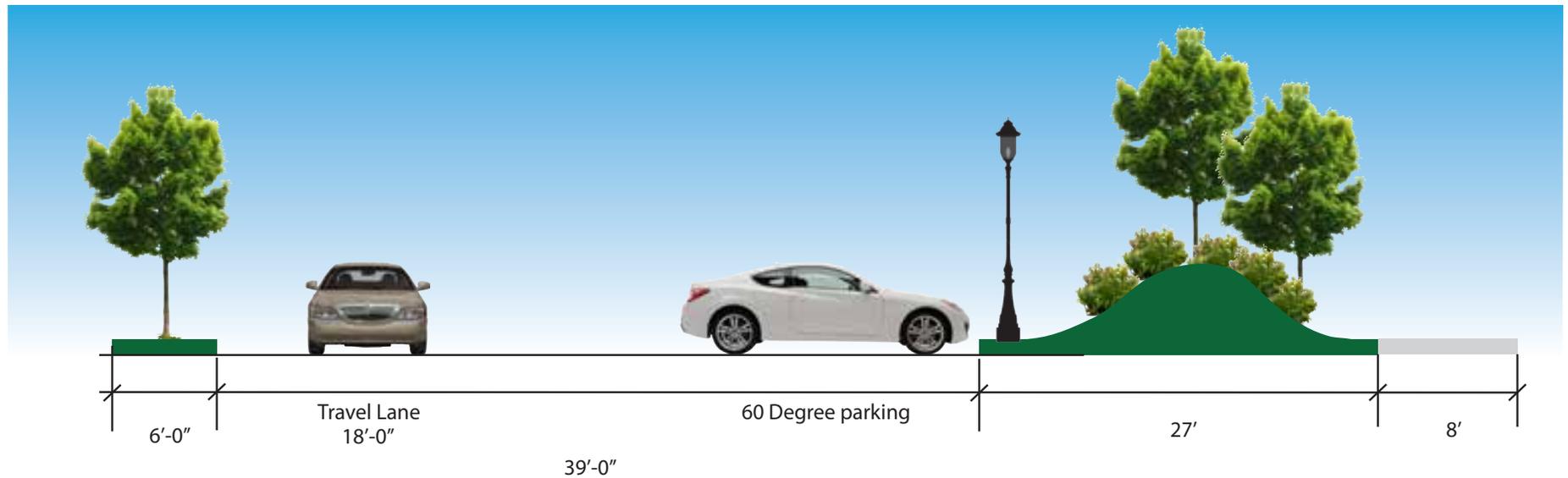
Figure 12. Industrial area local street redesign



Sources: Chicago Metropolitan Agency for Planning and the Village of Addison.

Figure 13. Industrial area plan collector to collector intersection



**Figure 14. Industrial area Addison Road buffer**

Sources: Chicago Metropolitan Agency for Planning and the Village of Addison.



# Chapter 6

## Transportation Network

The following goals and objectives are intended to serve as guiding tenets to help the Village realize its vision for its transportation system. Detailed and actionable implementation strategies are provided further on to help the Village successfully achieve these goals and objectives:

### Goals and Objectives

1. Reinforce the community's industrial strength by increasing efficiencies in the movement of goods into and out of industries located in the Village. Support regional transportation efforts that will allow Addison to maintain its competitive edge in the region.
2. Continue exploring greater transportation options for residents and employees by growing the transit network within the community and strengthen connections between the community and greater region.
3. Evaluate the creation of non-motorized transportation opportunities in the form of bikeways and pedestrian infrastructure to help improve community wide circulation as well as connect residents to regional destinations.

### Summary of Existing Conditions

Addison's proximity to rail, interstate and air travel networks is an important asset for community residents and businesses. The Village is positioned with close access to O'Hare Airport, approximately seven miles to the northeast. It is also situated between two major highways. Interstate 290 and Interstate 355 run along the northern and western edge of Addison respectively. While no Metra line runs within Village limits, Metra UP-West line to the north and Metra BNSF line to the south link Addison residents to the region via stations in neighboring communities. In fact, Addison residents have access to six Metra stations within four miles of its boundaries. These include the Wood Dale station, Itasca station, Medinah station, Villa Park station, Lombard station, and Elmhurst station.

Along with these transportation strengths, Addison faces challenges related to roadway improvements, transit services, and non-motorized connections. Although most municipal streets are in excellent condition, there are a **few gaps in the street network** that prevent a smooth flow of vehicular traffic through the community. Addison's **older industrial areas are in need of roadway improvements** to be able to accommodate modern day vehicular needs and distribution volumes. The Village's Industrial Revitalization Plan created in 2001 points to several of these improvements including roadway and intersection design that need to be prioritized in the short-term. The Industrial Areas chapter of the Comprehensive Plan further describes these recommendations.

**Transit ridership is low** and is likely due to a number of factors, including limited Pace bus service, land use patterns that are not oriented toward transit, and low residential and employment densities along primary corridors. During the existing conditions analysis phase, residents and employers expressed a desire for a transit connection to the Wood Dale or Villa Park Metra Stations. The Village has undertaken or participated in several studies aimed to improve Addison's local transit network as well as enhance connectivity to regional destinations. These include the Addison Transit Improvements Plan, DuPage Area Transit Plan, and DuPage Area Local Circulator Study.

Lake Street, Addison's commercial center, recently underwent streetscape improvements by IDOT. However, the Addison Transit Improvements Plan from 2010 identified **gaps in the sidewalk network and insufficient pedestrian crosswalks at specific locations along Lake Street**. In addition, there are other missing features that reduce the walkability of this area; for example, the frequency of crosswalks is quite low with only eight signaled intersections along this 4.5 mile corridor. This creates an environment where pedestrians have to walk an average distance of nearly one-half a mile to cross the street. Facilities to support bicycling in the community are also limited. Although some bike trails exist within the community, there is a significant gap in their ability to connect residents to key destinations in the community as well as regionally. Addison has several streets designated as bike routes, including Mill Road, and some of the nearby local streets, but at this time, there are no on-street bike lanes.

## Recommended Strategies

The Village of Addison is in varying stages of implementation for several of the strategies outlined in this section. Therefore, the intent of the following recommendations is to recognize the Village's implementation successes while recommending ways to further enhance these programs and/or add new ones.

In order to address issues identified in the summary of existing conditions, the Comprehensive Plan outlines a series of recommendations that will improve Addison's roadway, transit, and non-motorized transportation. Recommendations are distributed into two main categories:

- Local improvements to improve access within the Village.
- Regional improvements to improve access to major destinations.

The successful implementation of recommendations will be determined by a number of local and external factors. From a local municipal standpoint, availability of funds, community need, and staff capacity will determine implementation priorities and phasing. Similarly, external factors such as the pace of economic recovery, allocation of funds at the federal and state level, and implementation of regionally significant projects will influence the timing of initiatives.

