

AMENDATORY
COMPREHENSIVE PLAN
ITASCA, ILLINOIS

OCTOBER, 1994

AMENDATORY COMPREHENSIVE PLAN ADOPTED
SEE ORDINANCE NO. 836-94

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AMENDATORY COMPREHENSIVE PLAN

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INTRODUCTION

WHY PLAN

A Community Plan strives to create "good growth" not "no growth." That is, growth should occur but not the haphazard growth that is unsightly, wasteful, and results in sharply rising municipal service costs and property tax increases. Planning offers a way to try to maintain a positive "quality of life" in revitalizing the community.

A plan shows the current positive and negative aspects of the community. It also offers guides to spending public money for improving community life and where each type of private development should occur in order to make the community a better place to live.

Sometimes private development plans can run into conflict with community desires and development plans. One purpose of the community plan is to show private landowners and developers the location and type of private development wanted by the community. In other words, a clear community plan will save private developers considerable time and money in putting together their plans. At the same time, a good community plan will help the community spend money wisely and effectively so that municipal service costs do not result in a crushing property tax burden on local residents. The community budget should be compared to the community plan to ensure that public money will be spent in accordance with the community's goals and objectives.

REASONS TO PLAN¹

Planning is the mark of good community sense and intelligent thought. It makes sense for a community to plan when changes are occurring and if the citizens wish to be a part of those changes. It makes even better sense to plan when changes are pending. Planning enables people to influence changes in the appearance, economy, and social life of their community. By planning, the community will begin to realize that the economy, the housing base, the unique environment, and the historic characteristics are closely related to those annoying or pressing problems such as traffic congestion, water pressure, flooding, and the lack of adequate employment.

The technical reasons for planning are quite simple. Many local land use decisions are often uncoordinated in that they are made over time by a wide and diverse group of citizens--developers, real estate interests, public officials, businessmen, church and school boards, private individuals planning to build new homes or speculating in land, special districts and other governments. The decisions made by these various groups will eventually evolve into a pattern of community growth. If allowed to remain uncoordinated, these development decisions may adversely affect many aspects of commerce, population, education, housing, streets and roads, services, and facilities. For

¹The Small Town Planning Handbook, Thomas L. Damets, John W. Keller with Mark B. Lapping, American Planning Association, Washington, D.C. - Chicago, IL 1988

instance, when several small housing subdivisions are added to the community, they may strain public services (e.g., schools and roads) and not contribute enough in property taxes to pay for new services. Private families may plan and build their homes only to find that within a few years they are neighbors to industrial or commercial uses that are incompatible with family living. Also, some land may be developed before the community realizes that the land is subject to periodic flooding.

All of these reasons point toward the need for planning as a common framework for community decisions so that all interests can begin to pull together. Without the unifying framework provided by planning, serious difficulties may arise.

The use of a community plan in making decisions is not a simple process of commercial and industrial development, although a community plan can be extremely helpful in the background preparation for new businesses.

1. A plan can provide information on the ages and conditions of existing businesses and industries and show what kind of businesses the community needs.
2. A plan can also indicate whether or not the work force is sufficient to staff particular manufacturing jobs and whether or not local road systems are capable of handling the particular loads and types of traffic that would result from increased industrial activity.
3. A plan can paint a picture of how much additional school space and how many recreational facilities would be needed if new residential developments were to locate in the community.
4. A plan also helps to convince prospective manufacturers and business people that the community has considered the needs of new employers and employees, not just the greater payrolls and property tax revenues.
5. A plan can help a community to direct efforts toward common and pressing problems. Planning should help citizens make more effective decisions and draw people into policymaking through public hearings with public officials.
6. A plan is the key: it must reflect a community consensus on the needs and goals of the community in development matters. The more people that take part in the planning process, the more they will feel that the final plan is their plan. In putting together a plan, there is plenty of work for everyone who wants to be involved.

Planning helps shape the drafting and adoption of local zoning and subdivision ordinances. These ordinances will assist the governing body and the planning commission in ruling on development proposals which would bring either small or large changes to the community.

Planning will assist the community in thinking regionally. The more a community becomes involved in the planning process, the more quickly it will realize that local problems, as well as local assets, are not unique. Before long, those who participate in the planning process will come to think of the region as the community. Many problems are larger and more complex than originally anticipated, and often these problems are shared with the county and the community next door. Indeed, it may become apparent that the solution to some problems requires cooperative efforts among communities.

Perhaps the most important reason to plan is that, through planning, a community can achieve feelings of security, pride, and lasting accomplishment. The community can point to itself over the years with great satisfaction and demonstrate that its people care. Planning is a consistent way to show a caring attitude: 1) caring for the residents on the fringe of the newly annexed areas as much as for the residents of older established neighborhoods; 2) caring for the housing of senior citizens and the deprived as much as for the housing of young couples and the visibly rich; 3) caring for the environment and a community's character in the same manner as the tax base and special assessments; and 4) caring that future residents will enjoy the same, if not a better, quality of life as that of prior generations.

PLANNING HISTORY-ITASCA

Community Planning is not new to the Village of Itasca. The first Comprehensive Plan² was adopted in 1959 with a population of 3,151 (Special Census) and in 1960, the official census recorded was 3,564.

The total area of the Village in 1957 was 891 acres with over 36 percent in residential land use. There was no manufacturing in the Village in 1957 and only 1.2 percent of the corporate area was in business and commercial uses.

In 34 years the Village has grown in corporate area, population and in almost every category of land use. Seventy percent of the total area was developed with 30 percent in vacant land.

In 1959 the population, because of the growth since World War II, was projected to reach 16,000 by 1980. This was not reached and never will be attained unless there are changes made, including any redevelopment when the density would be increased.

The second Comprehensive Plan (amendment) was developed for the Village of Itasca between 1974 and 1977 with the adoption of the General Development Plan on October 18, 1977.

²Comprehensive Plan, Itasca, Illinois, Carl Gardner and Associates, October, 1959

This plan was prepared in two parts consisting of "Part One: Background Studies for Planning" and "Part Two: The General Development Plan." This plan has guided the growth and development of Itasca for the past fifteen (15) years.

"Part One:³ Background Studies for Planning" encompasses a wealth of data and information about Itasca and its regional setting, presented in text, table and map form. This report will be used in preparing a new General Development Plan by comparing present data with that collected in the middle 1970's. For example, existing land use can be compared with land use in the 1970's to determine how many acres within the corporate area have been used for uses other than agriculture or vacant.

The topics of information collected and presented in the two parts of the 1977 Comprehensive Plan include:

"Part One: Background Studies for Planning"

- History and Background for Itasca
- Goals and Policies
- Existing Land Use
- Natural and Environmental Resources Inventory
- Population and Social Characteristics
- Economic Inventory and Analysis
- Housing Conditions and Characteristics
- Community Facilities
- Park, Recreation and Open Space System
- Transportation
- Utility System
- Central Business Area Analysis

"Part Two: The General Development Plan" includes two basic elements which were prepared based on the Part One report:

- The General Development Plan for Itasca
- Implementation of the Itasca General Development Plan

The General Development Plan update amending certain sections of the above, adopted between 1986 and 1987, addressed the:⁴

³Part One: Background Studies for Planning and Part Two: The General Development Plan" DuPage County Planning Commissions, 1974-1977

⁴Itasca General Development Plan Update, DuPage County Regional Planning Commission, 1986-1987

- Analysis of Existing Conditions:
 - Planning Area and Base Map
 - Existing Land Use
 - Community Facilities
 - Environmental Characteristics
- Transportation Network Plan:
 - Transportation Network Plan
 - Arterial Highway Development Policies and Standards
- General Development Plan

The update to the General Development Plan was never adopted by the Village Board.

THE AMENDATORY COMPREHENSIVE PLAN

In 1992, it was approved that the General Development Plan adopted in 1977 was to be amended. This amendment is extensive and includes the following:

- A. Base Map Update
- B. Planning Studies
 - 1. Analysis of Existing Conditions
 - 2. Goals and Objectives
 - 3. Annexation Studies
 - 4. Population Analysis and Projections
 - 5. Community Facilities
 - 6. Environmental Characteristics
 - 7. Streets, Thoroughfares and Transportation
 - 8. Town Center Area Parking Studies
- C. Physical Plan Elements
 - 1. Land Use Plan
 - 2. Community Facilities
 - 3. Streets, Thoroughfares and Transportation
- D. Interim Report
- E. Comprehensive Plan
- F. Comprehensive Plan Brochure

The principal tools to implement the Comprehensive Plan is the Zoning Ordinance and the Subdivision Regulations. The Village of Itasca updates the Zoning Ordinance every two years and the Zoning District Map is revised annually according to the Illinois Revised Statutes.

The Subdivision Regulations adopted August 12, 1986 have never been amended.

On March 9, 1993, the Village adopted the Development Standards and Specifications which will now require a comprehensive amendment to the Subdivision Regulations to remedy any conflicts.

To better understand the updating of the Official Comprehensive Plan for the Village of Itasca, there should be an understanding of what a Comprehensive Plan is, what it includes and what it is to accomplish, as depicted in Chapter 24 of the Illinois Revised Statutes.

"A comprehensive plan is a plan for the Village of Itasca including graphic and written proposals indicating the general locations recommended for the streets, parks, schools, public buildings, land use areas, and all physical developments of the Village, including any unit or part of such plan separately adopted and any amendment to such plan and parts thereof, recommended by the Village Plan Commission and adopted by the Village Board of Trustees."⁵

There is no better way to evaluate a community than to obtain factual data from the physical factor report(s) which is a compilation of information collected, reviewed and analyzed as part of the planning process. The analysis of the Village will begin with 1974, and the physical factor data prepared for the second Comprehensive Plan will be used. Also, the physical factor data collected for the 1985 update of the Comprehensive Plan will be evaluated.

