

Comprehensive village plan : Itasca, Illinois / [transmitted to the Itasca Plan Commission].

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COMPREHENSIVE VILLAGE PLAN

ITASCA · ILLINOIS

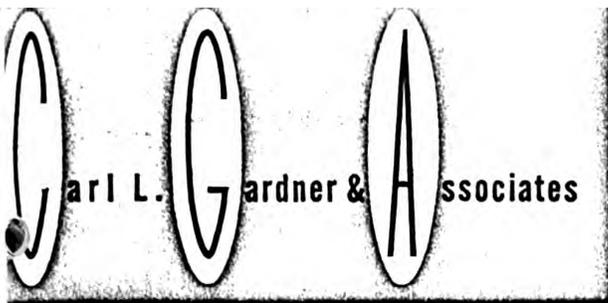
OCTOBER 1959

Prepared by CARL L. GARDNER AND ASSOCIATES

73 WEST MONROE STREET · CHICAGO 3 ILLINOIS

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CITY PLANNING CONSULTANTS
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October 21, 1959

Mr. Robert I. Ward, Chairman
Itasca Plan Commission
Village Hall
Itasca, Illinois

Dear Mr. Ward:

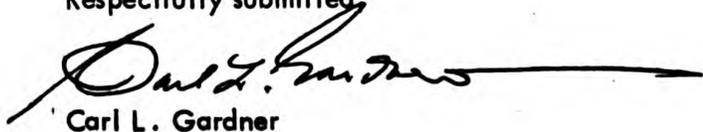
We herewith transmit 50 copies of the Comprehensive Plan Report for Itasca, pursuant to the terms of our contract. The Subdivision Regulations and Zoning Ordinance documents have, of course, been previously submitted, and are now enacted into ordinances of the Village.

In addition to the fine cooperation we received from the Plan Commission under your leadership, we wish to acknowledge also the leadership and guidance of Mr. James E. Clayson, President of the Village Board of Trustees, during the period of the preparation of the various phases of the Comprehensive Plan.

The Official Plan, Subdivision Regulations, and Zoning Ordinance which have been approved by the Plan Commission and adopted by the Village Board are the instruments for guiding an orderly growth of Itasca, to maintain and improve the existing high-quality suburban character of the Village. The Plan Commission is now engaged in its most important period of activity. Village planning is a continuous process, requiring strong leadership by the Plan Commission and other Village officials in the diligent effort to complete public-improvement programs and in vigilant adherence to the standards of the Subdivision Regulations and Zoning Ordinance.

The various elements of the Comprehensive Plan should be reviewed from time to time and adjustments made, if necessary, to further strengthen their effectiveness in the light of possible changing character of economic and population growth. The schedule of capital improvements contained in this report should also be reviewed periodically in accordance with subsequent priority determination by the Village and by other governmental units engaged in public-works programs.

Respectfully submitted,


Carl L. Gardner

CLG:med

COMPREHENSIVE PLANS • ZONING • LAND PLANNING • URBAN RENEWAL

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PART I

BACKGROUND FOR PLANNING

HISTORY AND POPULATION

History

Itasca is located in Addison Township, DuPage County, Illinois. It is approximately 20 miles northwest from the Chicago Loop and is a part of the complex of suburban communities in the Northeastern Illinois Metropolitan Area.

In 1841 Dr. Elijah Smith became the first settler, on land now located within the Village. The first commercial establishment, a general store, began operation about that same time. In 1850 the first school was constructed, on land donated by Dr. Smith. This school served the Village for over 40 years. In 1866 a cheese factory was established by Robert Yates. It continued in operation until 1872, when it changed ownership and became known as the Shroeder Factory and Blacksmith Shop. The initial residential subdivision was platted in 1875 by Dr. Smith, at which time he denoted land for the extension of railroad service to the community. Commuter rail service, called the "Itasca Accommodation," began operation in the early 1880's. Itasca was incorporated as a village on January 15, 1890. Mr. A.G. Chessman became the first President of the Village Board, and his son the Village Clerk.

During the prosperous 1920's many people built their homes in the attractive countryside section of the Village, and during that period municipal sewer and water systems were constructed. With the increased population, many commercial establishments including a bank started operation. The Itasca Country Club was also developed during that time. As in most communities, little growth was experienced between 1930 and early 1940. However, since World War II Itasca has experienced accelerated but well regulated new residential development.

Population

An analysis of the past, present, and projected population growth of a community is of prime importance in the preparation of a Comprehensive Plan. Population figures for Itasca and DuPage

County are given in Table 1.

The community received its first real impetus to growth from the rush to the suburbs that followed World War II. A population of 1,274 in 1950, of 2,091 in 1954 (special census) and of 3,151 by another special census in January of 1958, indicates the rapid growth of the Village in the past several years; a more recent population estimate (October 1958) is 3,400.

However, longer-range estimates for the Chicago Metropolitan Area and for DuPage County indicate that the growth of Itasca and its surrounding area will be greatly accelerated in the next few decades. Such estimates predict a 1980 population for Itasca of approximately 16,000. The population trend since 1920 and the estimates for 1960-1980 are shown in Chart I.

Population increase for Itasca will obviously depend heavily upon the amount of area annexed to it. Large tracts of land near the Village have been and are now being developed for residential building sites. If these areas are all to remain outside Itasca's limits, there is little indication that the Village itself will grow to its projected estimates. However, urban-type development in the surrounding areas will accommodate the above-estimated 1980 population. Growth in population of any urban area is influenced not only by the natural population increases, but also by in-migration. The extent of growth is, of course, dependent also upon standards of development and community facilities, including public water and sanitary-sewer systems.

The age and sex structure of the Village's population is an increasingly important factor in planning for its future needs, particularly in respect to schools and housing. The 1954 Special Census figures reveal no significant change in the ratio of males to females, but in recent years the percentage of school-age children, and that of older people, have increased considerably. The increasing proportion of school-age persons is reflected in the need for additional schools, playgrounds, and recreational facilities. On the other hand, housing and other facilities to accommodate the increasing number of older people should likewise be considered.

Table 1

POPULATION TRENDS OF ITASCA AND DUPAGE COUNTY 1940 — 1957

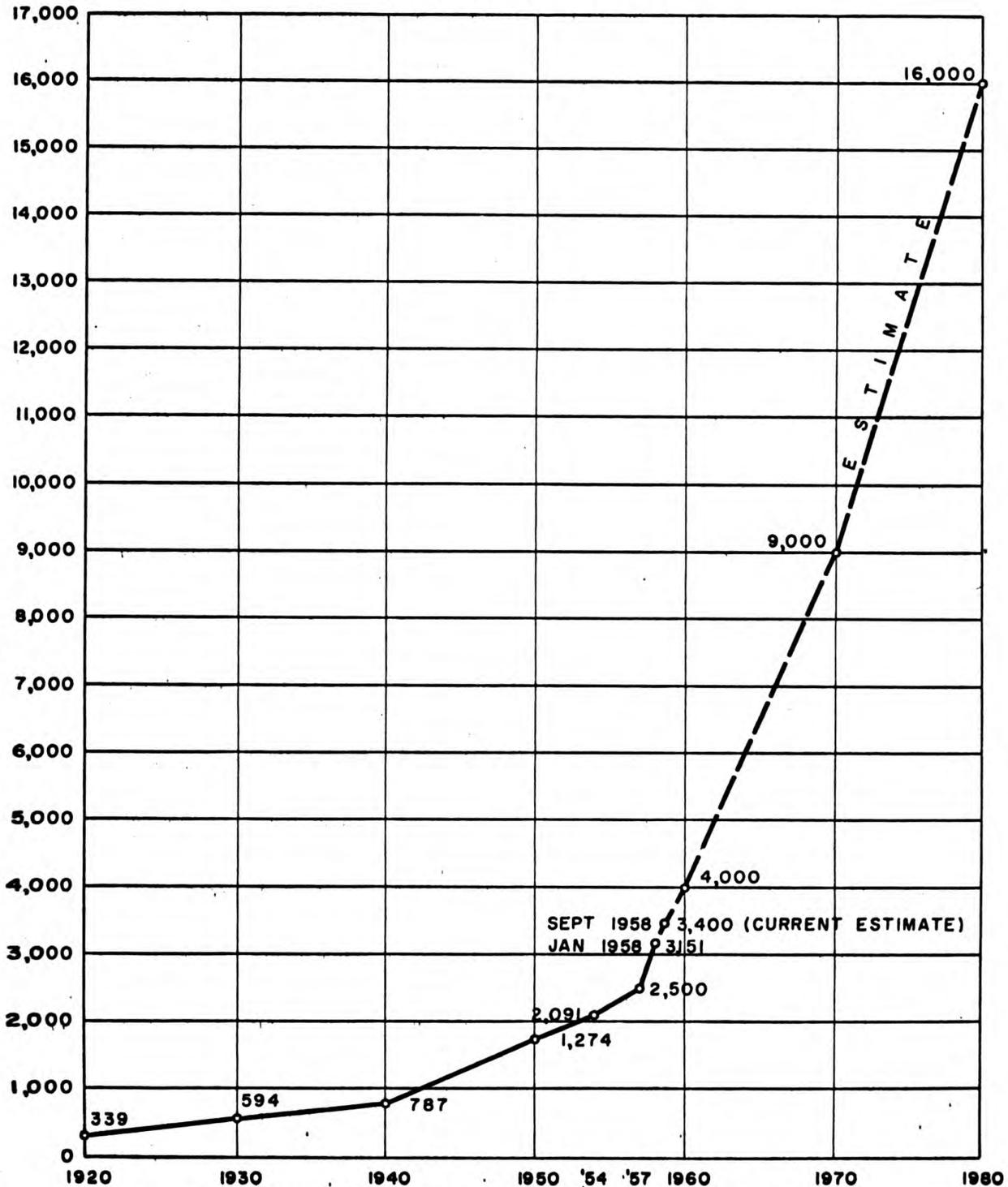
| <u>Year</u> | <u>Itasca</u> | | <u>DuPage County</u> | |
|-------------|-------------------|--|----------------------|--|
| | <u>Population</u> | <u>Percent Change (Annual Average)</u> | <u>Population</u> | <u>Percent Change (Annual Average)</u> |
| 1940 | 787 | — | 103,480 | — |
| 1950 | 1,274 | 4.7 | 154,599 | 4.0 |
| 1957 | 2,500 | 9.3 | 248,800 | 6.7 |
| 1958 | 3,400 | 36.0 | 270,000 | 8.5 |

Sources: 1920-1950 U. S. Census; DuPage County estimate from Sales Management, May 10, 1957; 1958 DuPage County estimate based upon past growth; Itasca estimates based upon past growth (1954 Special Census showed 2,091); and upon 1956-1957 Construction Data.