## Local Transportation Improvements

As mentioned previously, Addison roadways are generally in excellent conditions, both in terms of accommodating traffic and physical maintenance. The Comprehensive Plan recommends that the Village consider focusing its roadway improvement efforts both in terms of funding and resources to the older industrial areas. As outlined in the Industrial Areas chapter, there are a number of significant improvements that need to be implemented in order to allow older industrial businesses stay competitive in the current market.

The Comprehensive Plan focuses most of its local transportation recommendations on community-wide transit and non-motorized transportation issues. Some recommendations related to transit improvements along Lake Street are also provided in the Commercial Areas Plan chapter.

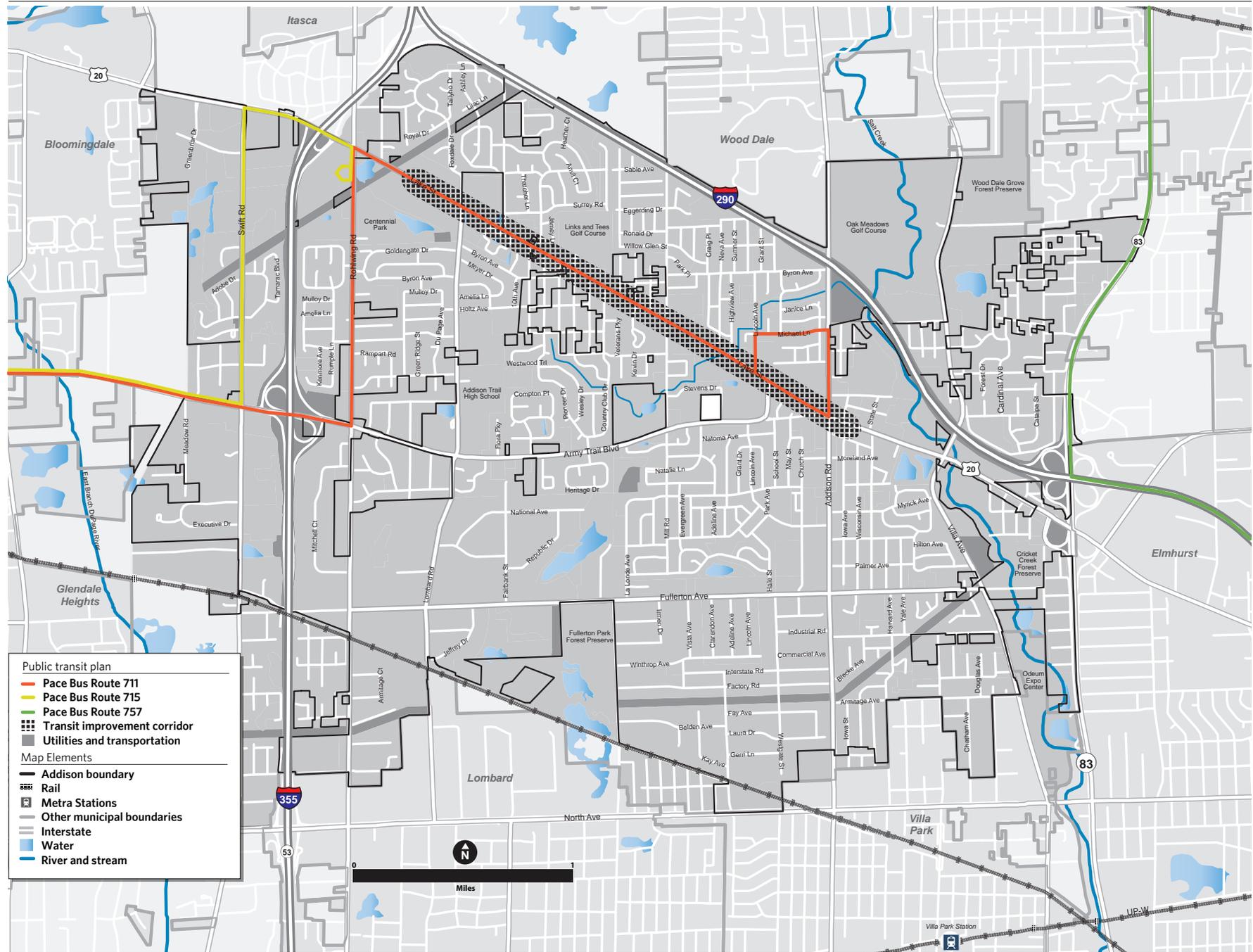
The Village's 2007-12 Strategic Plan mentions developing a network of pedestrian and bicycle paths and advancing public transit as two key goals. In order to initiate this, the Village should **consider undertaking an Active Transportation Plan (ATP)** that will help identify improvements to the physical infrastructure, policies, and programs that make it safer and more convenient for people to walk, bike, and use transit in Addison. The ATP should include the following key components:

- **Active Transportation Network**  
Pedestrian improvements, bicycle routes and crossings, wayfinding signage, and infrastructure improvements.
- **Potential Policies**  
Ordinances and/or programs that the Village should consider adopting. Examples include a Complete Streets Policy, Safe Park Zones Ordinance, Distracted Driver Ordinance, and Traffic Calming Policy.
- **Programming Ideas**  
Programs for education, encouragement, enforcement, and evaluation.
- **Implementation**  
Comprehensive timeline for implementation of each of the recommendations.

In the short-term, the Village should **continue to focus efforts on improving pedestrian safety measures along Lake Street**, specifically at the mixed-use nodes identified in the future land use plan near Addison Road, Mill Road, and Lombard Road. These improvements, such as pedestrian signal timing, street lighting, landscape improvements, and bus stop amenities, will require coordination between the Village, Pace, and IDOT. Focusing on the mixed-use nodes as initial priorities is critical to demonstrate success before the Village implements similar improvements in other areas of the community.

**Continue to consider bike trail improvements along the ComEd easement** running to the south and north west of the community. The ComEd easement bike trail will provide an important connection between the Salt Creek Greenway to the East Branch of the DuPage River Trail. The Village should work with ComEd to prohibit industrial users from using ComEd's easement for storage of products, equipment, and vehicles. The Village should work closely with ComEd to negotiate use of the easement for trails as well jointly apply for federal and state grants (e.g. Open Space Lands Acquisition and Development (OSLAD) grants) for construction of the bike path. Similarly, the Village should work together with the APD, DuPage County, and DuPage County Forest Preserve District to apply for funding to improve pedestrian and bike connections.

Figure 15. Public transportation plan



Source: Chicago Metropolitan Agency for Planning.