The conditions to be addressed are any changes in the existing land use, community facilities and environmental characteristics. Any problems and/or opportunities for overall development in the Village also are included as local conditions.

The conditions in the Village of Itasca, in brief, include the existing land use depicting residential, business and commercial, industrial, office, research and development facilities, schools, fire and police, parks, forest preserves, rights-of-way, (streets, highways and railroads, etc.), agriculture, and how this has changed and increased since the original Comprehensive Plan. Also, the environmental characteristics include flood areas, wetlands, etc., as well as possible problems and opportunities for development within the corporate area.

The patterns, trends, and decisions which emerge at the metropolitan level in regard to such issues as transportation, land use, the economy, and population cannot be isolated from Itasca's daily functions. Planning for Itasca should not overlook such regional interrelationships and consider them accordingly in the Comprehensive Plan for the Village.

When the preparation of the Plan started in 1974, the estimated population of the Village was 5,400. In 1976, the population had grown to an estimated population of 6,340. The average growth during this period was estimated at 256 people per year.

⁵Itasca Zoning Ordinance, amended February, 1990, Section 3.02.

During that time the principal area of residential development was located between Walters Lane on the north, the corporate limit line on the south, Prospect Avenue on the east, and I-290 on the west. There were subdivisions in the Village that were platted but not developed, such as between Theodore Lane on the north, Bryn Mawr Avenue on the south, the corporate limit line on the west, and Elm Street on the east. In 1976, the residential area developed amounted to over 466 acres as single family and 46 acres of multiple family, or a total of 512 acres of residential land use. This amounted to a combined residential use of 18.5 percent of the total corporate area, or 27.9 percent of the total developed area.

The manufacturing area between I-290 on the east, Rohlwing Road on the west, Elgin-O'Hare proposed expressway on the north, and the Chicago Milwaukee St. Paul and Pacific Railroad on the south was less than fifty (50) percent developed.

The manufacturing area along Industrial Drive was predominantly vacant.

The area that is known as the Regional Office Center District (ROC) located between the proposed Elgin-O'Hare Freeway on the south, the corporate line on the north (Devon Avenue), I-290 on the west and the then corporate line on the east was vacant. This planned area consisted of 275 acres with a future build out of 25 buildings. The first phase started to develop in 1979. The first project included the construction of the hotel, a connector building and the first office building. The first phase of the development also included a parking deck.

The area between Granville Avenue on the north, Bryn Mawr Avenue extended on the south, Arlington Heights Road on the west, and Prospect Avenue on the east was vacant.

The area between Prospect Avenue on the west, corporate limit lines on the north, the east and the south was undeveloped.

In 1976, the total developed area⁶ of the Village amounted to 1,835.1 acres while the total area included 2,775.0 acres. Thus, over 939 acres was used for agriculture.

The realistic way to evaluate a community to determine change is by land use and, particularly, when the Village has had four (4) existing land use evaluations; namely, in 1974, 1985, 1990 with an update in June, 1992.

Beginning with June, 1992 and each year thereafter, new land uses or changes in existing land use should be recorded on a print of the Existing Land Use Map and evaluated. This map alone has many uses such as, but not limited to:

⁶Total area translates to entire corporate area.

- The Village Board of Trustees
- The Village Plan Commission
- The Zoning Board of Appeals
- The Building Department
- School Districts
- Park Districts
- Police Department
- Fire Department
- U.S. Postal Authority
- Others:
 - Sales management companies
 - Highway Departments

Between 1976 and 1985 there were very few changes in the corporate boundaries of the Village of Itasca. Other than several single-lot annexations and minor statutory boundary changes, the principal additions of land have occurred on Nordic Road adjacent to the Nordic Hills Country Club and on Thorndale Road east of I-290.

The annexations and boundary changes have added little acreage to the Village since 1976. The total land area in 1985 was 2,744 acres compared to 2,774 acres in 1976. The apparent drop in total acreage is due to refinements and updating of the base map which was used to calculate the 1985 acreage numbers, not because of a decline in the size of the Village.

The total developed area⁷ in the Village had increased 22 percent by 1985, adding 402 acres, while the vacant/agricultural land area decreased by 46 percent, losing 432 acres.

The Village in 1985 was 82 percent developed compared to 66 percent in 1976. There were 2,236 acres developed in 1985 as compared to 1,834 acres in 1976.

In 1976, the six largest land use categories, with 90 percent of the total acreage, were agricultural/vacant land, rights-of-way, single-family residential, open space, industrial uses, and transportation, communication, and utilities.

In 1985, these categories were still the largest, but the order changed. The largest land use category was single-family residential followed by agricultural/vacant land, rights-of-way, industrial land, open space, and transportation, communications and utilities.

In 1990, these categories remained the largest but the order had again changed. The largest is single-family residential followed by industrial land, rights-of-way, open space

⁷The total developed area includes only the area within the corporate area that is physically developed.

and transportation, communication, and utilities (TCU). Vacant land decreased from 18.5 percent in 1985 to 17.02 percent in 1990.

Nearly all the residential land in Itasca is contained within a one square mile area bounded by Thorndale Avenue on the north, George Street on the south, Lombard Road/Willow Street on the west and Prospect Avenue to the east. Newer residential uses are west of Willow Street along I-290 and north of Bryn Mawr Avenue toward Thorndale Avenue.

Virtually every part of Itasca west of I-290, north of Thorndale Avenue, and east of Prospect Avenue in 1985 was non-residential. Everything within those borders, with the exception of the town center business uses along Irving Park Road, is residential, related to residential (schools, open space), or vacant. In the unincorporated area, however, there is a substantial amount of single family residential development west of Rohlwing Road. There is also multiple family development on Irving Park Road in Itasca west of Baker Drive and on Norwood Avenue west of Hilltop Drive.

The multiple family uses decreased by eight acres from 1975 to 1985. This apparent decrease was due to the reclassification in 1985 of two parcels of land which are part of the apartment complex at Norwood Avenue and Hilltop Drive from multiple family to vacant. This property, which fronts on a short cul-de-sac in Medinah, is used as a buffer between the single and multiple family developments.

Excluding the above two parcels from consideration, there was an increase in multiple family land use between 1975 and 1985. The block between Rush and Cherry Streets north of Irving Park Road has been developed to complete the multiple family development that existed in 1976. New multiple family development has occurred and is occurring on the north side of Walters Lane west of Arlington Heights Road.

Two-family residential uses were included in the multiple family category in 1976. In 1985, two-family residential uses were separated from the multiple family category because two-family residential uses are not considered to be multiple family.

Between 1985 and 1990 the corporate area of the Village changed along the north corporate area and the east and west area along Rohlwing Road. In addition, a few subdivided lots were annexed in the Oak Street, George Street area and in the general area along Thorndale Avenue west of Rohlwing Road.

The area that is today known as the AMLI Realty Spring Lake Business Park, includes the area southerly from Irving Park Road to the corporate limit line on the south and from Rohlwing Road (Ill. 53) on the west to I-290 on the east which was predominantly vacant. The principal use in this area at that time was the Holiday Inn hotel located northeast of the subject property. Since the annexation (1987) of the Business Park area which includes additional area already included in the corporate area, the Office Research District is developing using the Planned Development process.

In 1990, the area in Itasca commonly known as "Hamilton Lakes" (ROC Zoned District) was renamed "The Chancellory" and will continue to be a prestigious place to work in the Village of Itasca.

Since the 1985 land use study was completed, other areas are being developed as large quality office research areas such as Spring Lake Business Park and Hamilton Lakes East which have been annexed into the Village.

In the 1976 and the 1985 land use study, all two-family residential uses were included with multiple-family uses. It is particularly important if a community is implementing a zoning ordinance that two-family uses be separated from multiple-family uses. By zoning definition, two-family uses are not multiple-family uses. Three (3) dwelling units or more are classified as multiple-family.

The total developed area in the Village in 1990 amounted to 83 percent with over 17 percent to be used for future development. This compares to 66.1 percent in 1976 or an increase of 17.02 percent. It took fourteen (14) years for the Village to develop as it is today.

There were 1,834 acres totally developed in 1976 within the corporate area as compared to 2,236 acres in 1985 to 2,462 acres in 1990 now fourteen (14) years later.

The existing land uses in the unincorporated area were updated during the 1990 existing land use survey but they were not measured. It is evident from the new existing land use map that the vacant land is continuing to disappear. Some of this land as previously mentioned has been annexed to the Village of Itasca.

Single-family residential land uses increased by 19 acres since 1990 or over eight (8) percent in the last five (5) years. Single-family residential land uses have increased 101 acres or over 12 percent between 1976 and 1990. A new single-family residential area has developed since 1985 east of Arlington Heights Road and north of Bryn Mawr Avenue extended.

A new mixed single-family residential area is being developed west of Rohlwing Road, between Shelley Drive on the south and Woodview Drive on the north. This development will include 60 single-family homes (including one existing single family) and 36 townhomes in three (3) and four (4) unit buildings.

The multiple-family uses decreased between 1976 and 1990. A new multiple-family development located north of Irving Park Road and west of Rush Street will include 36 townhouse dwelling units. The general area along both sides of Theodore Lane between Walters Lane on the north and the north corporate limit between Walnut Street on the west and Cherry Street on the east is being developed as multiple-family. This area was started several years ago and the area now is being built out.

Two-family residential uses were included in the multiple-family category in 1976 and 1985. In the 1990 land use survey the known two-family uses were separated and now such uses can easily be detected on key existing land use maps. Two-family uses are now identified within the corporate area and most of these uses are conversions of older single-family units.