POPULATION TRENDS

1920-1980

ITASCA ILLINOIS



SOURCE: 1920-JAN 1958 U.S. BUREAU OF THE CENSUS; ESTIMATES SINCE JAN 1958
BASED UPON ANALYSIS OF PAST GROWTH AND LIKELY FUTURE GROWTH

COMMERCE, INDUSTRY, AND FINANCE

Retail Trade

The volume of retail trade in Itasca, although not large, is of considerable importance to the community. Table 2 shows for 1957 the distribution of retail trade by major categories. The largest item is food, with almost one-third of all retail trade being in that classification. If we add to the "Food" category "Drinking and Eating Places," these two classifications total 52 percent — or more than one-half — of all retail sales in Itasca. These relationships are shown graphically in Chart II.

The per-capita retail trade of Itasca compares reasonably well with that of Addison and Villa Park but is less than one-half that of Roselle, where per-capita sales of food are unusually high as the result of a considerable volume of food purchases in Roselle by persons living outside of the Village. Although it would be possible and desirable for Itasca to obtain a greater share of the potential retail sales market than it now has, it should concentrate its efforts in selected categories rather than attempt to increase all categories. The number of potential customers living in Itasca or its environs may not be large enough to support all types of establishments. Some retail stores in nearby areas may have a "head start" in certain categories; shoppers are no respecters of municipal boundaries when travel time to neighboring communities is only a matter of 10 or 15 minutes.

Manufacturing

At the present time there are no significant manufacturing activities within Itasca. However, at the eastern edge of the Village an area was recently annexed, and thereafter zoned for manufacturing use. It is contemplated that the Roth Rubber Company will locate on this site in the near future. This action should be of great benefit as a "starter" toward securing a broader tax base.

Additional areas, particularly along Highway 53, could be designated for manufacturing use. These should be readily accessible from nearby tollways and interstate highways, as well as being served with rail facilities of the Milwaukee Railroad.

Table 2

TOTAL RETAIL SALES AND PER CAPITA RETAIL SALES, 1957

COMPARISON WITH NEARBY MUNICIPALITIES

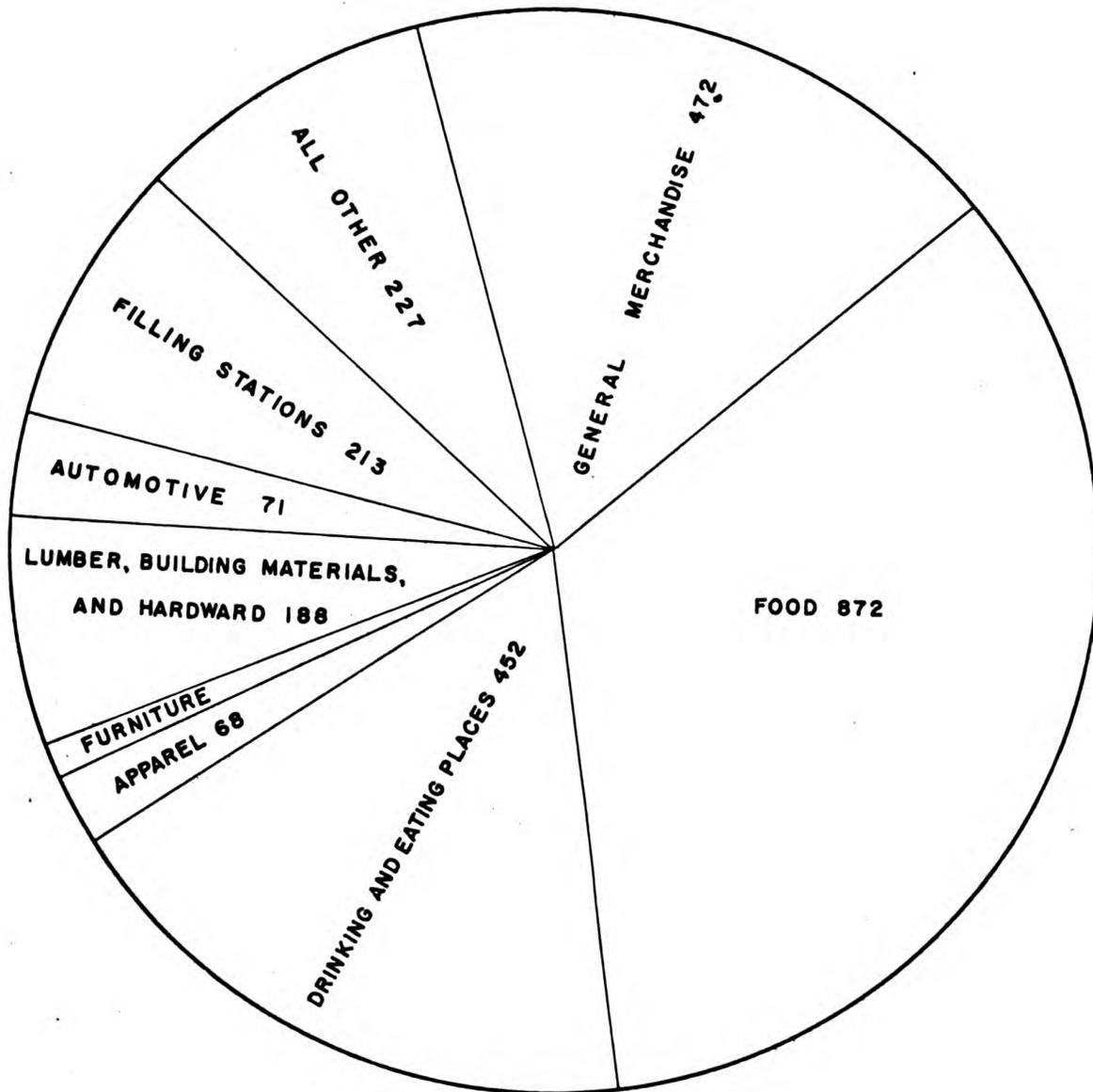
(Total retail sales in \$1,000's)

| Category | Itasca | | Villa Park | | Addison | | Roselle | |
|--|--------------|---------------|---------------|---------------|--------------|-----------------|--------------|-----------------|
| | Total | Per Capita | Total | Per Capita | Total | Per Capita | Total | Per Capita |
| General Merchandise | 472 | \$ 161 | 504 | \$ 32 | 16 | \$ 5 | 48 | \$ 20 |
| Food | 872 | 296 | 5,772 | 370 | 255 | 88 | 2,116 | 914 |
| Drinking and Eating Places | 452 | 154 | 1,360 | 87 | 1,370 | 472 | 468 | 202 |
| Apparel | 68 | 23 | 252 | 16 | 29 | 10 | 68 | 29 |
| Furniture, Household Appliances, and Radio | 27 | 9 | 236 | 15 | 201 | 70 | 42 | 18 |
| Lumber, Building Hardware | 188 | 64 | 1,060 | 67 | 356 | 123 | 277 | 119 |
| Automotive | 71 | 24 | 2,980 | 191 | 93 | 32 | 876 | 378 |
| Filling Stations | 213 | 72 | 1,256 | 80 | 274 | 94 | 319 | 137 |
| All Other | 227 | 77 | 1,064 | 62 | 356 | 123 | 608 | 263 |
| TOTAL | 2,590 | \$ 880 | 14,484 | \$ 920 | 2,950 | \$ 1,017 | 4,822 | \$ 2,080 |

Source: Retail sales totals computed from Illinois Retailers' Occupational Tax data; per-capita figures obtained by use of 1957 estimates of population.

DISTRIBUTION OF RETAIL TRADE PER CAPITA (IN DOLLARS)

MAJOR CATEGORIES · 1957



SOURCE: DERIVED FROM RETAILERS OCCUPATIONAL TAX INFORMATION
ISSUED BY DEPARTMENT OF REVENUE, STATE OF ILLINOIS 1956

Municipal Finance

The current assessed valuation (1957) is approximately \$10.7 million compared with \$8.9 million in 1956, and \$7.1 million in 1954. This increasing growth in assessed valuation, and resultant increase in bonding power, will be needed in a Capital Improvement Program for local public works. In 1957 Itasca had a per-capita valuation higher than other neighboring communities such as Bensenville, Lombard, Villa Park, and Roselle. Addison shows a slightly higher per-capita valuation, which is probably due to the considerable amount of industry there. Table 3 shows this per-capita valuation, comparison, and trends in the valuation.

HOUSING AND LAND USE

Housing

In 1950 there were 411 dwelling units of all types in Itasca. Of these, about three-fourths (308) were owner occupied. Of the 411, only six were reported as having no running water or being in a dilapidated condition. The average value of all homes was \$18,449 — a surprisingly high figure. The average value on today's market would be even higher — probably by 20 percent.

In 1950 Itasca's 1,274 residents were housed in the 382 dwelling units found occupied at the time of the census survey — thus averaging 3.4 per unit. The Special U.S. Census of 1954 showed 591 occupied dwelling units, with an average of 3.52 persons per unit. If the estimated 1970 population of 9,000 persons were to be attained, about 1,960 new dwelling units would be necessary by that time.

Land Use

Land-use information gathered during our survey, made in October 1957, shows (Chart III) the distribution of land in various uses in Itasca totaling 891 acres. Table 4 shows these categories of land use as percentages of Itasca's entire area and of its total developed area only.