## Regional Transportation Improvements

Several agencies have undertaken transportation studies in the past decade that would have an impact on Addison's transportation resources and/or development patterns. The Village's leadership should **continue to monitor the progress of these projects and actively participate** in the planning process, either by itself or by forming a coalition with neighboring communities.

- **Elgin O'Hare Western Bypass Project**

The project is led jointly by the IDOT, Federal Highway Administration (FHWA), Illinois Tollway, and Federal Aviation Administration (FAA). The project involves construction of a new four-lane toll highway connecting to O'Hare International Airport. The roadway design preserves a 70-foot wide right-of-way to accommodate public transit. Although this proposed route runs north of Addison, it will have an economic impact on the Village.

- **J- Line Bus Rapid Transit Plan (BRT)**

The proposed J-Line BRT will provide a high speed transit connection between major regional destinations that include O'Hare International Airport, Oak Brook, and Naperville. The targeted service market for the transit line is East Central DuPage County. The line will have a significant impact on Addison, given that it is proposed to run along the Route 83 corridor.

- **DuPage Area Local Circulator Study**

The circulator study is part of the overall DuPage Area Transit Plan, adopted jointly by the DuPage Mayors and Managers Conference (DMMC) and the DuPage County Board to address congestion and mobility in the county. The Addison Circulator Service proposed in this study is designed primarily to meet the needs of local residents. The circulator will provide connections between key residential areas and destinations within Addison. One of the alternatives in the study provides service to the Villa Park Metra station while two alternatives provide service to the Lombard Metra station. The Lake Street corridor is an important element of any local circulator service, and the implementation of the Comprehensive Plan's land use and pedestrian infrastructure recommendations along Lake Street would be highly supportive of future transit service in that corridor.

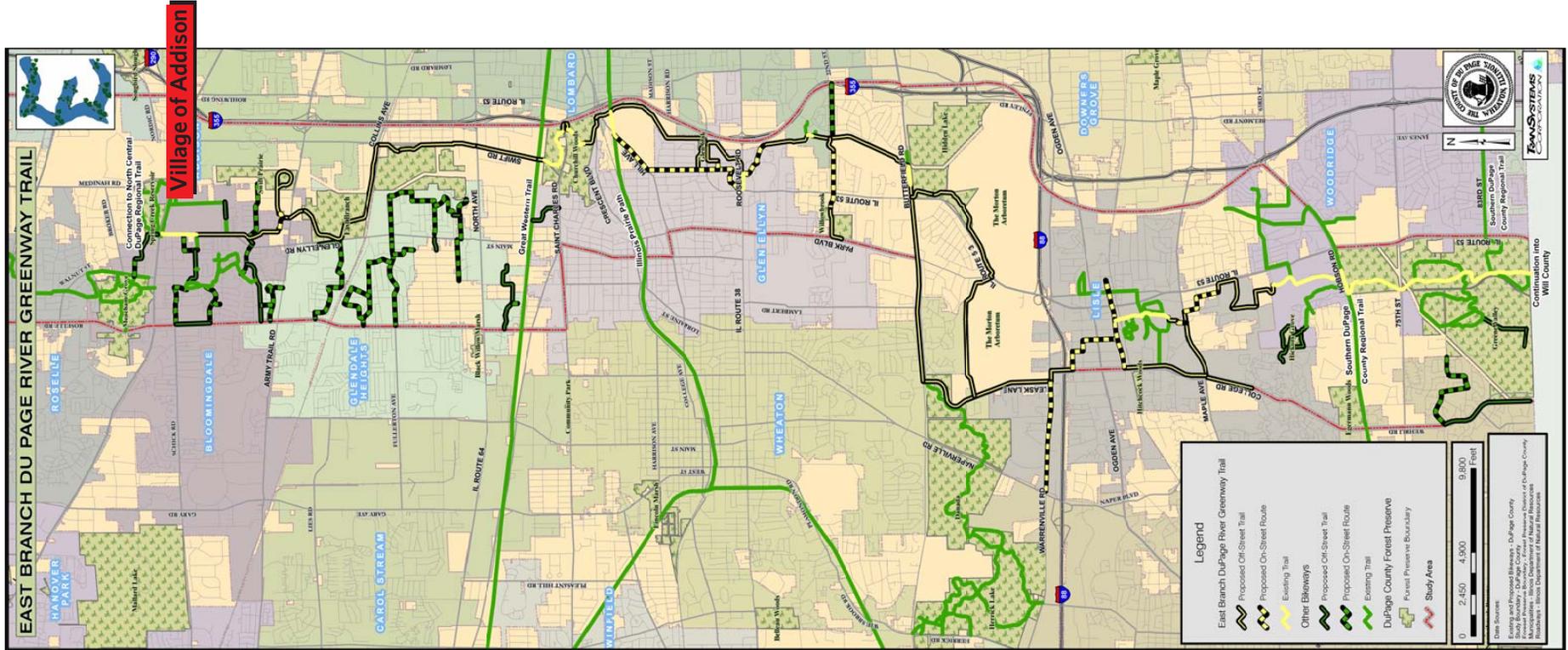


An existing off-street trail in Addison

In terms of non-motorized transportation, the Village should **continue to work with other jurisdictions to implement the Salt Creek Greenway Trail and East Branch DuPage River Greenway Trail**. The Salt Creek Greenway Trail runs from Elk Grove Village to LaGrange Park, covering over 35 miles and connecting six eastern DuPage communities including Wood Dale, Addison, Villa Park, Elmhurst, Oak Brook, and Oakbrook Terrace, as well as others in Cook County. The completed trail crosses Salt Creek into Addison through Addison Community Park to Addison Road, just south of the water treatment plant entrance. The trail connects to the Illinois Prairie Path and Great Western Trail south of the Village, significantly enhancing access to the several regional destinations for bicyclists. The East Branch of the DuPage River Greenway Trail is a proposed 31-mile north-south trail corridor through central DuPage County. The trail, upon completion, will connect Addison to over 18 schools, 29 local parks, 10 DuPage County forest preserves, and several key destinations. The Village should continue to support the various projects' development.



Figure 18. East branch DuPage River greenway trail



Source: TranSystems Corporation.



Figure 19: Salt Creek greenway trail



Source: URS Corporation 2010.



# Chapter 7

## Natural Features

The following goals and objectives are intended to serve as guiding tenets to help the Village realize its vision for its natural features. Detailed and actionable implementation strategies are provided further on to help the Village successfully achieve these goals and objectives:

### Goals and Objectives

1. Identify opportunities for connecting residents to local and regional recreational amenities and open space programs in the form of parks, community gardens, and indoor recreational amenities within easy access of residents and visitors.
2. Maximize utilization of the existing open space by forging mutually beneficial partnerships between public agencies and community stakeholders, wherever possible.
3. Adopt and implement innovative policies and programs to resolve flooding in the community. Identify opportunities to collaborate with local and regional partners in order to create a comprehensive solution.