The amount of land devoted to commercial uses in the Village has increased from 85 acres in 1985 to 105 acres in 1990. Over 14 acres for the former Stouffer Hotel area in the ROC District was removed from a commercial classification and included in the office research area for 1990. There has been a total increase of over 34 acres of commercial between 1985 and 1990.

Industrial land use increased from 1976 to 1990 by 36 percent. Previously, the industrial uses were identified as manufacturing and non-manufacturing uses. It is difficult to continue this breakdown because of changes of land use; e.g., a building in 1985 used for non-manufacturing may now be used for manufacturing. Therefore, all industrial land uses are now considered as manufacturing, warehouse and office uses within industrial area as one single category. Industrial uses are no longer separated.

Between 1985 and 1990 the industrial land uses increased 118 acres or 51 percent. Totally, between 1976 and 1990, the industrial land use increased over thirty-six (36) percent. Such a large industrial area should mean a substantial Village tax base.

The two industrial areas in the Village are substantially built out. A new area being developed as industrial is in the Thorndale corridor between Rohlwing Road on the east and the corporate limit line on the west.

Office, research and development land uses had the largest rate of development between 1976 and 1985 amounting to 1,062.5 percent.

In 1985, another new area commenced development for office-research located east of Rohlwing Road and south of Irving Park Road. Part of this was annexed into Itasca. The two (2) areas increased by 92 acres between 1985 and 1990. Between 1976 and 1990, the office, research and development type of land use increased over 10 percent. The two (2) areas within the next few years will undoubtedly be built out. Between the industrial land uses, and the office research land uses, the Village tax base should increase substantially.

TOWN CENTER

The Town Center area as delineated in 1976 is not a Town Center in the true concept.

The core of the Town Center area bounded by Center Street on the north, Milwaukee Railroad on the south, Elm Street on the east, and Maple Street on the west includes the true "downtown" or Town Center Core Area.

In ascertaining the 1990 existing land use study, it was considered to map this area because of the uses above the first floor and the potential parking problems.

There are not less than five (5) buildings in this supportive area which have uses above the first floor which include residential dwelling units and one (1) office use that existed at the time of the land use survey.

Part of the Town Center Core Area was changed by rezoning two (2) areas to allow the building of two-family residential units and townhouses.

At the time of the existing land use survey, it was apparent that there should be restriping on the streets to show off-street parking areas which allows for proper separation of parking stalls. To meet the Illinois Accessibility Code to provide handicapped parking will be a problem because of lack of existing off-street parking areas.

If the existing residential uses were converted to office uses, then parking would be scarce.

At the present time, a public bus service (Pace) provides a transportation connection with the Itasca Railroad Station with business areas in this area. An increase of this service may cause refinement of the traffic circulation within the Town Center Core area.

Now with sixteen (16) years of existing land uses accountable, which represents physical growth and development since 1976, it is now evident where the remaining vacant acres for future development are located and the areas that should be considered for annexation and future development.

Now that the Comprehensive Plan adopted in August, 1977 is being updated, it can be determined how the remaining vacant land will be developed. Also, include the unincorporated areas that are totally surrounded by the Village that should be annexed. Since the 1990 existing land use survey, there have been several single family and townhouse units built. New offices, warehouses, and a child care facility have been added to the building stock. A new building added to the Town Center includes offices on the first floor with apartments on the second floor.

ITASCA AS A PARTNER IN REGIONAL PLANNING

DU PAGE COUNTY

The Village of Itasca was included in a large planning area, namely, the DuPage County Regional Planning area which originated in 1970.

In 1988 or prior, Itasca was included in the northeast cluster planning study area of DuPage County. DuPage County has been updating the 1985 County Land Use Plan and

has divided the county into six cluster areas. Each cluster includes several corporate communities. At some point in time, it appears that each proposed cluster land use plan will be combined to form the updated 1985 County Land Use Plan Map.

The northeast cluster area includes some of the following communities:

- Addison
- Bensenville
- Bloomingdale
- Elk Grove Village (in part)
- Elmhurst
- Glendale Heights
- Glen Ellyn
- ITASCA
- Lombard
- Villa Park
- Wood Dale

The northeast cluster encompasses approximately 56 square miles of which Itasca occupies about 8.29 percent of the cluster area. The Village is the smallest corporate area, by population, within the sub-planning area.

NORTHEASTERN ILLINOIS PLANNING COMMISSION

In addition, the Village of Itasca is also part of a much larger regional planning area by being included in the Northeastern Illinois Planning Commission (NIPC) area which includes the six collar counties excluding the City of Chicago.

The past and future planning in Itasca will influence the area surrounding the land use which could impact, etc., adjacent corporate areas.

On June 18, 1992, NIPC adopted what could become an historically important planning document. The new plan is titled "A Strategic Plan for Land Resource Management." The principles of this document should become a working guide for local, county and state officials.

PROBLEMS VERSUS OPPORTUNITIES FOR OVERALL DEVELOPMENT IN ITASCA

In the previous Comprehensive Plans, there appears to be a lack of addressing any problems and/or opportunities other than existing land use in developing the Village of Itasca.

What better way to ascertain any problems or opportunities for developing the Village than through the non-bias Plan Commission and others. A Plan Commission membership includes members representing various professional inputs and experiences gained as a resident. The Plan Commission is familiar with proposed developments as they come before this body and also with Village Codes and Ordinances.

Therefore, as a preliminary insight into development problems in Itasca, a letter was directed to each Plan Commissioner and others in order to better understand any problems. The following questions were pursued:

1. What are some of the problems for overall development in Itasca?
2. What are some opportunities for overall development in Itasca?

There was a seventy-three (73) percent response to the letter in addressing any problems or opportunities in the development of the Village.

Following is a listing of problems as extrapolated from the received letters:

1. STREETS

- a. Traffic congestion (daytime).
- b. Local residential streets are narrow.
- c. Some streets are used for short cuts.
- d. During rush hours, streets are overloaded.

2. PARKING

- a. Parking shortage is a major problem in the downtown area.
- b. Not enough parking space for new business development in vacant stores.
- c. Village of Itasca should not be responsible for providing parking for Elk Grove Village's users of the commuter trains.

3. POPULATION INCREASE AND PROBLEMS

- a. When population increases, it requires more municipal services, such as police, fire, public works, etc.
 - (1) Growth creates traffic.
 - (2) If the buildings are not maintained, then redevelopment becomes necessary.
 - (3) More noise and air pollution.
 - (4) Need for more collector streets.
 - (5) Inadequate shopping in the Town Center.

4. GENERAL COMMENTS

- a. Land for development not available without annexations.
- b. No incentives offered, such as Tax Increment Financing (TIF) programs, etc., to assist in upgrading the Town Center. (A TIF is a financing tool used to

rejuvenate ailing areas by setting aside revenue generated by assessment increases inside the delineated project boundary for improvement to only these areas.)

- c. The type of business located in the Town Center does not require too much parking.
- d. Strict interpretation of the Zoning Ordinance with regard to density, wetland protection and aesthetics.
- e. Stricter reviews of business design when reviewing site plans, etc.
- f. Consider blocking off certain streets to protect areas. (Terminate a street using a cul-de-sac.)
- g. Any available land seems to be used for business and not residential uses.
- h. Area is becoming congested and getting out of control.
- i. When is Irving Park Road going to be widened to relieve parking backups?
- j. Need a traffic light at Catalpa and Irving Park Road to keep traffic moving.
- k. Development should be linked by overall development plan.
- l. Plan Commission should make sure that the transitional and peripheral undeveloped areas are developed properly.
- m. Plan Commission should strive to allow development which is beneficial to Itasca and still allow the developer to have a marketable product.
- n. The redevelopment of the center of town needs to be planned. As individual parcels become available for development, the Plan Commission needs to keep the objectives of that plan in mind.
- o. The flow of traffic should be a concern of the Plan Commission since the property of the businesses in town depend on it to keep profitable. The Plan Commission should be aware of the rising problem of traffic in the Village.
- p. Additional parking area needed.
- q. Limited land area to develop single family housing.

- r. Some of the overall development is related to zoning. Variances requested are usually trying to "stretch" the zoning intent while allowing the property owners to achieve a "gain."
- s. Improve commercial areas to provide needs for residents so that purchases do not have to be made out of the community, thus losing revenue.

Comments to the second question were not as responsive as to the first question. Following are general comments as to the opportunities for overall development in the Village:

1. The Village of Itasca has a variety of opportunities for development including land available for new regional office center, office research, and residential development. Also available are some select sites for business and manufacturing development. In addition, the Village of Itasca has several business and manufacturing zoned properties which are unoccupied and readily adapted to new uses.

Those areas available for development were formerly relatively flat farm land. In general, they have good soil conditions for construction, many have public utilities in close proximity and are located close to major expressways including I-290, I-355, and the west leg of the Elgin-O'Hare Expressway. Metra provides commuter rail service with a train station located almost in the center of the Village.

2. Good planning can make a "town" self sustaining.
3. In a self-sustaining community, you can live, shop and work.
4. Real Estate tax base can be lower by having commercial and industrial areas. (These uses require less services including schools, parks, etc.)
5. Control the types of land use in a community if they are planned for.
6. Build condominiums and townhouses of good quality with reasonable prices to allow senior citizens to remain in Itasca.
7. Development of the land between Devon and Thorndale Avenue.
8. Possible annexations of various unincorporated areas along the corporate boundaries of Itasca.
9. Keep Itasca on the positive track which it has always followed.