Table 3

TOTAL PROPERTY VALUATION (IN \$1,000's) AND PER CAPITA VALUATION

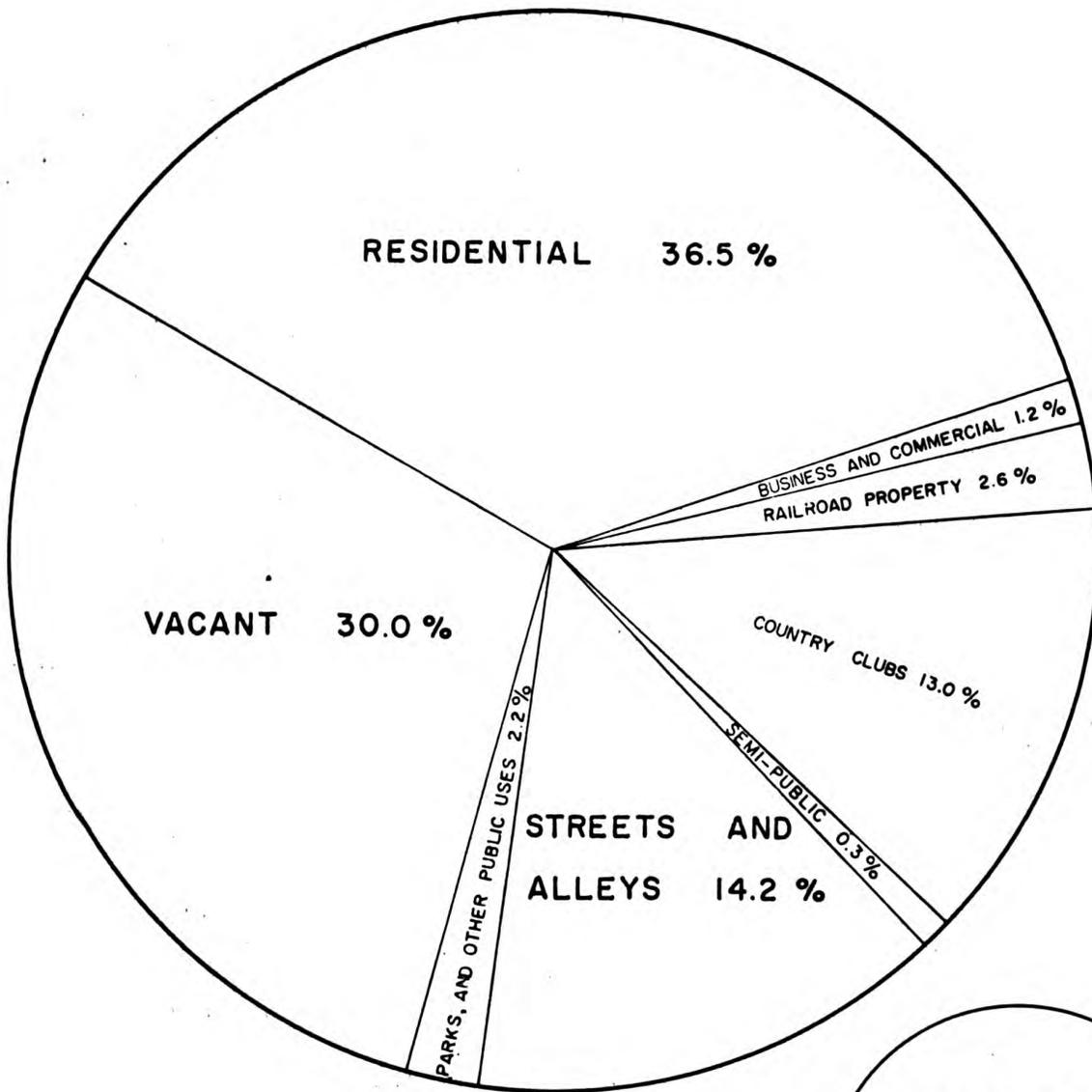
ITASCA AND SOME NEARBY MUNICIPALITIES

| | | <u>1954</u> | <u>1955</u> | <u>1956</u> | <u>1957</u> |
|--------------------|------------|-------------|-------------|-------------|-------------|
| Addison | Total | 3,585 | 4,393 | 5,465 | 10,554 |
| | Population | — | 1,500 | — | 2,899 |
| | Per-Capita | — | \$ 2,900 | — | \$ 3,640 |
| Bensenville | Total | 12,819 | 14,504 | 16,798 | 19,960 |
| | Population | — | 5,400 | — | 7,308 |
| | Per-Capita | — | \$ 2,700 | — | \$ 2,730 |
| ITASCA | Total | 7,134 | 7,927 | 8,985 | 10,703 |
| | Population | — | 2,400 | — | 2,950 |
| | Per-Capita | — | \$ 3,300 | — | \$ 3,630 |
| Lombard | Total | 45,957 | 49,213 | 52,658 | 61,826 |
| | Population | — | 16,300 | — | 18,468 |
| | Per-Capita | — | \$ 3,000 | — | \$ 2,340 |
| Roselle | Total | 4,467 | 4,886 | 6,248 | 8,217 |
| | Population | — | 1,700 | — | 2,314 |
| | Per-Capita | — | \$ 2,900 | — | \$ 3,550 |
| Villa Park | Total | 39,774 | 42,129 | 45,306 | 53,031 |
| | Population | — | 13,300 | — | 15,600 |
| | Per-Capita | — | \$ 3,200 | — | \$ 3,420 |

Source: Valuation data from Department of Revenue, State of Illinois; population data derived from U.S. Bureau of the Census data (Itasca population, January 31, 1958, was 3,151).

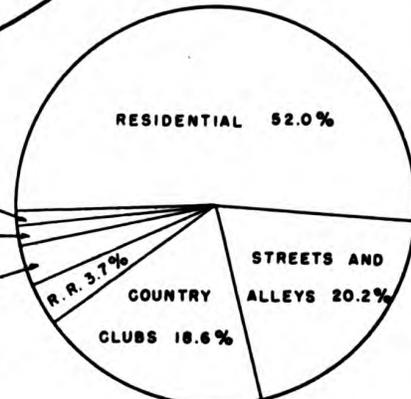
EXISTING LAND USE

BY PERCENTAGE OF INCORPORATED AREA AS SHOWN ON LAND USE MAP



SEMI-PUBLIC 0.5 %
BUSINESS AND COMMERCIAL 1.8 %
SCHOOLS, PARKS AND OTHER PUBLIC USES 3.7 %

PERCENTAGES OF DEVELOPED AREA
(EXCLUDING VACANT LAND)



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Table 4

ITASCA LAND-USE DISTRIBUTION

October 1957

| <u>Use</u> | <u>Area in Acres</u> | <u>Percentage of Developed Area</u> | <u>Percentage of Total Area</u> |
|---|------------------------------|---|-------------------------------------|
| Residential | 324 | 52.0 | 36.5 |
| Business and Commercial | 11 | 1.8 | 1.2 |
| Manufacturing | 0 | .0 | .0 |
| Chicago, Milwaukee, St. Paul and Pacific Railroad | 23 | 3.7 | 2.6 |
| School, Park and Playground, and Other Public Uses | 20 | 3.2 | 2.2 |
| Itasca Country Club | 116 | 18.6 | 13.0 |
| Semi-Public | 3 | 0.5 | 0.3 |
| Streets and Alleys | 126 | 20.2 | 14.2 |
| TOTAL DEVELOPED AREA | 623 | 100.0 | 70.0 |
| Vacant Land | <u>268</u> | | <u>30.0</u> |
| TOTAL | 891 | | 100.0 |

Source: Special Survey.

Residential areas, as readily seen on Chart III, constitute the largest single land use in Itasca — 52.0 percent of the total developed area. The single-family type of dwelling is predominant. There are some two-family dwellings close to the village center.

The percentage of developed land used for business and commercial purposes is significantly lower than that of typical smaller villages and cities, and strongly suggests the need for some business-use expansion. Some of the business and commercial establishments are in need of modernization.

In order to secure a balance in land-use distribution, one of the principal objectives of the Comprehensive Plan should be the allocation of additional land for commercial and manufacturing use. Similarly, there should be an increased amount of land in park, school, and other public uses.

COMMUNITY FACILITIES

Schools and Playgrounds

Itasca's school districts are Elementary District 10 and High School District 108. The elementary school district is served by two schools — Washington Elementary School located at Irving Park and Nordic roads; and North Elementary School located at North and Linden streets. Washington School presently serves pupils living south of the railroad right-of-way, in kindergarden and through sixth grade, but students in grades three through six in the Nordic Park area are attending the North School. North School, which has kindergarden to eighth grade, serves the entire Village except for those primary-grade pupils attending Washington School. The seventh and eighth grade pupils from the whole district go to North School. North School has a black-top play area equipped, however, with only limited play facilities. Transportation is now provided for students who live further than one and one-half miles from the school they attend. Table 5 shows a survey of Itasca's elementary and high-school facilities.

Itasca students of high-school age attend Lake Park High School at Medinah Road south of Irving Park Road. The total high-school enrollment in September of 1958 was 490, of which 170

Table 5

ITASCA SCHOOL FACILITIES

February 1959

| | Elementary Schools | | High Schools |
|---|--|--|--|
| | <u>North</u> | <u>Washington</u> | <u>Lake Park</u> |
| District Served | All Itasca (except as shifted to Washington) | Currently, south of railroad | District 108 (16 square miles) |
| Grades Served | K - 8 | K - 6 | 9 - 12 |
| Site Area (Acres) | 3 | 8.9 | 44 |
| Number of Academic Rooms | 17 | 12 | 11 |
| Auxiliary Rooms (figure shows number of rooms of each kind) | Kitchen Music Speech Correction Educable Mentally Handicapped Gymnasium Office | All-Purpose Nurse-Teacher Office | 3 Business Education 3 Industrial Arts 2 Home Economics 2 Science Labs Gymnasium Library Art Music Cafeteria Office |
| Total Number of Pupils | 415 | 315 | 570 |
| Pupils Per Academic Room | 28.3 | 28.5 | |

Sources: Principal's office — Itasca Elementary District 10
Principal's office — Lake Park High School, District 108

students were from Itasca. By February 1959 total enrollment had increased to 570. A recent bond issue in the amount of \$875,000 will result in an addition to the school by September 1960 that will enable total enrollment to reach approximately 1,500. Two additional high schools with potential enrollment of 1,500 each will ultimately be needed in the area. A second site should be chosen as soon as possible. Discussions on this matter have been held between Roselle and Itasca officials.