### Summary of Existing Conditions

This section of the Addison Comprehensive Plan focuses on two components: parks and open space, and stormwater management systems. Although at the outset, these two may seem to be mutually exclusive components, they work closely together to provide residents with a variety of recreation opportunities and protect the built environment.

**Addison's network of local parks and accessibility to regional open space combine to sufficiently meet the needs of its residents.** Although limited in terms of acreage, the APD and the Village offer high quality programs and facilities. Aside from being integral to the community's recreational opportunities, the parks contribute greatly to the residents' quality of life. Based on a population of 36,942 residents, Addison provides approximately 7.8 acres of open space per 1,000 people. Although this number is below the National Recreation and Parks Association (NRPA) standard which is ten acres of open space for every 1,000 people, residents have access to several major open spaces nearby, including preserves owned and managed by the Forest Preserve District of DuPage County.

The APD has recently completed its Comprehensive Master Plan, a long range plan that outlines specific strategies and priorities for maintaining existing parks and facilities while also looking towards adding new parks and/or amenities. According to the Plan, to reach the goal of 10 acres per 1,000 people, the Park District should continue to look for opportunities to acquire additional park space, while recognizing that creating new open space is a challenge in a built-out community like Addison.

**Flooding has been a major concern in the Village**, specifically for residential areas adjacent to Salt Creek. Stormwater detention facilities alleviate these concerns to a great degree while also providing an additional source of recreation. These facilities cover several acres in the Village, located throughout and helping protect residential and commercial areas from flooding. Pedestrian trails built along the perimeter of facilities such as Louis Reservoir are utilized by residents on a regular basis. The Village of Addison, in collaboration with DuPage County and several similarly affected communities, is working proactively to address flooding concerns.

## Recommended Strategies

The Village of Addison is in varying stages of implementation for several of the strategies outlined in this section. Therefore, the intent of the following recommendations is to recognize the Village's implementation successes while recommending ways to further enhance these programs and/or add new ones.

The strategies recommended in this chapter are meant to provide recreation to improve community health, improve the natural environment, and protect the built environment through management of natural hazards. While parks primarily serve residents' recreational needs, they can also contribute to stormwater management. Similarly, detention and retention facilities built to alleviate flooding can also serve recreational purposes if designed accordingly. The Comprehensive Plan outlines innovative tools and techniques to alleviate flooding and improve open spaces within the community.

The strategies build upon recommendations contained in the recently adopted Addison Park and Recreation Comprehensive Master Plan. The APD will play a leadership role in implementing these strategies. Recommendations are organized into four main categories:

- Best Management Practices for Stormwater Management.
- Busse Woods Dam Modification Project.
- Building Partnerships and Awareness.
- Marketing and Communications.

The successful implementation of recommendations will be determined by a number of local and external factors. From a local municipal standpoint, availability of funds, community need, and staff capacity will determine implementation priorities and phasing. Similarly, external factors such as the pace of economic recovery, allocation of funds at the federal and state level, and implementation of regionally significant projects will influence the timing of initiatives.

## Best Management Practices

The Village has adopted a comprehensive Stormwater and Floodplain Management Ordinance that aims to protect, conserve, and promote the orderly development of land and water resources. Some of the key components of the ordinance include:

- **Development Requirements**

Streets, blocks, lots, parks, and other public grounds may be located and laid out in a manner as to preserve and utilize natural streams and channels. Wherever possible, floodplains may be included within parks and other public grounds.

- **Minimization of Run-off Volumes and Rates**

Each property is required to select one of five measures to minimize the run-off volumes and rates from their site. Measures include open vegetated swales, storm water retention structures, and storm sewers.

- **Early Completion of Detention Facilities**

The sites that require detention, retention, or depressional storage areas should consider installing such systems prior to beginning the grading of the property.

A detailed list of criteria for new developments is provided in the Stormwater and Floodplain Management Ordinance and should be strictly adhered to for all new developments in the community. In addition to the Village Ordinance, development requirements for projects within the flood plain are listed in the DuPage County Countywide Stormwater and Flood Plain Ordinance and should be referenced. Together, these two ordinances will allow the Village to effectively tackle flooding issues in the Village.

Maintenance of existing detention and retention facilities is also critical. The Village's Public Works Department should **continue to monitor these facilities** with an inspection program that ensures each detention and retention pond can accommodate the required run-off volumes.

Parks and open spaces can play a role in stormwater management as well, and the Village and Park District should consider working together to capture these benefits. By merely preserving the existing parks such they retain their permeable surfaces, the Village can significantly reduce stormwater management costs by capturing precipitation and/or slowing its runoff. The Village and Park District should ensure that any construction of facilities or amenities in public parks does not cause an increase in the amount of run-off by creating more impervious surfaces.

**Innovative design elements could be introduced in parks** to assist with stormwater management such as native plantings, community gardening beds, planting beds, and drainage swales. Similar efforts could potentially be pursued with the schools, where they can also serve a valuable educational purpose. Installations for stormwater management can be used by school teachers as outdoor classrooms to aid in teaching lessons about the natural environment. Stormwater management features can be used to demonstrate to high school students how civil engineering and landscape architecture shape the built environment and mitigate the effects of urban development.

## Busse Woods Dam Modification Project

The Village of Addison is currently participating in a joint community effort to modify, the Busse Woods Dam, which would serve to reduce flooding along Salt Creek. The Village should continue its efforts in support of the project.

The Busse Woods Dam modification project is a collaborative effort between the DuPage County Forest Preserve District and many communities, including Addison to address flooding that occurs in the area. The project is the result of a feasibility study conducted last year due to a proposal by the Friends of the Forest Preserves of Cook County.

Salt Creek flooding affects as many as twenty communities in DuPage County, such as Addison, Elmhurst, Itasca, Roselle, and Wood Dale. The engineering and environmental impact studies will help determine the total cost of the project and help identify the environmental impact of modifying the existing dam. The goal of the study is to get Addison and surrounding communities closer to seeking grants and contractor bids, with construction to begin by spring 2014.

## Building Partnerships and Awareness

Given the limited options for acquiring more open space in the Village, the APD has been proactive in collaborating with several organizations and businesses, maintaining strong relationships with the Village of Addison, DuPage High School District 88, Addison Elementary School District 4, the Forest Preserve District of DuPage County, Northeast DuPage Special Recreation Association (NEDSRA), Addison Rec Club, Athletico, and other governmental units and public/private organizations that serve the residents of the District. The Park District should encourage additional participation by the Forest Preserve District, Township, County, and other agencies to establish common interests.

Although limited, there may be a few opportunities for new open areas in the Village. The Village should consider requiring new developments built on land over two acres to accommodate open space that is pervious and usable for recreation or stormwater management. Potential sites include the Michael Lane TIF District, old golf course site, Shemin Nursery, and Driscoll High School.