ENVIRONMENTAL CHARACTERISTICS

Environmental characteristics are major concerns in the overall development of the Village. These are all the conditions, circumstances, and influences, surrounding and affecting any development in the Village.

The natural and environmental resources inventory (Chapter 4) included in the 1977 General Development Plan Report "Part One: Background Studies for Planning" covers an in-depth study of the subject matter. (See Appendix II.)

The purpose of the natural and environmental resources inventory as included in the above report was to provide the basic information necessary to understand and evaluate the natural and, in some instances, man-made features of the environment in the Itasca planning area in terms of the opportunities and constraints they place on urban development.

The natural and environmental inventory deals primarily with natural features of the earth, such as soil, water and air.

In the above report nine major environmental aspects of the planning area were inventoried: meteorology, geology, physiography, hydrology, vegetation, wildlife, noise levels, soils and aesthetics.

Reference to Chapter 4 (see Appendix II) of this report is encouraged because the basic data is invaluable in the formation of the comprehensive plan or a comprehensive amendment to a plan.

Also reviewed is recent information pertaining to the noise exposure areas generated by aviation activity at O'Hare International Airport.

Environmental characteristics will be addressed in a following section of the updated Comprehensive Plan.

There have been, and there appears that there will be, changes in the overall development in the community caused by any projected increase in activity from O'Hare International Airport.

Also the completion of the Wood Dale/Itasca Reservoir storm water project to curtail flooding along Salt Creek and possibly increase development. Areas that were restricted because of storm water problems may be relieved and returned to the development market.

SUMMARY

Analyzing the existing conditions in the Village of Itasca since 1977 clearly indicates a controlled growth and development which is consistent with the past and present planning concepts and standards in the adopted Comprehensive Plans.

Even though the Village lost population as recorded in the 1990 United States Official Census, the community has enjoyed quality development which is reflected in the tax base.

The Village should continue in this direction and strongly consider annexing unincorporated area(s) that is/are surrounded by the Village and/or adjacent land with boundary agreements being considered. Also, the Village should also continue updating physical conditions which have been taking place, such as infrastructure and public buildings, etc.

There has been a strong emphasis over the past few years on non-residential growth and development, such as industrial, office-research and regional office use. This continues to emphasize economic growth.

Some restraints on development will be environmental, such as floodplains, wetland areas, noise impacts from aircraft from O'Hare Airport, etc.

As the 1990 existing land use study indicated, there is vacant land available within the corporate area of the Village. Not all of the land may be buildable because of environmental concerns.

In developing the updated General Development Plan (map) included in the Comprehensive Plan, consideration was given to evaluate any vacant land that will not fill the long range needs of the Village as zoned. Such proposed land uses may better serve the residents in another location.

GOAL FORMULATION

The Village of Itasca, like many communities, have goals but they do not often realize they are planning goals. Planning goals are associated with a community that has prepared, or is preparing, a long range Comprehensive Plan.

Too often a governmental entity prepares, reviews and adopts goals, objectives and policies as part of the preparation or the updating of the Comprehensive Plan and then does not refer to the document in making local planning decisions.

Goals, objectives, and policies should be referred to when planning decisions are before the Plan Commission and/or the Village Board. They take on many different forms in different styles of planning documents. They establish ways for governmental agencies to work cooperatively on land use planning and development control.

The goals, objectives, and policies seek to maintain the flexibility needed to allow latitude in local decision making. Cooperation does not mean the loss of local decision-making power. In fact, because the impact of development spills over from jurisdiction to jurisdiction, cooperation is a critical element in a community retaining control over quality of life within its own borders.

It should be noted that goals, objectives, and policies can often conflict with one another, particularly if it is assumed that each one is to be implemented to its fullest extent.

Following is a list of development goals that are recommended for study and adoption that will guide the implementation of the Comprehensive Plan and/or update during the planning period.

DEVELOPMENT GOALS

A. Plan for the General Welfare of All Citizens

Plans for the future of Itasca shall be directed toward the general welfare of all its citizens by providing a community environment that is healthy, safe, convenient, attractive and pleasant. High standards of development should be maintained. The location or relocation of physical facilities are only a means of achieving the basic planning goals.

B. Recognize Northeastern Illinois Planning Commission

The goals and objectives of Northeastern Illinois Planning Commission (NIPC) as they pertain to the overall objectives of Itasca and the surrounding areas should be recognized.

C. Recognize the DuPage County Regional Planning Commission

The goals and objectives of the DuPage County Regional Planning Commission, as they pertain to the overall objectives of Itasca and the surrounding areas, should be recognized.

D. Recognize Itasca School District 10

The goals and objectives of the Itasca School District 10, as they pertain to the overall objectives of Itasca, should be recognized. (See Specific Agency Goals following.)

E. Recognize Itasca Park District

The goals and objectives of the Itasca Park District, as they pertain to the overall objectives of Itasca, should be recognized. (See Specific General Goals following.)

F. Recognize the Itasca Historical District

The goals of the Itasca Historical District, as they pertain to the overall objectives of Itasca, should be recognized. (See Specific Goals following.)

G. Coordinate All Plans for Itasca

All aspects of the plans for Itasca, including those of all public and private bodies whose plans affect the Village or any part thereof, should be technically sound, democratically established, interrelated and coordinated.

To attain this objective, the Plan Commission should cooperate fully with all public and private bodies engaged in planning for the future development of the Village and public and private institutions within its boundaries.

H. Planning Jurisdiction

To preserve and continue to maintain the existing small town character and the individual identity of Itasca and the area within the Planning jurisdiction as determined by the Municipal Boundary Agreements with the communities adjacent to Itasca and/or the Illinois Revised Statutes.

I. Community Balance

To retain a balance between residential and nonresidential (commercial/business) development that is consistent with current and planned infrastructure.

J. Local Government Control

To maintain the quality, effectiveness, and accessibility of local government decision making on land use issues, while assuring that decisions made by different levels of government and different government agencies are coordinated with each other.

GENERAL GOALS

The minimum goal is as prescribed by the Illinois Revised Statutes - to make a plan or update a plan for the purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the Village, and of the public improvement utilities therein, which will in accordance with present and future needs best promote health, safety, morals, order, convenience, prosperity, efficiency and economy in the process of development and the general welfare of the Village. An additional goal is to translate the desires of the citizens into realities, insofar as it is feasible, through unified and well directed effort.

The apparent diversified nature of the Village appears to be good and should be retained. All uses should be provided for subject to placement and regulations as necessary to insure compatibility.

GOALS, OBJECTIVES, AND POLICIES (GENERAL)

In establishing and deciding on a certain set of development plans or activities, three degrees of policy formulation become apparent. These include goals, objectives and policies and range from the broad to the specific. For example, a goal being the most general term could be "*make Itasca a good place to live.*" A more specific objective would be to "*prohibit all housing in a flood plain.*" The policy, then, could be stated as "*establish a code enforcement project based upon a thorough housing plan.*"

Goals are essentially expressions of values. They are abstractions providing directions rather than locations and, in a sense, are unobtainable. Objectives, on the other hand, are specific purposes to be obtained that attempt to reach these broad goals. Policies are definitive courses of actions chosen from among alternatives to guide future decisions. They deal with the way or ways in which specific objectives may be accomplished. As such, policies provide directions for the preparation of specific plans, programs and projects.

As one moves from the general to the specific, it must be noted that, over time, new areas of need or new situations become dominant and it is necessary to re-appraise and amend goals, objectives, and policies periodically to reflect changing conditions.

GOALS, OBJECTIVES, AND POLICIES FOR ITASCA

Based upon the present point in time and the existing conditions, the following goals, objectives, and general development policies are recommended.

THE GENERAL DEVELOPMENT GOAL

While there are several specialized areas that deserve attention in the goal formulation process, there is an overriding, general goal and set of objectives that pertain to community development as a whole, hence the recognition of this in the term "Comprehensive" Plan.

Goal:

To establish and maintain an enjoyable, healthful, coherent and workable environment for the residents of Itasca.

Objectives:

1. To expand opportunities for working and recreation within the Village.
2. To improve the Village's competitive economic position.
3. To aid in the beautification and retention of aesthetic values for the improvement of living conditions through sound urban design.
4. To minimize all air pollution, water pollution, and other sources of environmental deterioration.
5. To achieve greater equity of tax burden among property tax payers contributing to the same governmental costs.
6. To provide adequate community facilities without duplicating the efforts of other governmental bodies.
7. To provide the highest level of public facilities and services at the lowest possible per capita cost.
8. To provide a comprehensive or updated plan for the use of the Village of Itasca to guide the growth and development efforts within the community.

Policies:

1. Development proposals which produce undesired effects to the public health, safety, convenience and general welfare will not be permitted.
2. Aesthetic considerations, such as architectural style and appearance, site design, development of open space and the like, will be major factors in the acceptance of all development proposals both public and private.
3. Municipal, county, and state planning efforts will be coordinated in order to avoid land use conflicts, duplications and excessive public service and facility costs.
4. Regulatory measures and procedures will be reviewed and modified in recognition of the needs of contemporary situations and the need to properly control such situations; the development policy will not be rigid and inflexible, but neither shall it be discriminately permissive.
5. It shall be a general policy of the Village Board of Trustees to encourage and extend full cooperation to a new development proposal. However, the welfare of the general public and the intent of the Comprehensive Plan will be of primary importance.
6. Special attention will be given to providing the citizens of the Village with comprehensive and timely information on all aspects of the Comprehensive Plan, new development proposals, zoning and other regulatory measures adopted by the Village Board of Trustees.
7. The Village shall provide and maintain a complete set of policy statements, physical plans, and development program strategies to serve as a relevant and purposeful reference to guide private and public development within the Village.