Public Buildings and Parks

The Village Center Park is located in the downtown area at the southwest corner of Walnut Street and Irving Park Road. This park is about four acres in area and contains many large trees and other landscape features including Spring Brook, which meanders through it. The Village hall and fire station are located at the southeast corner of the park.

The sewage treatment plant, which was recently enlarged, is located on the south side of the Milwaukee Railroad right-of-way at the intersection of Schiller Street and Emerson Avenue.

The elevated water storage tank is located near the intersection of Willow and Center streets. It has a 50,000 gallon capacity. Improvement in the water system is now underway.

TRANSPORTATION AND THOROUGHFARES

Transportation

Itasca is served by the Chicago, Milwaukee, St. Paul and Pacific Railroad main line to the west and northwest sections of the country. It serves Itasca with direct freight service to all parts of the country and commuter passenger service to and from Chicago, where direct connection can be made with transcontinental trains.

Thoroughfares

Plate I compares the number of vehicles per average 24-hour day actually found by the State of Illinois Division of Highways latest published data for the Chicago Metropolitan Area (in 1956) to be using Itasca's various interstate and intrastate highways.

At a point on Irving Park Road (State Highway 19) within the Village there was counted a total of 7,200 vehicles passing, some going east some west, for an average 24-hour day — an increase of 2,400 over the 1953 volume.

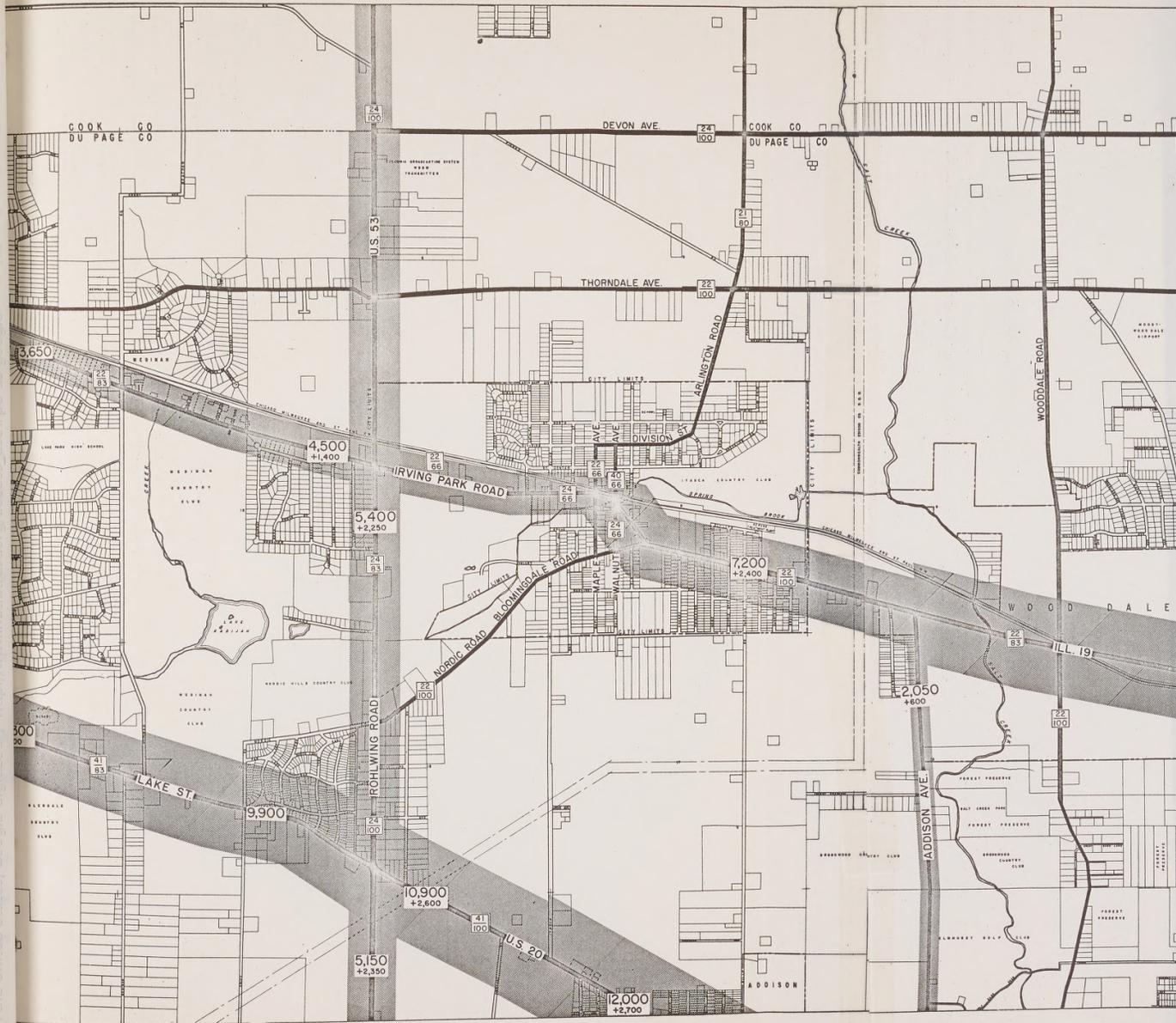
Lake Street (U.S. Highway 20), bypassing Itasca's Central Area, carried an east and west average of 12,000 vehicles — an increase of 2,700 over the 1953 volume.

Rohlwing Road (State Highway 20), where it skirts Itasca's west limit, carried a total (both ways) of 5,400 vehicles — an increase of 2,250 over the 1953 volume.

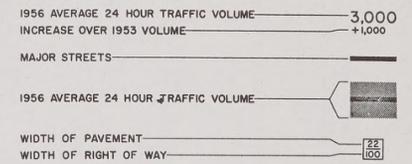
The movement of traffic within the Village is complicated by congestion caused by crossing the railroad at grade, and by the increasing volume of traffic being generated in the urbanized areas that are rapidly being developed in the immediate environs of Itasca.

Lack of channelization and signalization within the Village is a defect noticeable at a few locations — serious now only at the railroad crossings. The Walnut Street crossing as it exists is neither safe nor efficient, due to the very wide pavement angles involved at the intersection of Irving Park Road and Walnut Street directly adjacent to the railroad crossing, and due also to the

VILLAGE OF ITASCA AND ENVIRONS · ILLINOIS



EXISTING VEHICULAR TRAFFIC PATTERN



SCALE FOR AVERAGE TRAFFIC VOLUME
 1000 2000 3000 4000 5000
 AVERAGE NUMBER OF VEHICLES IN BOTH DIRECTIONS
 IN 24 HOURS

ADAPTED FROM STATE OF ILLINOIS, BUREAU OF HIGHWAYS



PREPARED FOR
 VILLAGE OF ITASCA · ILLINOIS

PREPARED BY
 CARL L. GARDNER AND ASSOCIATES
 15 WEST WASHINGTON STREET · CHICAGO 3, ILLINOIS

PLATE I

MARCH 1958

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complete lack of signal coordination and channelization. Traffic turning right onto Walnut Street from Irving Park Road is forced to wait on the highway when a train is passing, as there is no reservoir space either on Irving Park Road or Walnut Street. The condition creates a traffic bottleneck on the highway as through westbound traffic is forced to wait during periods of heavy eastbound traffic when it cannot pass waiting vehicles.

Improvements to the street system and the traffic control will be required, to overcome existing deficiencies and to cope with the expected increased traffic load.

Parking

Plate II, Existing Parking Facilities in the Central Area, illustrates the locations and various types of parking facilities and the capacity of the off-street and on-street parking areas. There is an immediate need for additional parking spaces in the Central Area, particularly off-street all-day facilities for commuters. With the increased volume of traffic in this area it may become necessary to reduce the amount of on-street curb parking, to provide more traffic movement capacity — which is, of course, the basic function of the street.

Parking facilities in the downtown business district should provide facilities in the proper proportions for:

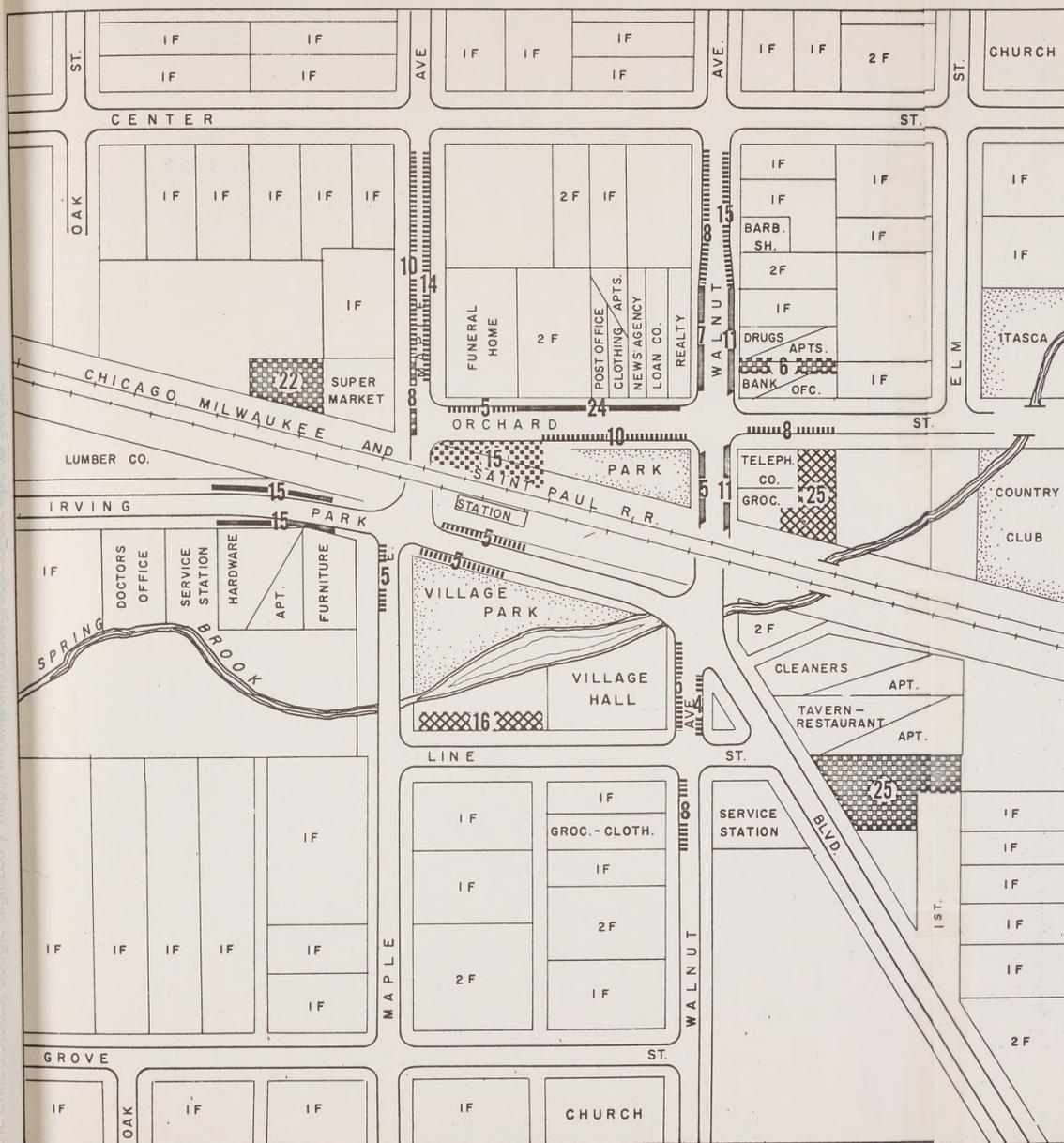
1. The All-Day Parker

This group is made up of office workers and employees who park seven to ten hours a day. The great majority of these people are commuters using the Milwaukee Road trains to the Chicago Loop. Unless they are required to park away from the business district, they occupy areas that could otherwise be used by customers.

2. The Medium-Term Parker

These are primarily people on business or professional calls within the Central Area. The length of stay is customarily from one hour to three or four hours. Such parkers

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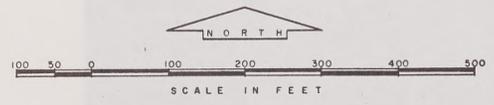


EXISTING PARKING FACILITIES IN THE CENTRAL AREA

| | NUMBER OF SPACES |
|---------------------------|------------------|
| ONE-HOUR | 8 |
| TWO-HOUR | 88 |
| UNRESTRICTED | 102 |
| OFF-STREET PARKING | |
| CUSTOMER | 53 |
| COMMUTER | 15 |
| PRIVATE | 41 |

TOTAL NUMBER OF SPACES **307**

NOTE: IF - ONE-FAMILY RESIDENCE
 2F - TWO-FAMILY RESIDENCE
 ALL OTHER USES AS INDICATED



PREPARED FOR
 VILLAGE OF ITASCA - ILLINOIS

PREPARED BY
 CARL L GARDNER AND ASSOCIATES
 73 WEST MONROE STREET CHICAGO 3 ILLINOIS

MARCH 1958

PLATE II

should normally be allowed to park within a block of their destination.

3. The Short-Term Parker

These are the customers of the business establishments. Length of stay is unusually one hour and not more than two hours. Parking space must be available close to stores, offices, and banks visited by such short-term parkers.

The improvement of these parking conditions, like the improvement of the street-traffic system or any other feature of the Village operation, is vitally important to the success and prosperity of the business district of Itasca and of the Village as a whole.

PLANNING CRITERIA

- . . . The General Development Plan should reflect the long-range objectives and growth goals of the Village; it should be flexible in order to accommodate the inevitable changes, administrative as well as economic and physical, resulting from new developments.
- . . . Traffic should be channelized over appropriately designed thoroughfares — thus to aid in providing adequate capacity for existing and future traffic volume.
- . . . Arterial trafficways should not impair the livability of residential areas and the efficient functioning of business and other districts.
- . . . Trucking routes should not conflict with the normal flow of passenger traffic generated within residential and business districts.
- . . . Off-street parking facilities should be provided by whatever financial means prove feasible — with the greater part of such spaces being the outgrowth of reasonable and practical zoning provisions.
- . . . The broad framework of major thoroughfares should give definition to the boundaries of the various use districts within the Village and its environs — developing, especially a pattern of well demarcated neighborhoods each of which would ideally be served by an elementary school and adjoining park and playground. Other use districts, such as industrial parks and the downtown commercial center, would likewise be best separated and defined by intervening major thoroughfares.

- . . . The space allocation for residential, commercial, manufacturing, institutional, and public use should be in proper proportion, to reflect a functional land-use pattern.
- . . . A range of housing types should be provided so that there would be, for example, a freedom of choice to serve those who desire to live in apartments as well as those who prefer single-family detached dwellings.
- . . . The number of dwelling units permitted per unit² of land area in the tract should likewise range from medium densities in garden apartment or townhouse developments to low densities for single-family detached dwellings. All dwellings should be served with public or community sanitary sewers and domestic water supply.
- . . . The business district, which constitutes the heart of the community, should be expanded and revitalized. Small neighborhood shopping centers should be confined to areas of future annexation to Itasca as a day-to-day incidental shopping convenience to the immediate surrounding territory.
- . . . Industrial development should be of a non-nuisance type — on large tracts thus creating a park-like atmosphere (ideally with building coverage not in excess of one-third of the total area of the site, one third devoted to off-street parking and driveways, and the remainder for lawns, tree planting, and other landscape features).
- . . . A community center should be located near the center of the future area of the Village. It should contain public administration and recreation buildings and be related to a new site for a commuter railroad station. Open areas adjacent to the public buildings should be developed for recreational uses such as organized games, swimming, and spectator events.

. . . A forest preserve system should be expanded to provide adequately for the preservation of permanent open spaces as a change of pace in the urban pattern of development — such public open-space reservations would also be incorporated as integral parts of the storm-water drainage system of the area.

. . . The maintaining of the Village's suburban character should be brought about by the development of parks and parkways, the planting of shade trees, the elimination of eyesores, and the encouragement of well-designed structures with an amplitude of open space. Above all, the natural character of the countryside should be retained to the maximum possible degree.

PART II

THE PHYSICAL PLAN

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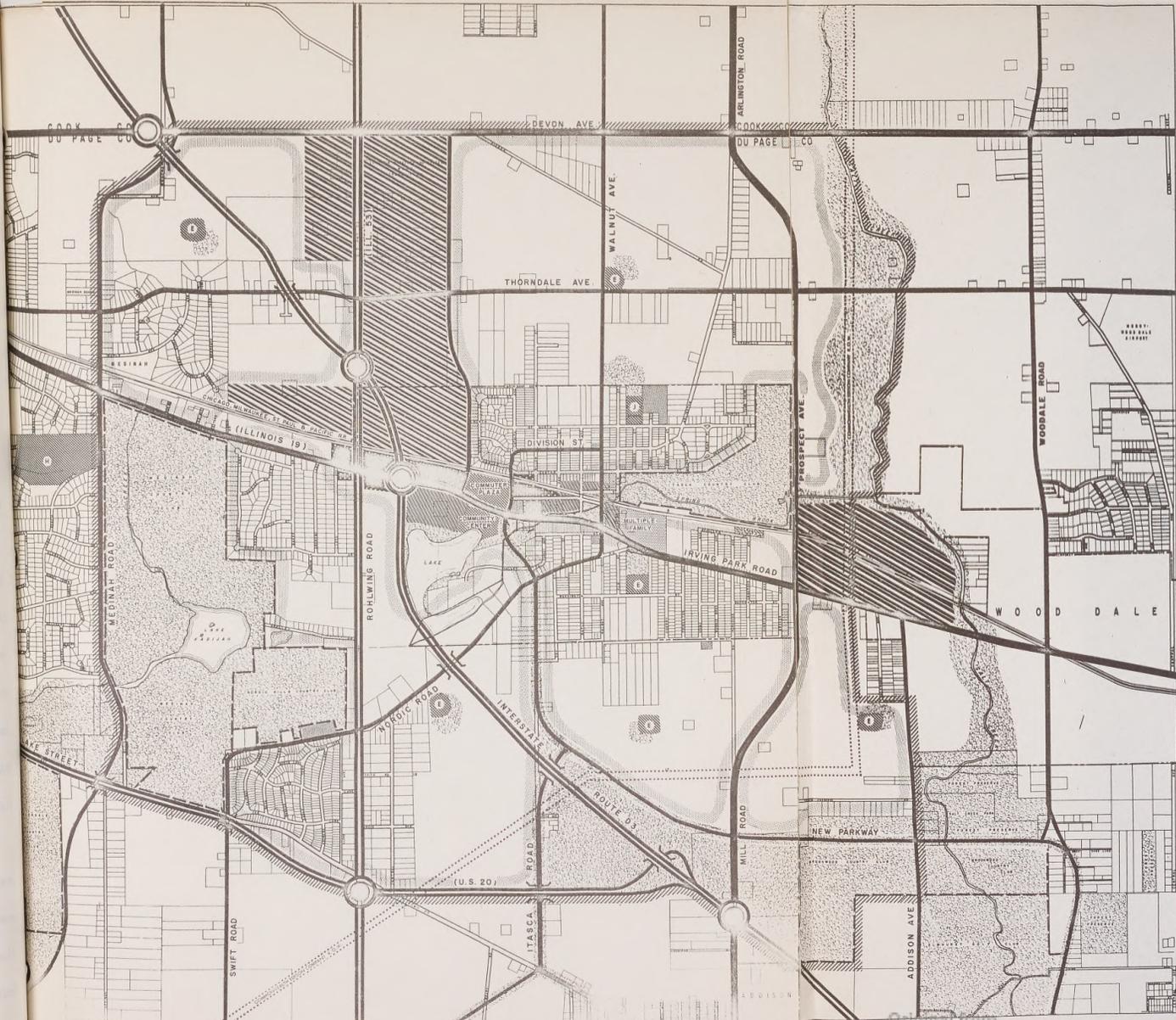
INTRODUCTION

The Comprehensive Plan, as it relates to physical development and redevelopment of the various elements of the Village structure, is illustrated on Plate III. It is a composite of the Land Use Plan, the Thoroughfare Plan, and the Community Facilities Plan, coordinated into a unified plan. The Land Use Plan pertains to the various categories of land use under private ownership and development, with complementary semi-public uses. The Thoroughfare Plan establishes the overall framework of the community pattern of development. The network of thoroughfares designates thoroughfares that are a part of the regional thoroughfare system and those which serve the major centers of activity within the Village and its immediate environs. The Community Facilities Plan allocates land for the development of various public service facilities in respect to their functions in the neighborhood or the entire community.