It is important that the different units of government and organizations continue to work together closely. The Busse Woods Dam Modification Project is an excellent example of the Village already working with other units of government to undertake projects.

**Intergovernmental agreements between various agencies** including neighboring communities along Salt Creek such as Elmhurst, Wood Dale, and Villa Park will allow the Village to continue providing a high quality of recreation to its residents and visitors. Specifically, these partnerships will allow the Park District to:

- Maintain parks and recreational facilities.
- Share the cost of personnel.
- Share usage of open space and associated buildings.
- Explore the joint development of facilities.
- Expand stormwater management capacity.

**Building a strong relation with the community's residents** is as critical as collaborating with external agencies. The APD should continue to participate in a wide variety of community events, as well as meet with community organizations in order to further the interests of the District and to receive feedback on the performance of the District. This involvement is critical to the District's program to increase public awareness and perception of APD.



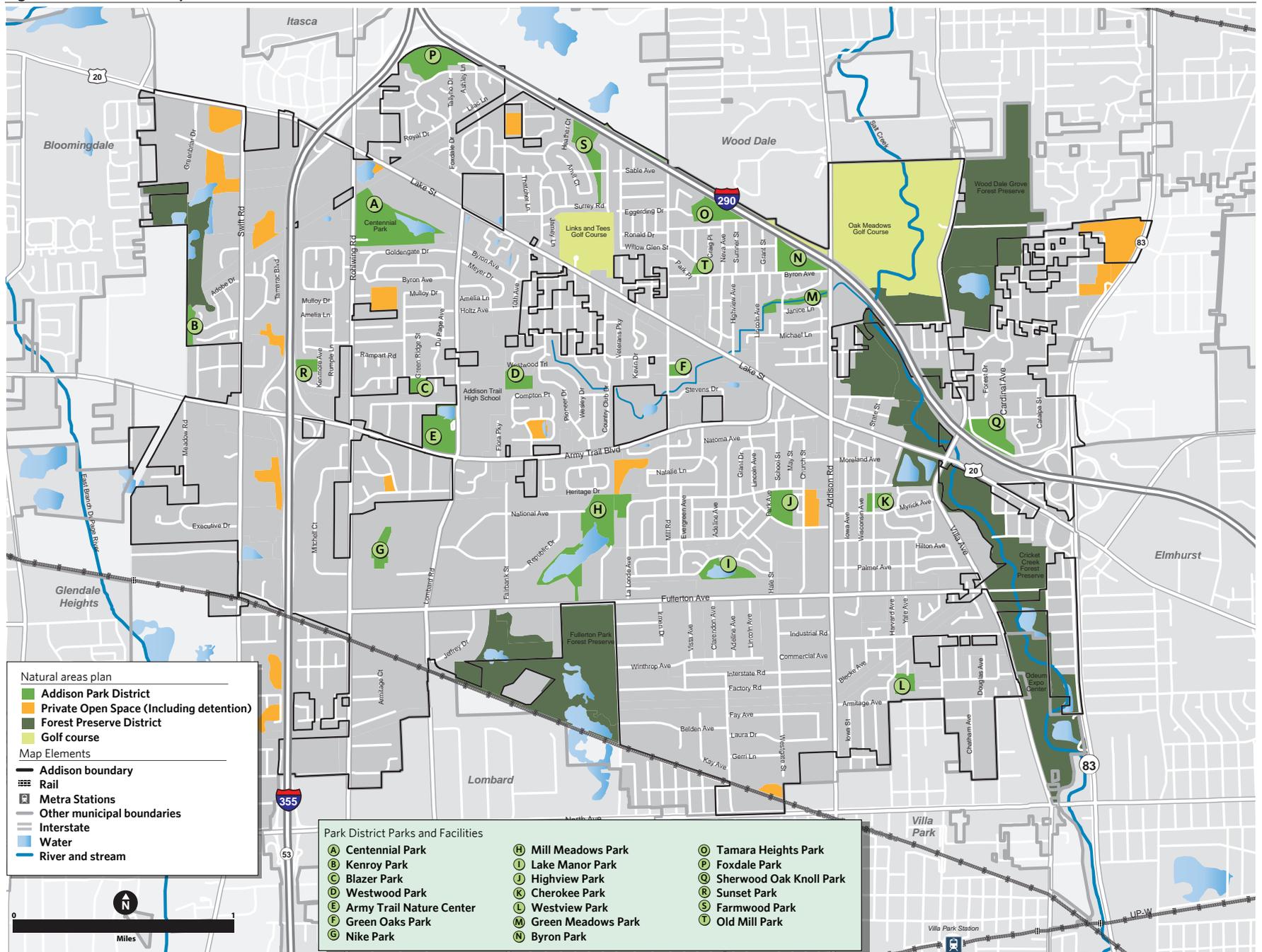
Army trail nature center.

## Marketing and Communications

The APD offers a number of programs related to sports, fitness/wellness, cultural activities, youth activities, outdoor recreation, aquatics, seniors, and special events. However, the success of these programs depends to a great extent on the ability to communicate and market effectively to Addison residents. As outlined in the Park and Recreation Master Plan, the APD should evaluate the feasibility of the following types of marketing efforts to reach residents; public relations, publicity, advertising, personal selling, and sales promotion. The Village's **Community Relations Department should work closely with the APD to coordinate marketing and outreach efforts.** The Community Relationships Department is responsible for public relations, media relations, and special events, as well as overseeing Addison's public access cable television, and Addison Community Television.