THE LAND USE AND URBAN FORM GOAL

A basic task in urban planning is to achieve land uses which result in the life style and environment desired by the residents of Itasca. Of particular importance are the locations of land uses and facilities that shape the environment such as housing, utilities, transportation facilities and open space.

Goal:

To improve the physical environment and general livability of the Village of Itasca and its environs by minimizing the costs of urbanization by orderly and planned development.

Objectives:

1. To provide for a range of land uses which are desired by the citizens within the Village limits.
2. To insure that the use of the land within Itasca relates to land uses outside its borders.
3. To assure that future development of the land will not adversely affect adequate uses.
4. To develop a logical harmony between various land uses within the Village.
5. To protect the property rights of the individual to the extent that they do not impinge upon the property rights of others.
6. To facilitate the accessibility to all land uses through an efficient transportation system.
7. To maximize the range of opportunities available to the present and future residents of Itasca.

Policies:

1. All development shall comply with the intent of regulations established by the Village Board of Trustees to guide and direct the development within the Village.
2. Rezoning shall not be granted unless the proposal is shown to be in accordance with the intent of the Comprehensive Plan and the Zoning Ordinance.

HOUSING AND RESIDENTIAL DEVELOPMENT GOAL

To provide the best possible living conditions for the residents of Itasca, programs should be developed and implemented that promote the construction of sound new housing and also the protection of existing sound housing.

Goal:

To provide an opportunity for sound housing and a healthy living environment for every resident and family in the Village of Itasca.

Objectives:

1. To encourage the development of a variety of housing types at densities which are compatible with the Village, which can satisfy the needs for a variety of life styles and living experiences within the Village.
2. To review, and revise if necessary, all codes and ordinances which affect the building and maintenance of structures, to insure that they incorporate the most modern efficient, and economical methods available.
3. To assure that all persons regardless of race, color, or creed have equal opportunity to secure housing of their choice.

Policies:

1. High standards of residential development will be required and promoted through the Comprehensive Plan and the planning process.
2. Citizens shall be expected to maintain their homes to meet the minimum standards set by the Village Board of Trustees.
3. Various types of housing will be permitted, provided each is properly located according to the Comprehensive Plan, and the site plans and structural quality are in accordance with the adopted standards.
4. Sound design and planning innovations in both structural design as well as site planning will be encouraged.

TRANSPORTATION GOAL

A safe, convenient, and efficient transportation system is vital to the growth and development of Itasca. A good street system should not only be capable of accommodating present and future traffic volumes, but it should serve the people by connecting living areas with employment, shopping, and recreational areas.

Goal:

A structuring of transportation facilities to provide equitable access to opportunities within Itasca, primarily education, recreation, and residential areas, and to important linkages outside the Village.

Objectives:

1. To channel major traffic volumes onto a limited number of principal streets, and to discourage large traffic volumes from passing through residential areas.
2. To reduce, where possible, the amount of land devoted to transportation systems.
3. To integrate transportation functions through innovative design, which provides for improved circulation and attention to aesthetics.

Policies:

1. The Village recognizes that its local transportation systems shall be consistent with the overall needs of the county, and will contribute what it can of its resources and planning activity towards the resolution of county transportation problems.
2. Non-local automobile traffic will be encouraged to utilize a relatively small number of thoroughfares rather than allowed to use minor streets through residential areas which are designed primarily to serve adjacent residential property.
3. Each street will be classified and developed according to its principal functions as assigned in the Comprehensive Plan.
4. Primary road entrances to the community, and to the extent feasible, all major roads, will be given special treatment so as to provide identity, and produce a good visual impression to residents and visitors.
5. Public streets are intended to serve the function of moving traffic and not as parking space; as such, each individual future land use shall be required to provide off-street parking sufficient for its needs.
6. Use the improvement and addition of street facilities as a positive force in guiding new development and improving land use relationships.
7. Provide flexibility by basing right-of-way and access requirements on an evaluation of future highway and street needs.

BUSINESS DEVELOPMENT GOAL

Carefully designed and located business facilities are important to the convenience of Village residents, and, by providing a wide variety of goods and services, these establishments can contribute to the overall livability and amenity of Itasca.

Goal:

A well located and designed planned business facility to service existing and future populations.

Objectives:

1. To discourage the development of business uses in scattered locations around the community, and in areas where they would cause disruption to existing circulation patterns and life styles.
2. To provide for the orderly and systematic development of special service type of business land use to residential development areas developed under a planned development ordinance, at an appropriate scale and location within such areas which provide least objections from local citizens.
3. To provide convenient and adequate access from residential areas to the planned business areas.

Policies:

1. Business development in the principal business district (Town Center) should encompass service functions such as general and professional offices, banking, and entertainment facilities.
2. Provide a street system enabling direct access to the planned business areas.
3. Boundaries of planned business areas shall be well defined so as to prevent any intrusion into adjacent land uses, and the owner shall provide proper screening and landscaping to preserve the existing as well as future aesthetic values of adjacent properties.
4. Business establishments will be expected to achieve a high standard of continuous maintenance and repair. The quality of building and landscape design, the proper storage of trash, the maintenance of the yard, the control of noise, light and odors, and many other factors will be considered important to the acceptance of proposed business developments.
5. The effect of proposed planned business developments on the existing and proposed traffic circulation patterns of the Village, will be considered. Proposed planned business developments will not be acceptable, which, in the opinion of the Village Board of Trustees and Planning Commission, will have an adverse effect upon the system.

INDUSTRIAL DEVELOPMENT GOAL

To attract new office, research and quality industries into Itasca with adequate sites conveniently located with respect to transportation facilities and public utilities, if made available.

Continued growth of employment opportunities and diversification of the economic base.

Objectives:

1. To promote the development of well defined high standard of office and research type of industrial areas within the Village, which would permit a reasonable concentration of industrial development in Itasca and relieve tax burdens on individual homeowners by spreading the tax base.
2. To encourage the development of special research oriented, or other high standard light industrial uses which could complement any nearby residential and/or business development.

Policies:

1. Excellence of site and building design will be a factor in judging planned industrial development proposals.
2. Performance standards will be used to judge all industrial proposals, and no industrial development proposal will be accepted which would result in air, water, or soil pollution, excessive noise, odors, or in any way adversely affect the local environment.
3. Special emphasis will be given to developing research oriented facilities within the Village, which are designed and function to provide services, products, or technology aimed at providing answers to special social and environmental problems.
4. The Village is encouraged to work with the Village Officials to initiate, promote, and assist the high standard of planned industrial development within the Village community.

PUBLIC UTILITIES GOAL

The adequate provision of sewer, water and refuse disposal facilities is necessary for the maintenance of a healthy environment. The provision of public utilities can be used as a tool to shape the pattern of urban development. For example, the extension of sewer and water facilities into certain selected future growth areas in advance of development will tend to channel growth into these desired development areas.

Goal:

Provide public utility systems necessary to maintain the health, safety and welfare of Itasca's population and to guide future development.

Objectives:

1. To provide adequate public water supply, sanitary sewers, and storm sewers to serve all areas of Itasca.
2. To provide for a fair distribution of costs and benefits.

Policies:

1. Coordinate the development of utility systems with the provisions of the Comprehensive Plan and DuPage County.
2. Locate utility lines and structures where they will be compatible with existing or planned development and will be in accord with the optimum use of air, water, and other natural resources.
3. Encourage the provision of utility lines underground whenever possible.
4. Evaluate alternate utility systems and techniques on the basis of social and economic costs, as well as construction and operating costs.
5. Apportion the costs of construction, operating, and maintaining utility systems on the basis of usage.

COMMUNITY FACILITIES GOAL

Educational, fire protection, law enforcement, and medical facilities are just a few of the facilities in this category. The provision of adequate facilities and services is essential to the full development of the Village and to the fulfillment of each individual's potential, and to the safeguarding of human rights and personal property.

Goal:

Improved community facilities to afford the residents of Itasca the best service possible.

Objectives:

1. To provide an adequate level of community facilities with an emphasis on the location of facilities, quality of service and timing of improvement.
2. To provide adequate community facilities without duplicating efforts by other governmental bodies.
3. To develop all public facilities and services at the lowest possible per capita expenditure while providing services and facilities which will adequately serve the intended purpose and be free of excessive maintenance cost.
4. To make major public expenditures according to a capital improvements plan and budget which establishes priority and schedules for five years in advance, based upon projections of need and estimated revenues.

Policies:

1. The location of all public facilities will be based on the Comprehensive Plan as amended.
2. The quality of services and facilities will be based upon the needs of the areas served, the size and type of population served, and will be scaled within the Village's capacity to pay for the facilities.
3. In the acquisition and development of open space and recreational facilities, the Village will seek cooperation, advice, and assistance from other levels and agencies of government such as the County, State and Federal.
4. All public facilities will be developed according to accepted standards resulting from thorough study by qualified professionals. Requests for installation of facilities by special interest groups will not be a controlling factor if such a request is in conflict with the purpose and intent of the Comprehensive Plan.
5. Priority will be given to those facilities in demand by the largest number of people.

OPEN SPACE AND RECREATIONAL GOAL

The compounded effect for a growing regional population, increased mobility, more leisure time, and a growing interest in outdoor recreation, will be to place a challenge to Itasca in cooperation with the Itasca Park District (see Goals for Specific Agency following) to provide open space and recreational facilities to serve the needs of its population.

Goal:

Provide adequate and convenient open space and recreation facilities for all segments of Itasca's population.