The Comprehensive Plan encompasses the area within the present Village limits and the unincorporated areas beyond, to include land that conceivably will be, in part, ultimately annexed into the Village. It is in the area beyond the present Village limits where Itasca desires to exercise its statutory extra-territorial regulative authority over land subdivision and public improvements as well as to record, with DuPage County and the various school districts, projected land use, thoroughfare, and community facilities plans for areas that ultimately may be annexed into Itasca. The Plan encompasses an area of approximately nine square miles including the area within the present Village limits.

The Plan is intended to portray the relationship of each general category of physical development comprising the complete community. As such, it will serve as a guide for coordinating development and redevelopment programs with existing development and proposed future development. The Plan should be considered flexible in interpretation, since over the years the detailed planning of an individual improvement, or a change in designation of land use in a specific area, will reflect condi-

VILLAGE OF ITASCA AND ENVIRONS · COMPREHENSIVE PLAN



LAND USE

- PRIVATE LANDS**
- RESIDENTIAL
 - PRIME BUSINESS
 - SERVICE BUSINESS
 - MANUFACTURING

- PUBLIC LANDS**
- PUBLIC SCHOOL
E - ELEMENTARY J - JUNIOR HIGH H - HIGH
 - OTHER PUBLIC USES
 - FOREST PRESERVE AND PARK

- SEMI-PUBLIC LANDS**
- COUNTRY CLUB
 - CHURCH AND OTHER INSTITUTIONS

THOROUGHFARES

- EXPRESSWAY INTERCHANGE
- MAJOR
- SECONDARY
- PARKWAY

Recommended by
VILLAGE PLAN COMMISSION

- E. L. BRADON
- W. E. BRIDGEMAN
- W. E. CLAYTON
- H. KINARD
- STUART LIPP
- E. L. VERNELL, Secretary
- ROBERT WARD, Chairman

Edna H. Hall 9/23/59 Date

VILLAGE BOARD OF TRUSTEES

- WILLIAM A. BECK
- A. H. BROMANN, JR.
- FRANK A. CHAS.
- FREDERICK K. KNAPP
- BENEDICT J. PERRY
- WALTER A. SCHMIDT
- JAMES E. CLAYTON, President

James E. Clayton 9-23-59 Date

Approved
CARL A. HANCK, Village Clerk
Carl A. Hanck 9/23-59 Date



PREPARED FOR
VILLAGE OF ITASCA · ILLINOIS

PREPARED BY
CARL L. GARDNER AND ASSOCIATES
73 WEST MONROE ST. CHICAGO 9, ILLINOIS
SEPTEMBER 22, 1958

PLATE III

tions existing at that time. A comprehensive revision of the Comprehensive Plan should be undertaken upon evidence of changing overall circumstances affecting the growth and development of the community.

The Comprehensive Plan gives emphasis to maintaining Itasca as a suburban residential community of single-family dwellings. In recognition of its position in the complex of urbanized development in the Metropolitan Area, the business areas so designated are for establishments which serve the local needs as well as for those which serve the regional trading area. Likewise, areas are designated for limited manufacturing establishments, both large and small, which can be expected to employ residents of Itasca and of the entire surrounding region. The amount of land designated for business and manufacturing uses is therefore based upon securing a balance between residential and non-residential development to strengthen the economic base or source of tax revenue available to provide community facilities. Chart IV designates by percentages a comparison of the amount of land allocated in the Comprehensive Plan to the various categories of land use, including thoroughfares and community facilities.

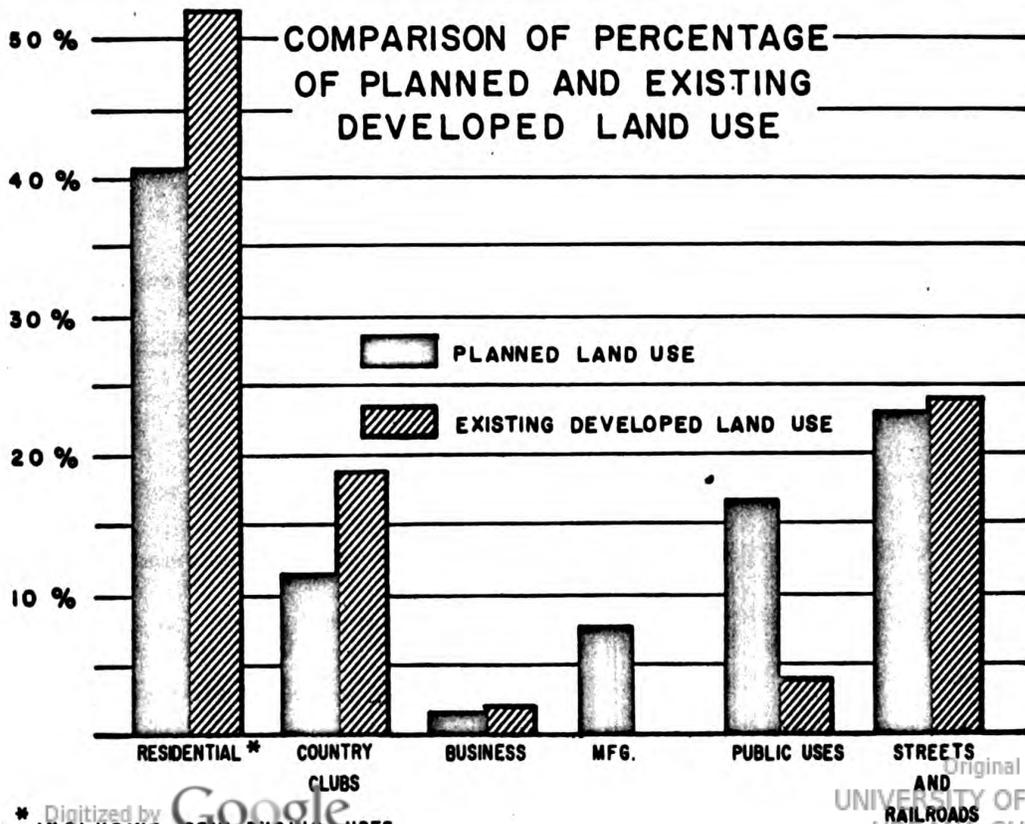
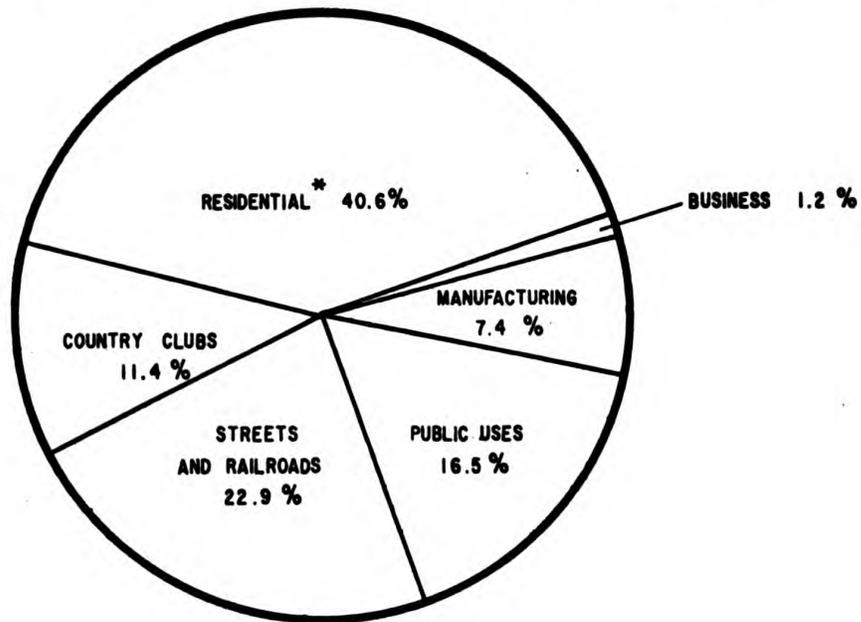
LAND USE PLAN

Residential

With the exception of small areas designated for multiple-family dwelling development located near the Central Area, all of the land for residential development is designated for single-family dwellings. Regulations in the Itasca and DuPage County Zoning Ordinances will require that there be provided, for each single-family dwelling in certain specific districts, lot areas not less than 16,000 square feet when served with public sanitary sewers, and in the unincorporated areas of not less than one acre where an individual sewage-treatment system is used. In other districts in the Village lots may have an area as small as 9,100 square feet or 10,000 to 12,000 square feet in the unincorporated DuPage County area, if they are served by a public or community sanitary sewer system.

DISTRIBUTION OF PLANNED LAND USE

BY PERCENTAGES AS SHOWN IN THE COMPREHENSIVE PLAN



* Digitized by Google INCLUDING SEMI-PUBLIC USES

There are five neighborhood or planning units designated on the Comprehensive Plan. Each neighborhood, or planning unit, is bounded by natural or physical boundaries, and contains sufficient population to form a service area for at least one elementary school and playground, and — in some of the outlying neighborhoods — a small shopping center. This concept of residential land use facilitates both short-range and long-range planning of future improvement or replacement of the community facilities serving a neighborhood, as well as the appropriate system of collector and local streets.

Business

Retail business is currently carried on, for the most part, in a small, compact area confined as such by adjacent residential development and by the Milwaukee Railroad right-of-way. The volume of business done there is accordingly, relatively small and mainly in the nature of convenience shopping; many residents go to larger shopping centers elsewhere for major purchases. To alleviate this situation the Comprehensive Plan designates additional areas for business use, particularly south of the railroad and west of the present business district near the center of the future Village boundaries. The areas designated for business uses fall into two categories — for prime retail-trade establishments and for service-business activities, respectively. This arrangement of business activity according to scope and function should go far to promote the ultimate development of a downtown Itasca shopping center equal in convenience and attractiveness to any of those in outlying locations.