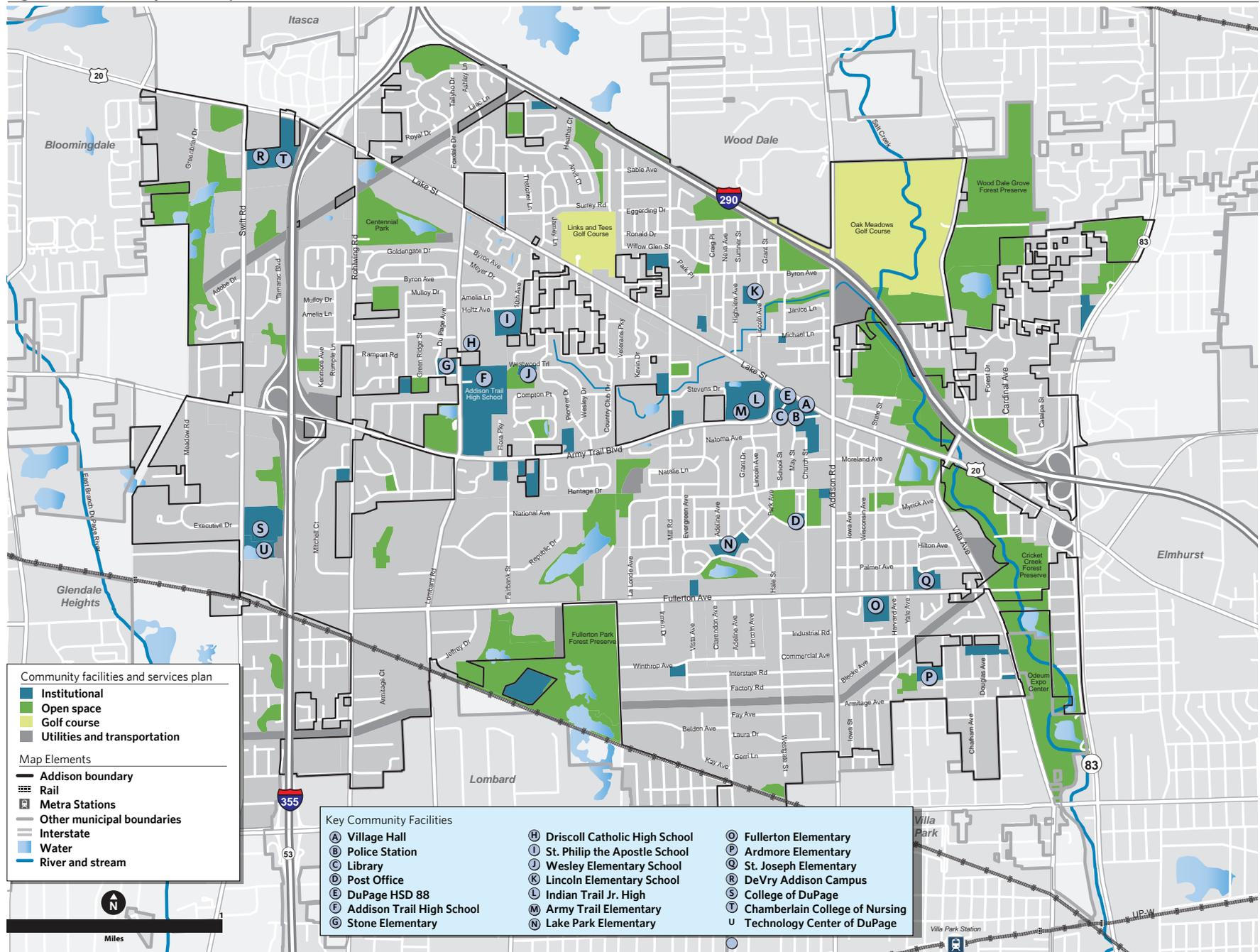
Specific marketing actions are outlined in the Comprehensive Parks and Recreation Master Plan. In addition to outlining the types of marketing and communications strategies that the APD and Village should undertake, it is important to target specific segments of the population. There are a number of programs and activities that would **make park facilities accessible to a wider audience** including seniors, families, persons with disabilities, pre-school and school age youth, sports leagues, and corporations. Further details are provided in the Parks and Recreation Master Plan.

Figure 20. Natural areas plan



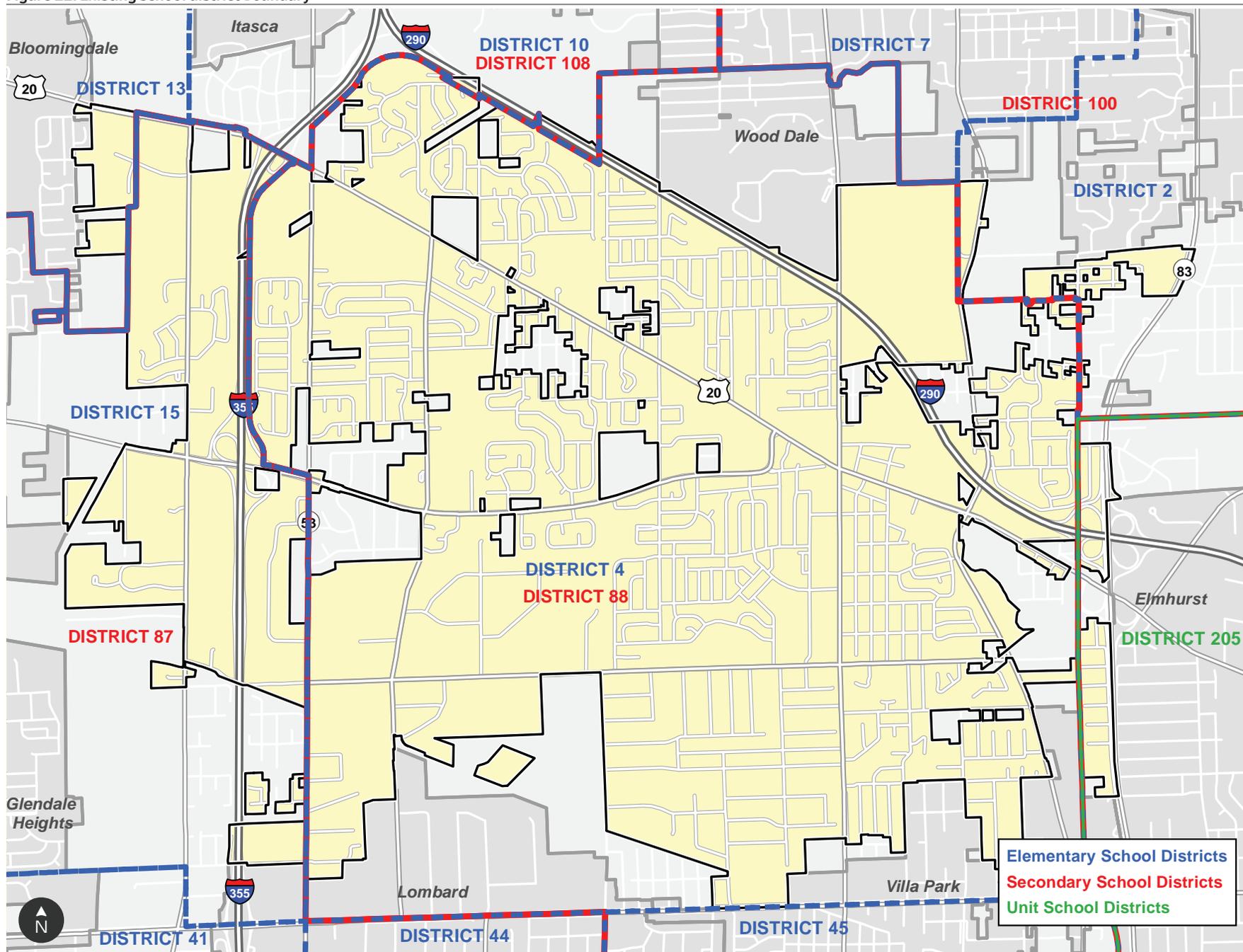
Source: Chicago Metropolitan Agency for Planning.