Objectives:

1. To provide satisfaction of the people's outdoor recreation needs.
2. To establish a system of recreational facilities and programs sufficient to meet the needs of the residents of the Village of Itasca and the Park District.
3. To develop park and other recreational facilities, based upon a hierarchy of uses needed by various elements of the Village and the Park District.
4. To provide neighborhood parks located within a reasonably defined service area, where children will not be required to cross arterial streets to reach the facility.
5. To provide bicycle paths as a connector between public parks.
6. To reserve sufficient open space to serve future population growth.
7. To protect unique natural areas from urban development.
8. To insure harmonious relationship between the natural landscape and urban development.

Policies:

1. Develop a variety of recreational facilities to satisfy the varying tastes of all Village residents.
2. Retain or expand existing public and private open space that serves public purposes and has scenic, recreational, conservation, or protective value.
3. Whenever possible, avoid disrupting or infringing upon acquired or designated open space with utility lines or other public improvements.
4. Encourage the cooperative development of open space and recreation facilities such as school/park sites.
5. Identify, protect, and where feasible, restore historic sites, structures, or buildings to increase their value to the Village's heritage.

6. In keeping with the neighborhood concept of residential development, the neighborhood school playground or neighborhood park will be the central focus within the neighborhood. Cooperation with the school district to develop park sites adjacent to and on school grounds will be of major priority.

CITIZEN PARTICIPATION GOAL

The ultimate success of the Comprehensive Planning Program, as amended, in Itasca will be measured by the degree of acceptance and support it receives from the residents of the Village. The recommendations of the Comprehensive Plan can become the expression of the combined will of the Village through a vigorous program of citizen participation.

Goal:

The participation of all segments of Itasca's population in the planning of the Village's future development.

Objectives:

1. Encourage participation of citizen groups in local planning.
2. Institute a system of planning to coordinate the development process at all levels of government and private activity.

Policies:

1. Encourage the formation of citizen groups interested in the future of the Village and its residents.
2. Encourage the attendance of citizen groups at plan commission meetings.
3. Establish a means whereby activities of the planning commission are reported on by the local news media.
4. Establish an educational program directed to school children, by means of field studies and school projects built around the Comprehensive Plan or plans regardless of the Village within the school district, to develop an interest and understanding of community activities by the students.

GOAL FORMULATION

It is helpful if goals, objectives, and policies for the Town Center area are formulated and crystallized so that they can give definite direction to the planning program. They can pinpoint the really basic issues and avoid entanglement in minor problems or extraneous issues. Moreover, goals and objectives can often serve as a common ground of agreement out of which technically sound and acceptable solutions can grow.

The goals are not based on an Economic Survey and/or Market Analysis but only on observance of existing conditions, existing land use survey, comments heard at the Plan Commission Meetings and prior Physical Factors that were adopted in 1977.

The Historical District, in part, includes the Town Center. The Historical District concept started with the adoption of Ordinance (No. 601-85) that created the Historical Commission.

On November 17, 1987, the Historical Preservation Ordinance No. 642-87 was enacted. Since the Historical District, in part, includes the Town Center, their goals and objectives should be developed for inclusion in this document.

ECONOMIC VITALITY

1. The Town Center District shall provide an environmental climate which stimulates increased business activity and growth.
2. Recognize the key importance of retail trade as the dominant activity and function of the Town Center area.
3. Supplement retail development with complementary business uses, multiple-family dwellings and offices - public and private.
4. Encourage incentives for private initiative and investment and regenerative action in the replacement of obsolete buildings with modern safe buildings.
5. Generate maximum pedestrian interchange between shops by providing a pattern where major retail facilities serve as anchors for the retail district.
6. Preserve and augment the tax base represented by the Town Center.

GOOD ACCESSIBILITY

1. Encourage the development of the thoroughfare pattern set forth in the Comprehensive Plan as amended to provide roadways to facilitate vehicular access to the Town Center area from all sectors of the Village.

In improving roads leading toward the Town Center area, place particular emphasis on:

- a. Fast access.
- b. Safe traffic conditions.
- c. Convenience and comfort to the motorist.
- d. Economy

Provide appropriate provisions for the convenient and efficient delivery of goods into the Town Center area.

IMPROVED INTERNAL CIRCULATION

1. Recognize the distinct function of the three types of traffic circulation - passenger vehicles, service vehicles, and pedestrians.
2. Provide for easy vehicular access within and around the Town Center, without letting the automobile destroy the continuity of the shopping pattern or pedestrian areas.
3. Expand areas available to the pedestrian for walking, window shopping, and temporary relaxation.
4. Provide protection from the weather for pedestrians whenever feasible.
5. Reduce traffic conflicts for pedestrians between parking "storage" areas and shopping areas.

EXPANDED PARKING

1. Recognize the need for short-term parking adjacent to business establishments and medium-term parking close to the Town Center area.
2. Wherever possible maximize the joint use of parking facilities for different functions, and for uses during different hours of the day.
3. Recognize public and private responsibilities for off-street parking in the Town Center area.

COMPACTNESS

1. Recognize that the strength of the shopping area lies to a great extent in achieving human scale and short walking distances - intensification of uses is important.
2. Emphasize compactness both as to the total area of the Town Center, and also as to the distribution of buildings within this area.

3. Encourage the gradual elimination of land uses which weaken or restrict the growth of the business district.
4. Avoid "gaps" in the continuity of stores, both physical gaps such as driveways and open sales lots, and economic gaps such as wholesale or industrial uses.

IMPROVED APPEARANCE

1. Create a convenient and comfortable environment for the shopper in which they "want" to shop rather than "have" to shop.
2. Provide amenities such as landscaping, benches, fountains, textured pavements, and imaginative color.
3. Create interest and stimulation by the use of varied views, vistas, and court areas - three dimensional planning!
4. Encourage the remodeling of buildings within the Town Center area based on a distinctively identifiable image.
5. Emphasize unity in the shopping area, but still retain variety and distinction by employing such things as covered walks, sign control and store-front unification.
6. Provide distinguished entry portals to the Town Center area, and recognizable symbols for facilities such as parking lots.

MISCELLANEOUS GOALS

1. Implement zoning standards which will achieve the objectives of the Town Center area.

ITASCA SCHOOL DISTRICT 10 GOALS

School District 10 occupies approximately nineteen (19) acres and includes three (3) schools, namely, Elmer H. Franzen (K-5), Washington (K-5) and F. Edward Peacock Junior High School (6-8).

MISSION STATEMENT

"The faculty, staff, students, and community of Itasca School District 10 are devoted to academic excellence and the cultivation of individual strengths and talents in a supportive environment where individual differences and respect for the rights of others guide school and community behavior."

Following are the goals of this district which are reviewed on an annual basis. The objectives of the goals are not included, but can be obtained from the district office.

GOALS⁸

- A. To pursue academic excellence for the district.
- B. To promote and maintain a communication network that reflects parent, staff, community, and school board expectations.
- C. To make technology accessible for students and staff in support of the educational programs.
- D. To respond to the changing social needs of the students and community.
- E. To insure physical facilities/plant and maintain educational standards.
- F. To maintain efficient fiscal management policies in support of an excellent educational system.

ITASCA PARK DISTRICT GOALS

The Itasca Park District includes most of the populated area within the Village and part of Birdsong Slough, formerly Campbell Slough, which is owned by the DuPage County Forest Preserve District.

The Itasca Park District is located between Rohlwing and Prospect Roads and from Devon Avenue south to I-290. South of I-290 the district includes an unincorporated area. A small portion of the district extends into Bloomingdale Township along Norwood and Glenlake Avenues in the industrial park.

⁸Itasca School District 10 - September 1992

MISSION STATEMENT

"It is the mission of the Itasca Park District to provide comprehensive leisure services to its citizens through its parks, facilities, and programming. It is our commitment to serve all citizens of the Park District to the best of our ability and to include services for a wide variety of interests, skills and abilities."

Following are the goals that are evaluated on an annual basis. The objectives of the goals are not included at this time, but are available from the Park District office.

GOALS (1992-1993)⁹

- A. To further develop the awareness of park and recreation services available to Itasca Park District residents.
- B. To continue to improve the quality of each park site, through proper planning, maintenance, and development.
- C. To continue to improve the quality of recreation programs through evaluation, staffing, and planning.
- D. To plan and implement a series of new special events, community wide, as well as small.
- E. To identify and implement new programs to keep pace with the changing needs and desires of the community.
- F. To continue to improve the quarterly program brochure through graphics, pictures, layout, etc.
- G. To employ well qualified staff, and maintain competency levels through staff training and development.
- H. To develop a safety manual for the Park District.
- I. To implement the capital improvement projects as approved by the Board of Commissioners.
- J. To continue to improve the Itasca Waterpark programs, activities and physical plant.
- K. To develop a Teen Program that enables Teens to meet on a regular basis.
- L. To continue to develop the Fitness Center.

⁹Itasca Park District 1992-1993 - September 1992

- M. To utilize the Recreation Center to its fullest potential.
- N. To provide equal access to all citizens including those with disabilities and/or those unable to afford programs.

ITASCA HISTORICAL DISTRICT¹⁰

The Historical Commission was created by Ordinance No. 601 on November 5, 1985. The original Historical District was delineated by Ordinance No. 648 on February 9, 1988. The Historical Preservation Ordinance was adopted under Ordinance No. 642 in 1987. In Ordinance No. 720 adopted July 16, 1991, the boundaries of the original district, as recorded, were expanded to include the original plotted Village by Dr. Elijah Smith as recorded in the 1872 DuPage County Atlas. In 1991, future plans of the Historical Commission were projected and are listed below as goals.