Manufacturing

In recognition of the need for large sites to provide the proper setting for modern manufacturing plants, the Comprehensive Plan designates 7.4 percent of the total area of the ultimate Village for manufacturing use. Expanding the nucleus of manufacturing districts now established in DuPage County north of the Milwaukee Railroad and west of State Route 53, the Comprehensive Plan designates all of the frontage on both sides of Route 53, from the railroad to Devon Avenue, for manufac-

turing uses. These areas are of sufficient size for the development of industrial parks in a setting of spacious landscaped open spaces. The Zoning Ordinance contains regulations governing not only performance standards for operations at the outset, but also definite regulations to assure the continuation of non-nuisance operation.

Transportation and Thoroughfares

Transportation

Itasca is served by the main line of the Chicago, Milwaukee, St. Paul and Pacific Railroad ("the Milwaukee Road"). Its value as a direct route for transcontinental freight shipment is extremely great, for the future growth of this Village's commercial and manufacturing establishments. Equally important, however, the railroad provides commuter passenger service to and from Chicago and Elgin.

Railroad freight sidings and team tracks will, of course, be provided by industry and the railroad as they are needed. Facilities will be required for accommodating the anticipated larger number of commuters from the Village and particularly from the neighboring communities and urbanized unincorporated areas.

The Plan designates, for the development of a commuter plaza, a tract of sufficient size to provide a large number of off-street parking spaces, a new station, and open landscaped areas. It is located along Irving Park Road, near its intersections with Interstate Route D3 and State Route 53. Thus it is directly accessible by major thoroughfares for users living outside Itasca, thereby relieving local residential streets of this traffic.

This facility, as a part of a regional transportation and transit program, should be developed by a DuPage County or Metropolitan Transportation Authority in conjunction with the Milwaukee Railroad.

Thoroughfares

The Thoroughfare Plan, as an integrated element of the Comprehensive Plan, designates a system of traffic arteries identified and dimensioned in accordance with their intended functions of serving the Metropolitan Area and Itasca and its environs.

The thoroughfare system comprises five distinct types of traffic arteries: freeways, expressways, major thoroughfares, secondary thoroughfares, and parkways.

Freeways are thoroughfares intended (whether or not a toll is currently charged) to provide for the efficient, uninterrupted movement of large volumes of through traffic. Freeways provide ingress and egress only at intersections with other freeways or with expressways or major thoroughfares over structures designed to permit interchange of traffic without interference to the continuous movement of through traffic on either of the intersecting thoroughfares.

Interstate Route D3 is a proposed freeway which will be an extension of the Congress Street Expressway — a freeway to connect Chicago's Loop district with the Northwest Tollway at a point approximately three and one-half miles east of the City of Elgin.

The alignment of this freeway through Itasca will have its effect upon future development of various types of land use in the community: the changing pattern of land use will be due, in part, to the change in traffic movement that will take place as a result of the freeway and other thoroughfare improvements. The points of traffic interchange, of expressways and major thoroughfares with the freeway, will create focal points for traffic generated from Itasca and its environs, particularly in the built-up areas in Cook County north of Devon Avenue.

Expressways are thoroughfares that are similarly intended to carry large volumes of traffic; but the limiting of access to them is not necessarily so complete. Where cross traffic is allowed at some points, it must be controlled by traffic signal lights.

Expressways and freeways have right-of-way widths of from 200 feet to a minimum of 135

feet through built-up areas. Within such right-of-way widths, marginal access streets can be provided, for local traffic serving land uses fronting on the expressways.

Rohling Road (State Route 53) is designated for development as an expressway to accommodate an increased volume of traffic. This highway forms an important link in the metropolitan system, as a principal feeder to and from the freeways and expressways.

Lake Street (U.S. Route 20) is also designated as an expressway. The Plan proposes a connection between Interstate Route D3 and U.S. Route 20, over a new road extending eastward from the intersection of Route 20 and Route 53. It also proposes a re-routing of Route 20 through the Village of Addison over Army Trail Road from Highway 53. This proposed division of the eastbound traffic on City Route 20 from southbound traffic on bypass Route 20 would reduce traffic congestion on this expressway through built-up areas.

Major Thoroughfares are traffic arteries that embody, in part, the characteristics of function and of development similar to expressways, except that they directly accommodate traffic having an origin and destination within a community and its environs. They are, therefore, designed to provide continuity within the community, and for direct-service traffic routes between neighboring communities. They contain right-of-way widths of from 150 feet, where marginal access drives are necessary, to 100 feet in width through built-up areas where building lots back to the thoroughfare, or where alleys are provided at the rear of lots fronting on the thoroughfare.

Devon Avenue is designated as a major thoroughfare, forming a part of the extension of this artery, west through the City of Elgin.

Irving Park Road (Illinois Route 19) will continue as an important artery serving the major economic centers of Itasca. A re-alignment of this thoroughfare is recommended where it passes through the center of the Village. This will eliminate hazardous sharp curves,

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and remedy the traffic congestion that now exists at Irving Park's intersection with Walnut and Maple Streets near their crossings of the railroad.

Prospect Avenue, as extended to join Arlington Road at Devon Avenue and to join Mill Road south of the Village limits, will provide an important new thoroughfare as a direct route for north and south traffic, by-passing the residential sections in the heart of the Village. Its major connections are with Devon Avenue, Irving Park Road, and Interstate Route D3.

Secondary Thoroughfares are traffic arteries serving those centers of traffic origin and destination, within the Village and its environs, which are not served by major thoroughfares. Secondary thoroughfares, together with major thoroughfares and parkways, provide an integrated system of thoroughfares that forms the framework around which collector and local streets are designed to serve the residential neighborhoods.

Secondary thoroughfares have right-of-way widths from 100 feet to 80 feet, and are not required to have the limited access characteristics of a major thoroughfare or expressway.

The secondary thoroughfares, as shown on the Comprehensive Plan, will provide connecting routes between Itasca's transportation, manufacturing, business, and governmental centers and the various residential areas, both those within Itasca and those in the surrounding unincorporated areas and incorporated areas.

Parkways are traffic arteries that have the same function as secondary thoroughfares; but their routes pass through or by forest preserves or other natural open areas. Roadside planting is a vital part of their development, in order to retain, in the suburbs, some rural characteristics. They will provide direct routes away from heavily traveled highways, for passenger automobiles traveling between the various communities in the northeastern part of DuPage County.

Parking

Off-street parking, and regulation of on-street parking, are important components of the thoroughfare system. In order that the system may serve its intended function of efficiently moving people and goods, it is necessary — particularly at major locations of traffic origin and destination — to have adequate off-street parking areas and controlled points for entering and leaving the thoroughfares.

The Comprehensive Plan, including the Zoning Ordinance and Subdivision Regulations, provide the implements for required installation, by the developer of each new building or use of land, of improved off-street spaces; and for the coordination of their locations and access with the thoroughfare and local street systems. The development of the Commuter Plaza, as indicated on the Comprehensive Plan, will provide off-street parking to serve what may be a major point of traffic origin and destination in the Village requiring parking facilities.

There is an immediate need for a concerted program by both private and public interests to develop additional off-street parking areas and improve the efficiency of on-street parking in the Central Area. Such a program is necessary to alleviate parking-space shortage — caused by inadequate facilities to serve commuters using the Milwaukee Railroad, and by the increasing customer parking requirements of the business establishments.

To provide the additional off-street parking spaces, vacant land in or adjacent to the Central Area should be acquired and developed by the Village — as a municipal enterprise or by a private corporation composed of representatives of the various business establishments. The cost of such development could be financed by issuance of revenue bonds, retired by receipts from parking meters; or costs could be underwritten by the benefited business firms and amortized over a period of years.

COMMUNITY FACILITIES PLAN

The Community Facilities Plan is concerned with schools, parks, municipal structures, and other public services including sewer and water systems. The extent and quality of community facilities in a community reflect not only the desires of the citizens to keep abreast with actual needs, but importantly, also, the degree of collective pride they take in their community as so endowed.

Public Schools

Elementary Schools

The Comprehensive Plan establishes the future residential areas, each of which will ultimately require additional elementary school capacity. Each such area, as designated on the Plan, is a defined neighborhood and, as such, will by nature form an elementary school service district within which one or more elementary schools will be needed. The exact location of new street sites will be determined by the School Boards in accordance with requirements as established by actual trends in development and population considerations. However, each school site ideally should be of sufficient area to form, at the same time, a playground or, at some locations, a larger neighborhood park. The Subdivision Regulations require that subdividers dedicate to the Village ten percent of the area of each subdivision, for park or other public uses. The location of these areas, desired for park and playground development in each neighborhood, should be coordinated with the School Board's program of site location and acquisition.

Junior High Schools

The Plan gives consideration to a future 6-3-3 system in which the elementary schools would contain kindergarten through sixth grade, junior high schools seventh through ninth grade, and high schools through twelfth grade. This system would result in smaller enrollments in both elementary and high schools.

A proposed location for a junior high school is indicated in the north central section of the ultimate Village area. A site west of the Village of Roselle is being considered for a second junior high school in the district. The sites for these schools should ideally contain from 30 to 40 acres in area.

High Schools

The present Lake Park Community High School, with its recent program of expansion, will serve the district for some time. In carrying out a policy of maintaining a maximum enrollment of 1,500 students in a high school plant, plans should be formulated now for acquiring a site for a future new high school, as well as sites and early construction of new junior high schools.

Community Center

A Community Center is proposed on the south side of Irving Park Road at Catalpa Avenue. This location is at the approximate geographic center of the ultimate Village boundaries. It is adjacent to the Downtown Business District and near the proposed Commuter Plaza — a major focal point in the Village; thus, it would be readily accessible from all sections of the Village, over thoroughfares designed to serve the Central Area. The creation of a lake is also a part of the Community Center development. Covering approximately 30 acres, it would be maintained from retention of storm water.

The land area adjoining the lake, and fronting on Irving Park Road, would provide an ideal setting for an architecturally attractive arrangement of public buildings and recreational areas. The Community Center would be the site for the Village Hall, as well as a community building or buildings, for educational, recreational, and cultural activities.