Figure 21. Community facilities plan



Source: Chicago Metropolitan Agency for Planning.

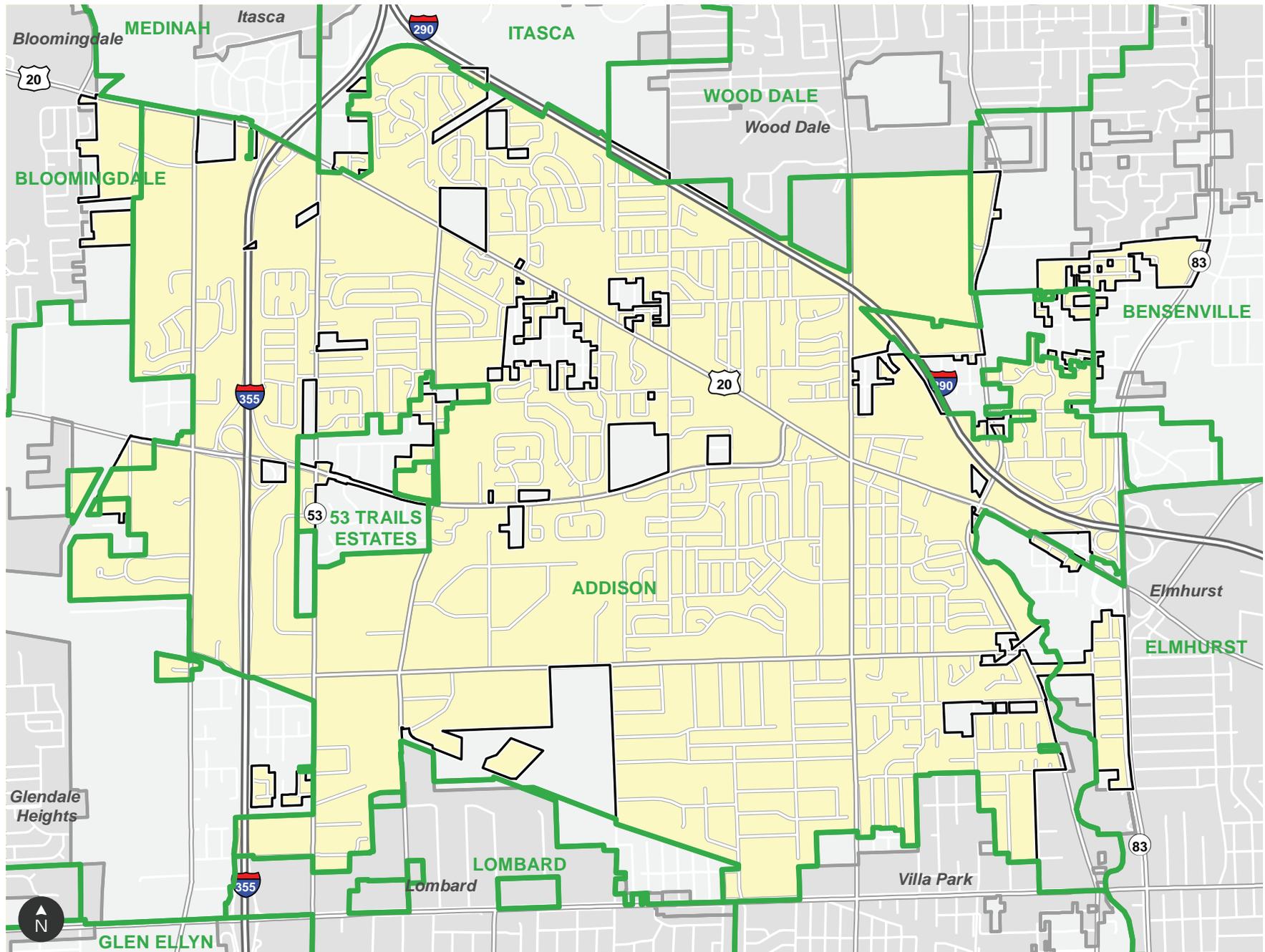
Figure 22. Existing school district boundary



Source: Chicago Metropolitan Agency for Planning.

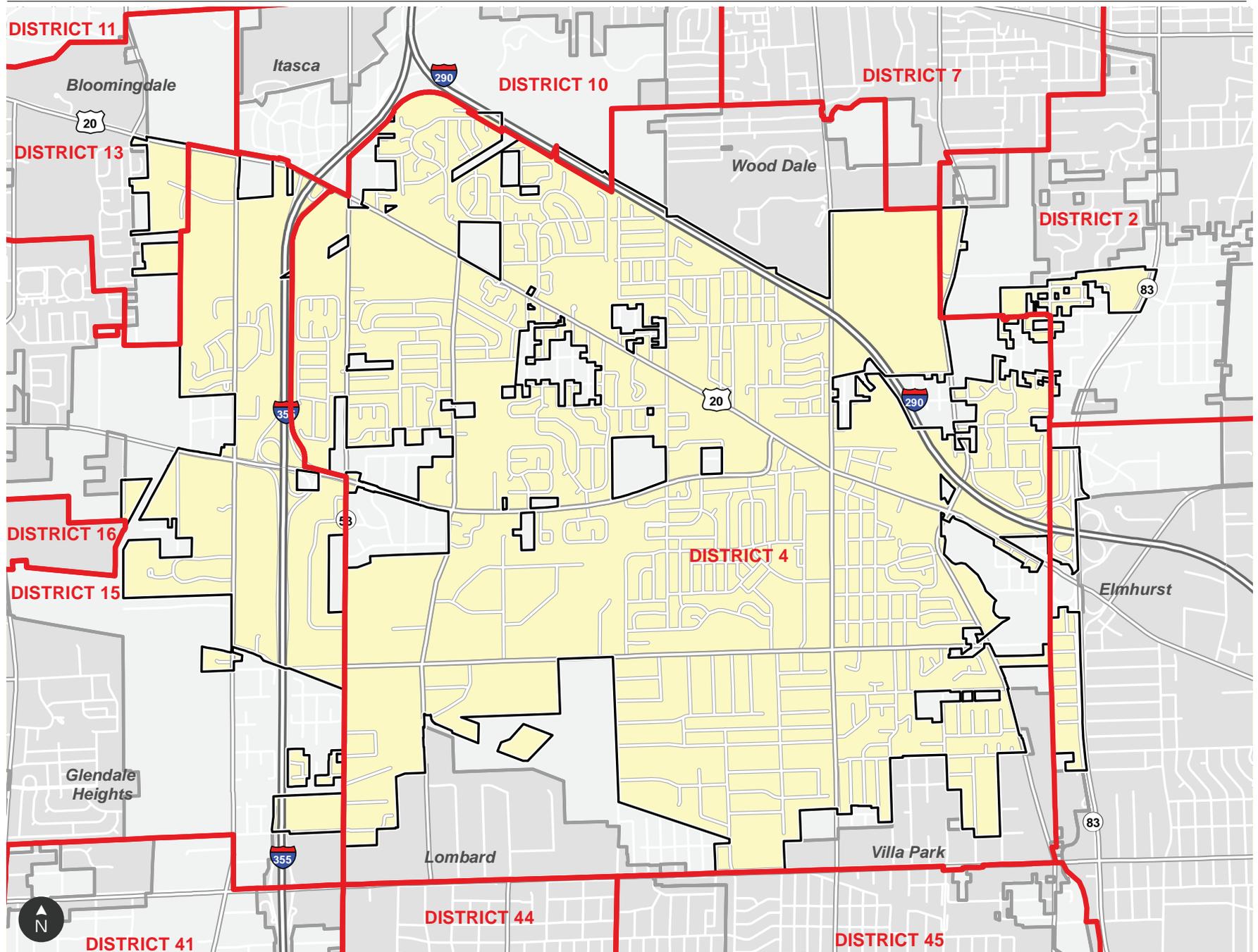
Source: Chicago Metropolitan Agency for Planning, 2012