GOALS

1. To enlarge the Historical District to the full boundaries as specified in the 1872 DuPage County Atlas.
2. To complete the photographic record in the newly established section of the District.
3. To create Village Landmark status for buildings of great historic significance to the Village and/or area. Recognize, particularly, those buildings cited by the state Landmark Preservation Agency, namely, the Steeple Church, the Second School, and the Itasca Chiropractic Center.
4. To identify district buildings of outstanding historical significance, but outside the District: namely, the Marcheschi home, formerly the Wischstadt house; and the first home of A. G. Chessman on Thorndale.
5. To expand the Grant program and facade improvement project to the west along Irving Park to Catalpa Street, to the east along Irving to First Street, and to the south along Walnut Street to include the building that was formerly the Mensching drygoods and meat market.
6. To encourage the adherence to the plan as drawn for the entire District.
7. To acquire the Steeple Church, if ever possible, and to restore it for the enjoyment of the community.
8. To continue reviewing all facade improvements, commercial or residential, within the District.

¹⁰Village of Itasca - September, 1992

INTRODUCTION

Among those issues which are vital to local governments are the questions of spatial growth and land development. Growth predicated solely upon extending political boundaries can foster far-reaching deleterious consequences which may take many years to remedy. Accordingly, a posture of uncoordinated annexation priorities does not guarantee an improved social or economic status. In a community where the basic services are already provided, expansion of the corporate area may be far more costly than the revenues which may be generated. When considering an annexation policy, a community shall attempt to determine what the overall impact of such development will be on the community.

Questions which must be addressed include:

"Will new development pay its fair share or will it be an increased burden and drain on present taxpayers?"

"Is growth going to out-distance the capacity of local facilities?"

"Are there specific environmental or other reasons why development should be restricted?"

"What are the land-holding capacities of the adjacent areas which are subject to annexation?"

"Are segments of the population excluded from the benefits of new growth or made to bear disproportionate burdens of growth?"

One can readily see that such questions only begin to enumerate the many aspects of establishing a definite checklist for annexation.

As a general rule, a community should attempt to keep its corporate area cohesive rather than segmented. Irregularly-shaped or strip annexations tend to create administrative problems with other local governments, particularly in connection with police and fire protection, as well as street and utility maintenance. It has been noted that "*growth for growth's sake*" is not necessarily a desirable goal. However, from a practical standpoint, the concept of unequivocal "*non-growth*" is an extreme which few communities wish to choose. A middle ground should be established. Since there is a wide range of possibilities for development, both the advantages and disadvantages of annexation are examined in this study.

The 1991 *Illinois Revised Statutes, Chapter 24, Section 7-1-1*, etc., states that "any territory which is not within the corporate limits of any municipality but which is contiguous to a municipality, may be annexed thereto....." Therefore, the guidelines have been created

by the State which allow the Village to set up the structure for such local action. Based upon the planning policies of the Village of Itasca, it appears that development priorities will, indeed, be twofold:

1. Development will continue to occur within the corporate limits.
2. Spatial development, i.e., annexation will also be a vital part of the planning program.

Complementing the internal as well as spatial growth will be a land development program carried out via the implementation of the Village Comprehensive Plan or amendments thereto.

Measuring Impacts of Development

To evaluate the impact of annexation and development of various areas contiguous to the Village, a set of guidelines should be established. Ideally, these guidelines will be refined to fit the goals, objectives, and policies of community development as related to Itasca. The Urban Land Institute has developed a set of comprehensive guidelines for measuring impacts of land development. The following table identifies these measures.

TABLE 1

MEASURES FOR EVALUATING THE IMPACTS OF LAND DEVELOPMENTS

<u>Impact Area</u>	<u>Measure</u>
I. <i>Local Economy</i> Public Fiscal Balance	1. Net change in government fiscal flow (revenue less operating expenditures and annualized capital expenditures)
Employment	2. Number of new long-term and short-term jobs provided.
	3. Change in numbers and percent employed, unemployed and underemployed.
Wealth	4. Change in land values.
II. <i>Natural Environment</i> Air	5. Change in level of air pollutants and number of people at risk or bothered by air pollution.

Impact Area

Measure

Water

6. Change in level of water pollutants, change in tolerable types of use, and number of persons affected, for each body of water.

Noise

7. Change in noise and vibration levels, and number of people bothered by excessive noise and vibration.

Greenery and Open Space

8. Amount and percent change in greenery and open space.

Wildlife and Vegetation

9. Number and types of endangered or rare species that will be threatened.

10. Change in abundance and diversity of wildlife and vegetation in the development and community.

Natural Disasters

11. Change in number of people and value of property endangered by flooding, and other natural disasters.

III. Aesthetics and Cultural Values Views

12. Number of people whose views are blocked, degraded, or improved.

Attractiveness

13. Visual attractiveness of the development as rated by citizens and "experts."

14. Percent of citizens who think the development improves or lessens the overall neighborhood attractiveness, pleasantness, and uniqueness.

Landmarks

15. Rarity and perceived importance of cultural, historic or scientific landmarks to be lost or made inaccessible.

IV. Public and Private Services Drinking Water

16. Change in rate of water shortage incidents.

17. Change in indexes of drinking water quality and safety.

Impact Area

Measure

Hospital Care

18. Change in number of citizens who are beyond x minutes travel time from a hospital emergency room (using such time as the community considers reasonable).
19. Change in average number of days of waiting time for hospital admittance for elective surgery.

Crime Control

20. Change in rate of crimes in existing community or new development (or expert rating of change in hazard).
21. Change in percent of people feeling a lack of security from crime.

Fire Protection

22. Change in fire incidence rates.
23. Change in rating of fire spread and rescue hazards.

Recreation

24. Change in the number of people within -- or beyond -- a reasonable distance (x miles or y minutes) from recreational facilities by type of facility).
25. Change in usage as a percent of capacity; waiting times number of people turned away; facility space per resident; and citizen perceptions of crowdedness at recreational facilities.
26. Change in perceived pleasantness of recreational experience.

Education

27. Change in number of students within x minutes walk or y minutes ride from school, by type of school.
28. Number and percent of students having to switch schools or busing status (from walking to busing or vice versa).

Impact Area

Measure

Local Transportation

29. Change in vehicular travel times between selected origins and destinations.
30. Change in duration and severity of congestion.
31. Change in likelihood of finding a satisfactory parking space within x distance from destination or resident.
32. Change in number and percent of residents with access to public transit within x feet of their residences; and numbers and percent of employees who can get within x distance of work location by public transit.
33. Change in the rate of traffic accidents (or expert rating of change in hazard presented).
34. Number and percent of citizens perceiving a change in neighborhood traffic hazard; and change in pedestrian usage of streets, sidewalks and other outdoor space.

Shopping

35. Change in number of stores and services, by type, available within x distance of y people.
36. Change in the percent of people generally satisfied with local shopping conditions (access, variety, crowdedness).

*V. Housing and Social
Conditions*

Housing Adequacy

37. Change in number and percent of housing units that are substandard, and change in number and percent of people living in such units.
38. Change in number and percent of housing units by type (price or rent range, zoning category, owner-occupied and rental, etc.) relative to demand or to number of families in various income classes in the community.

<u>Impact Area</u>	<u>Measure</u>
People Displaced	39. Number of residents/workers displaced by development and by whether they are satisfied with having to move.
Population Mix	40. Change in the population distribution by age, income, religion, racial or ethnic group, occupational class, and household type.
Crowdedness	41. Change in percent of people who perceive their neighborhood as too crowded.
Sociability-Friendliness	42. Change in frequency of visits to friends among people in the existing neighborhood, and frequency of visits between people in the existing neighborhood and the new development.
	43. Change in percent of people perceiving the neighborhood as friendly.
Privacy	44. Number and percent of people with change in "visual" or "auditory" privacy.
	45. Number and percent of people perceiving a loss of privacy.
Overall Contentment with Neighborhood	46. Change in percent of people who perceive their community as a good place to live.
Fairness to All Groups	The above measures should be considered with respect to specific clientele groups or population segments that are affected to reflect the quality of fairness in new developments.

Source: The Urban Land Institute - Measuring Impacts of Land Development

ANNEXATION - FEASIBILITY, ADVANTAGES, DISADVANTAGES

Annexation is the process by which contiguous fringe territory is added to an existing municipality. In the more rapidly growing sections of the country, however, annexation is a significant activity and an effective means of gaining control over developing

territory. In several states, the prospect of future annexation is implicitly recognized in the grant to incorporated communities of extraterritorial power in regard to planning, zoning and subdivision control.

In the State of Illinois, incorporated communities have control over reviewing and taking action on the creation of new subdivisions within the one and one-half (1-½) mile unincorporated area surrounding the corporate limits. The area of control will vary if another corporate community is located within the jurisdictional area or due to boundary agreements between communities.

Areas to be considered for annexation into the Village include, at this time, those areas reflected on the Annexation Map. Recommended time and areas for annexation are shown on the Annexation Map as 1-to-4 years, 5-to-9 years and 10 or more year priorities. Obviously, the success of maintaining an annexation priority schedule such as the one proposed is dependent on administrative policy and the attitude of property owners toward the community.

The unincorporated fringe of communities is the area where the most difficult planning problems arise. It is this outlying area where there exists a state of change with the new residential, commercial and industrial construction, the conversion of farm land to more urban uses and the extension of municipal services required by the more dense settlements. When development extends beyond the municipal limits of the community, the means for controlling this development are often not adequate. Unrestricted and haphazard development, primitive land use conversions and inadequate facilities for health and sanitation may all result from a lack of reasonable control.

If an area is annexed prematurely, the community may become involved in financial difficulties in attempting to supply the service demands in the sparsely settled areas. The annexation of predominantly residential areas constitutes an initial liability to the Village as the cost of servicing these areas is considerably greater than the immediate yield the community receives from taxes on other income. This is not true in the case of annexation which attempts to achieve a balance of commercial and/or industrial uses.