Parks and Forest Preserves

Neighborhood parks or playgrounds should be spaced, within residential areas, so that facilities for organized recreation are accessible to all age groups. Ideally, a playground or neighbor-

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hood park should adjoin the elementary school; here the facilities of the school building and the park could be used for complete organized recreation programs. Supplementing the school recreation center's facilities there should be small play lots at various locations in the neighborhood, easily accessible for younger children.

The Comprehensive Plan designates a chain of forest preserves taking advantage of the major natural storm-water drainage ways to form a green-belt system between neighboring communities, and to connect with other natural open areas now in private or semi-public (golf course or other) outdoor-recreation use. Besides the recreational uses, the forest-preserve system will serve as a part of a storm-water drainage system covering the entire region, and in addition, purely as a feature to preserve the natural countryside landscape in an area that otherwise would conceivably become completely urbanized.

Public Water and Sewer System

Public Water System

Itasca now has two wells, drawing water from the Niagara limestone with a rated capacity of 100 and 350 gallons per minute, respectively. Presently it has in the process of construction another well that will increase the combined capacity to 600 gallons per minute. This should be sufficient to serve a normal increase in growth, until such time as water becomes available from Lake Michigan or from deep wells as a part of a county or regional system.

Along with expansion of residential, business, and manufacturing development, additional water-reservoir facilities will be required along with a coordinated system of transmission lines.

Public Sanitary and Storm Sewer Systems

The present sewage treatment plant, as a result of recently completed improvements, will accommodate a future population of 6,000 people. This project was financed by issuing revenue bonds to be retired with funds collected from service charges paid directly by the property owners along with their payment for water.

The Comprehensive Plan provides the fundamental criteria for the design of future extensions of the sanitary-sewer collection system, by establishing the various land-use areas and the possible ultimate density of future residential development. Additional sewage-treatment facilities needed to serve ultimate development may be provided by developers of large subdivisions, or through publicly financed construction of small systems by the community, or of larger ones by county or metropolitan authorities.

A storm-sewer system should likewise be extended into the new areas and into unserved areas within the present Village limits, with the outfall flowing into natural drainage ways and retention basins forming parts of a regional storm-water drainage system.

PART III
EFFECTUATION

INTRODUCTION

Three primary devices are available to help Itasca implement the Plan. These are: the Zoning Ordinance, the Subdivision Regulations, and the Capital Improvement Program. The first two devices have the force of law; they derive it from the powers granted to villages by State statutes. The third is a measure for scheduling and financial planning of capital improvements, over an extended period of years.

It must be remembered that the Comprehensive Plan is subject to review, from time to time, to bring up to date its aims and its adaptation to the changing pattern of accepted ways of urban living. Even so, it is not anticipated that major change will have to be made through the years, because the Plan is concerned with basic characteristics of a community: land use, circulation, the relationships of well-established community facilities. Implementation of the Plan will depend most on the decisions of the Village leaders and administrators as they regulate individual developments through the years. Their decisions and activities should tend, however, to conform to the general directions outlined in the Comprehensive Plan.

Zoning Ordinance

A comprehensive revision of the Itasca Zoning Ordinance was prepared as a part of the Comprehensive Plan. The new Zoning Ordinance was adopted by the President and Village Board only after extensive study by the Village Board and Plan Commission, extending over a period of more than a year. The final draft of the Ordinance, as recommended by the Plan Commission for adoption, reflected the Plan Commission's decisions made as a result of their extensive study and of testimony given by citizens at the public hearings.

The Zoning Ordinance embodies new techniques, evolved in recent years for making zoning more effective in regulating land-use development. It is now more sensitive to the need for flexibility, and for controls designed to implement more precisely the development of the various land-

use area in accordance with the Comprehensive Plan.

Subdivision Regulations

The Subdivision Regulations Ordinance was likewise prepared by the Plan Commission as a part of the Comprehensive Plan. This Ordinance, which was adopted by the President and Village Board, provides for controls over design of new subdivisions and land improvements within the Village limits, and those in the adjacent unincorporated areas designated for possible annexation.

The Subdivision Regulations Ordinance specifically sets forth uniform standards for preparation of subdivision preliminary plans and final plats. It also establishes design standards covering streets, blocks, lots, parks, playgrounds, and other public open spaces. Minimum standards of engineering design and construction specifications are also included for all public improvements such as streets, sewer and water systems, and the like, to be installed by the subdivider.

Capital Improvement Program

The Capital Improvement Program is an instrument for coordinating a systematic program of public works to be undertaken over the years by the several taxing bodies providing services in Itasca and environs. It is intended as a broad outline of currently proposed improvements, with a time schedule to aid in programming public-improvement expenditures in subsequent annual operation budgets and in future bond-issue proposals.

In order to make adequate provision for future improvement needs — or even for improvements needed now for use within near future years — it may be necessary to increase municipal indebtedness, within limits set by State law. The historic price trend, in DuPage County as elsewhere, has been steadily upward. In nearly all cases it will be likely to save money for the taxpayer to undertake improvements now, or very soon, rather than ten years from now.

Itasca has demonstrated very recently its willingness to undertake the responsibilities of a dynamic village — witness plans for almost a quarter of a million dollars worth of sanitary-sewer

revenue bonds. Even this program will have to be supplemented, as Itasca evolves into the size and type of community which it is destined to become by virtue of its strategic location.

If it is the expressed desire of the citizens to finance public improvements, by the issuance of municipal bonds, Itasca is in an enviable position under Illinois law to issue bonds for certain types of improvements, in the amount of two and one-half percent of assessed valuation; for some other types the law permits issuance up to five percent. The Illinois Statutes enumerate, in Chapter 24, Section 18, a number of such exceptions to the two and one-half percent limitation. At the present time Itasca has outstanding revenue bonds that were issued for financing improvements to the sewer and water systems. The retirement of these bonds will be effected out of revenue from the operation of those utilities. Itasca's bonded indebtedness is, of course, considerably less than the maximum limitation prescribed by law. In view of the fact that the total debt limitation of a municipality is related to assessed valuation of all taxable land and improvements in the community, the debt limitation will, of course, increase at a more rapid rate than in the past, due to expected growth in new residential, business, and manufacturing developments.

Thus it is likely that all revenue sources will tend to become more productive as the Village grows. Receipts from property taxes will continue to be the largest source, but receipts from the sales tax and motor-fuel tax also will increase rapidly. As indicated above, receipts from the operation of sanitary sewer and water utilities will be available to finance needed improvements of this type.

The Comprehensive Plan will serve as a guide for coordinating private, semi-public, and public physical improvements. The Capital Improvement Program is particularly concerned with need for anticipated future public improvements, that are geared to a schedule of completion coordinated with expected demands for such improvements by private and semi-public users. Chart V lists the major items of such public improvement as indicated in the Comprehensive Plan, sche-



MAJOR CAPITAL IMPROVEMENT PROGRAM

| TYPE OF IMPROVEMENT | PROGRAM AND JURISDICTION | | | |
|---|--------------------------|-----------------------|------------------------|--------------------|
| | Stage I 1959-1964 | Stage II 1964-1967 | Stage III 1967-1970 | Stage IV 1970 — |
| <u>THOROUGHFARES AND TRANSPORTATION</u> | | | | |
| Interstate Route D3 | S ◊ | I ◊ | | |
| U.S. Route 20 and Interchanges | | S ◊ | I ◊ | I ◊ |
| State Route 53 and Interchanges | | S ◊ | I ◊ | I ◊ |
| Irving Park Road | S and I ◉ ◊ | | I ◉ ◊ | |
| Prospect Avenue | S and I ◉ ◊ | | | |
| Devon Avenue | | | I ◉ ◊ | |
| Walnut Avenue | I ◉ | | | |
| Division Street | I ◉ | | | |
| Catalpa Avenue | I ◉ | | | |
| Nordic Road | I ◉ ◉ | | | |
| Parkway System | S ◉ ◉ | S and I ◉ ◉ | I ◉ ◉ | I ◉ ◉ |
| New Road (Manufacturing District) | S ◉ | I ◉ ◉ | | |
| Thorndale Avenue | I ◉ ◉ | | | |
| Off-Street Parking | S and I ◉ ◉ | S and I ◉ ◉ | I ◉ | I ◉ |
| Commuter Plaza | S ◉ ◉ | I ◉ ◉ | I ◉ ◉ | |
| <u>COMMUNITY FACILITIES</u> | | | | |
| Community Center | S ◉ | I ◉ | I ◉ | |
| Elementary Schools | S and I ◉ | S and I ◉ | I ◉ | I ◉ |
| Junior High Schools | S ◉ | S and I ◉ | I ◉ | |
| Senior High Schools | I ◉ | S ◉ | I ◉ | I ◉ |
| Parks and Playgrounds | S and I ◉ | S and I ◉ | I ◉ | I ◉ |
| Forest Preserves | S ◉ ◊ | S and I ◉ ◊ | I ◉ ◊ | I ◉ ◊ |
| Water System | I ◉ | I ◉ | I ◉ ◉ | I ◉ |
| Sanitary Sewer System | I ◉ | I ◉ | I ◉ ◉ | I ◉ |
| Storm Sewer System | I ◉ ◉ ◊ | I ◉ ◉ ◊ | I ◉ ◉ ◊ | I ◉ ◉ ◊ |
| Waste Disposal Plant | | | S and I ◉ ◉ | I ◉ |

KEY TO SYMBOLS

PROGRAM

S Site Acquisition

I Improvement

JURISDICTION

◉ Village of Itasca

◉ School Board — Elementary or High

◉ County or Metropolitan

◊ State or Federal

◉ Original from Other

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dules estimated dates when such improvements may be required, and indicates the governmental unit or taxing body under whose jurisdiction the work is to be financed and completed. Obviously, the Capital Improvement Program at the outset will serve only as the initial stage of future Capital Improvement Programs, prepared at least annually to reflect current Village and School Board improvement programs, as well as the programs being stressed by Federal, State, County, and (ultimately) Metropolitan agencies.

Of vital importance is the immediate designation by the Village and School Board of exact locations of land for acquisition by immediate purchase or future dedication, for improvement in the foreseeable future. It is unlikely that the choice of land, or the price of land, will ever be more favorable in the future than they are now. At a later date or stage, when revenues increase from the above listed sources, the Village will then be in a position to move promptly on needed construction or improvements.

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