Figure 23. Existing park district boundary



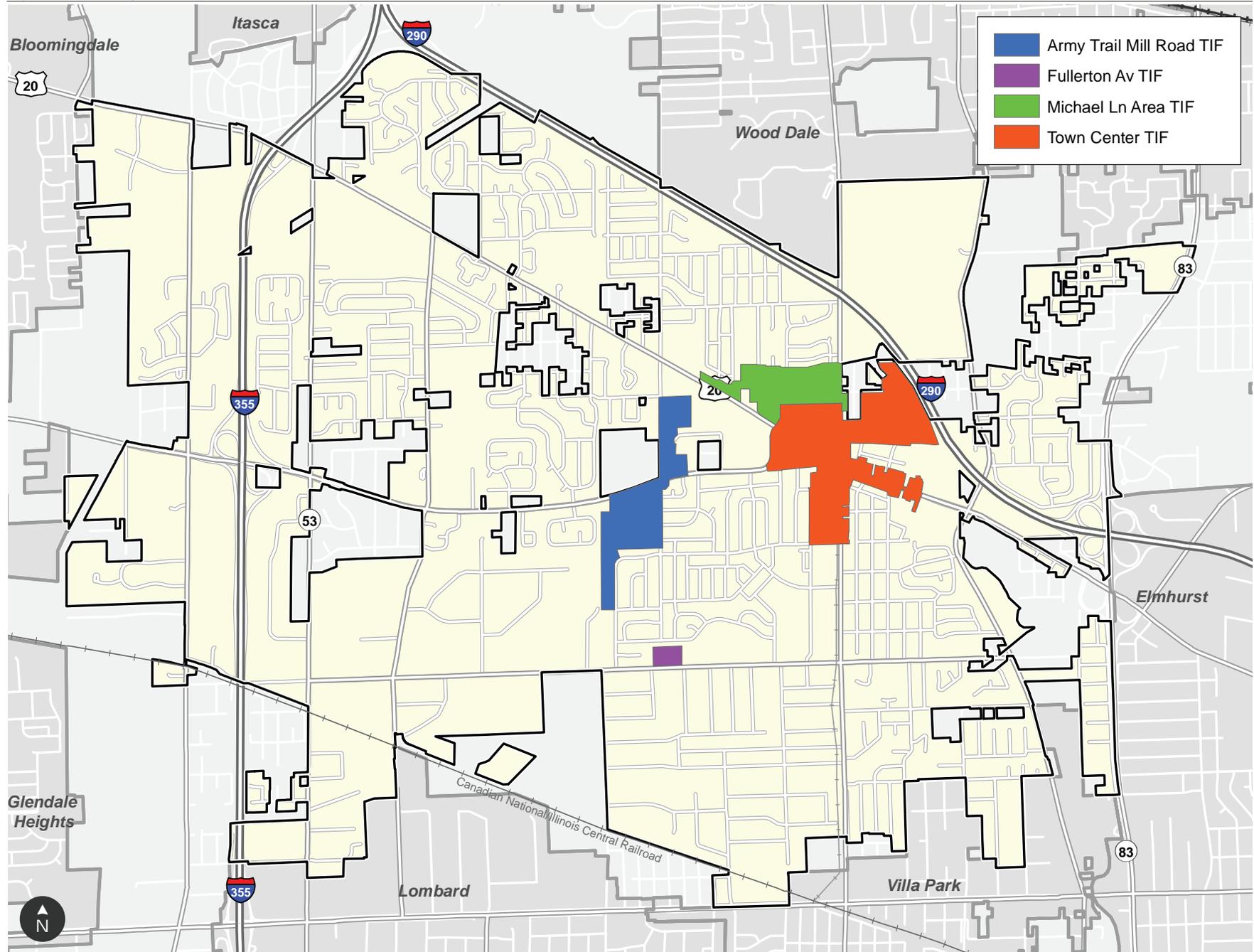
Source: Chicago Metropolitan Agency for Planning.

Figure 24. Existing fire district boundary



Source: Chicago Metropolitan Agency for Planning.

Figure 25. Existing TIF areas



Source: Chicago Metropolitan Agency for Planning.

## List of Figures

Figure 1. Regional location and study area	3
Figure 2. Planning process	4
Figure 3. Future land use plan	9
Figure 4. Residential areas plan	13
Figure 5. Potential sites for residential development	17
Figure 6. Commercial areas plan	23
Figure 7. Potential sites for commercial redevelopment	27
Figure 8. Industrial areas plan	33
Figure 9. Current industrial districts	35
Figure 10. Industrial improvements in older industrial area	40
Figure 11. Industrial area collector street redesign	41
Figure 12. Industrial area local street redesign	41
Figure 13. Industrial area plan collector to collector intersection	42
Figure 14. Industrial area Addison Road buffer	43
Figure 15. Public transportation plan	48
Figure 16. Major regional transportation projects	49
Figure 17. Trails plan	51
Figure 18. East branch DuPage River greenway trail	52
Figure 19. Salt Creek greenway trail	53
Figure 20. Natural areas plan	59
Figure 21. Community facilities plan	60
Figure 22. Existing school district boundary	61
Figure 23. Existing park district boundary	62
Figure 24. Existing fire district boundary	63
Figure 25. Existing TIF areas	64

# Acknowledgements

Thank you to the following who participated in the creation of this Plan:

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### Board of Trustees

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- Trustee Tom Hundley
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### Planning and Zoning Commission/ Project Steering Committee

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