An annexation of land to a community can be either an asset or a liability. Areas to be annexed classified as assets (from purely an economic standpoint) would be revenue producing areas that would upgrade the tax structure of the community. A liability might occur in the instance where the community would have to spend funds to provide utilities and services to the new residents. Such liability areas may have substandard subdivision development, poor street design and pavement. Prior to an area being considered for annexation, studies and evaluations should be undertaken to assess the actual benefit/cost relationship yielded. In determining the feasibility of annexation, the following essential points should be considered.

1. Definition of the Area of Study: This area may or may not coincide with the area of a specific petition under consideration; the decision to annex one area

may imply that other related areas will subsequently be annexed. Good planning principles dictate that in drawing the limits of a study area, "natural" boundaries (streams, drainage areas, railroads, major highways, etc.) should be followed rather than having a gerrymandered irregular boundary, which may increase the cost of providing municipal facilities and services.

2. Inventory of extent and quality of services and facilities existing in the area to be annexed.
3. Amount of services and facilities to be supplied after annexation.
4. Cost of providing needed services.
5. Amount of potential revenue from areas to be annexed.
6. Cost balance (excess of cost or excess of revenue).
7. Following are the most common types of services and facilities that a community has to provide annexed areas:

Public Works Costs

Street paving
Street resurfacing
Paved street maintenance
Refuse and garbage collections and disposals
Machine cleaning
Street name signs

Utility Costs

Water costs
Water and sewer costs
Special treatment of water

Other Costs

Parks and recreation
Library
Health protection
Schools
Planning, zoning and building regulations

Miscellaneous Costs

Accounting, purchasing, planning and general government costs are not directly related to increased service areas, engineering (traffic and municipal) is not possible to predict, except for residential traffic sign installation and replacement.

Utility Services

The cost of utility services consists of annual operating costs, including recurring capital outlay for maintenance of the general systems, and capital extension costs.

Anticipated growth of population of the community, however, should also be considered in conjunction with zoning and comprehensive planning to determine density of the area.

The cost of serving new subdivisions will be less than the cost of serving existing developments and the long range revenue returns should be proportionately greater. For example, street paving costs to the community should be about 50 percent less in a new well planned subdivision than in the areas developed haphazardly. Where residential construction is concurrent with the development of the subdivision, the compact development of a higher density will greatly reduce the per dwelling unit costs and greatly increase revenues. The availability of fire and police protection and utilities should affect property values favorably. Similarly, the protection by the building code and the zoning ordinance should have a favorable effect on property tax revenues.

If utilities, particularly water and sewer (sanitary sewer is available in the Village) could be extended according to a definite long range plan, rather than according to demand, an even more favorable cost-revenue relationship could be realized. A relatively high density and compact development is less expensive to serve than scattered development and the availability of utilities can greatly influence the location of development.

Through scheduling extensions to different areas, both private developers and public improvements can be coordinated so as to bring about a more economical type of development.

Extension of Services

Community policies regarding the extension of services can do much to determine the specific location of new development. On the outskirts of communities, whether within or beyond incorporated limits, the pattern of major roads and the time distance from centers of employment are the principal factors in discussions leading to the location of the new large-scale subdivisions. Major developers may have greater freedom of location if their projects are large enough to absorb the costs of collector roads, but they are faced with other constraints in finding large available tracts for their projects.

In providing utilities, the municipality's ability to control varies in accordance with investment costs and difficulty of construction involved. Telephone and electric power lines are placed with relative ease and little expense in relation to the revenues which can be derived from them. In most instances, the municipality is not directly involved in the provision of these services.

However, a much greater proportion of U.S. cities supply and distribute water. A public agency usually makes the decisions for the extension of mains and the opening up of service to developing areas. It should be possible to coordinate these decisions with other factors in selecting areas for the encouragement of private development.

After road access, the most significant factor in determining the priority of development is the provision of sanitary facilities. The existence of sewer service is a primary determinant of residential density.

The Plan Commission should play a major role in studying the feasibility and appropriate nature of an annexation proposal.¹¹ It should pay particular attention to specific requirements of State enabling laws and limit its investigation of the proposed annexation to a careful consideration of the factors or standards specified in the law, which often differ according to the method of annexation to be used. It is customary that territory to be annexed be unincorporated, contiguous to existing Village boundaries, and compact in form. Some laws may prescribe the density of development which must exist before the territory becomes eligible for annexation, while other laws require some evidence of the expanding Village's ability to supply services to the annexed area.

A typical annexation study will contain many of the elements of a comprehensive planning study, but will give special attention to the more limited area under consideration. Particular emphasis should be given to determining present and future population and the services needed to serve them. The annexation study will also include many aspects of a capital improvement program in relating investment and operating costs for providing services to prospective tax revenues of the area to be annexed. Close cooperation with the finance officials of the Village is essential for this type of study to be realistically carried out.

Criteria is needed to help establish the proper time for annexation. The community should not annex preconceived and after-the-fact when opportunity for beneficial guidance of land development has all but passed. The following statements describe the general outlines as preliminary guides:

¹¹This is not included in the activity for which the Plan Commission has jurisdiction.

1. The area shall be contiguous to the Village.
2. It shall have a unity of interests with the municipality and be a part of it relative to cohesiveness, character, etc.
3. It shall have enough people at a sufficient density to warrant extension of services.
4. The deficit of income against expense to the Village shall not be unreasonable.
5. The advantages both to the Village and to the area shall outweigh the disadvantages.
6. The Village shall be willing and able to provide services to the newly annexed area within a reasonable time.

Effects of Annexation on Individual Property Owners

Prior to the time any property owner or elector signs a petition seeking annexation or votes in a referendum, they will want to consider several questions about the advantages and disadvantages which will occur because of the annexation. It should be determined what services will be provided by the annexing municipality which are not now provided, the cost of these services, what restrictions will exist, what voice the individual will have in municipal affairs, and what services are now provided privately or for a fee or at personal expense which would produce a savings if performed by the municipality.

Advantages

Generally, there are certain distinct advantages to living in an incorporated municipality, although this is not always the case. Each question of annexation should be considered on its own merits. Common advantages include the following:

Police Protection. Regular police patrol including traffic control, property surveillance, dog handling, etc. -- services which most municipal police departments perform which are not performed, or only to a limited extent, by a county sheriff's office.

Fire Protection. An increasing number of municipalities maintain a fire department with paid men on duty at times, as opposed to volunteer forces which serve most rural fire protection districts.

Water Supply and Sewage Disposal. Annexation to a municipality may mean that connection to a central, treated water supply and a sewer system is possible. Many unincorporated areas are served by individual wells and septic systems which often create water supply and/or water pollution problems. If an unincorporated area

is served by an already existing municipal system which has been extended beyond the municipal limits, the utility rates are generally higher for the area outside the municipality, and a rate reduction would result with annexation.

Lower Insurance Rates. Because of improved police and fire protection and water supply, insurance rates are lower within municipalities than in unincorporated territory. Often the savings in premiums will more than offset an increase in property taxes.

Refuse Collection. Most municipalities either provide for collection of garbage and rubbish by municipal employees or enter into a contract with private scavengers at more favorable rates than an individual homeowner usually pays.

Street Improvements. In many instances, areas have developed on the fringe of municipalities prior to the time when subdivision control ordinances required reasonable improvements. Municipalities have the legal and financial means of providing improved street, through special assessment proceedings, which townships and counties do not possess. Most municipalities provide a street lighting system, giving protection after dark to residents, and traffic signals to regulate the flow of traffic.

Public Libraries. Many municipalities have a free public library established for the use of residents, which is not available, or is on a fee basis, to non-residents of the municipality.

Zoning Control. Itasca updates the zoning ordinance every two years, which controls land use.

Future Planning. Usually a property owner has greater assurance of better control of development and more dependable long range planning under municipal jurisdiction. To bring about orderly growth for the future, many municipalities have made comprehensive plans and are constantly updating them.

Among the power conferred to municipal Plan Commissions is the designation of land suitable for annexation to the municipality and the recommendation of a zoning classification for such territory.

In considering annexation, a property owner should determine specifically what services will be made available and what long range plans the municipality has for the area in question.

In addition to these, there are at least two less tangible items which property owners can consider to be advantages of annexation. The first of these is a sense of belonging to and being a part of a community. To many people this is not important; to others an address means prestige or social status, and acceptability

among the other people in the community. Secondly, is the ability to have an active voice in municipal affairs, to help in determining who the public officials will be and in guiding the future growth of the municipality.

Disadvantages.

Tending to offset the foregoing advantages are certain matters which can be considered to be disadvantages to the individual property owner. Although there would be minor increases in property taxes, they would not be reflected until the bill due after the adoption of the municipality's next tax levy ordinance.

In addition to a higher property tax bill, if all public improvements (paved streets, water mains, sewers, etc.) have not been installed or constructed, the municipality may very likely require that the property owner consent to a special assessment to cover their cost. These special assessments may be paid over a ten (10) year period. Most municipalities charge residents for dog licenses and motor vehicle licenses and may have special fees for certain services, such as garbage collection and water sewer service. In addition, a few municipalities require the payment of an annexation fee. Where this is required, it is generally for vacant property, prime for development and is computed on an acreage basis. Such annexation fees represent the petitioner's pro-rata share of the municipality's prior investment in capital improvements. Besides these costs, if a municipality does have a more rigid building code, higher construction costs will result.

Just as there are less tangible advantages, there are intangible disadvantages which property owners must consider. Many people have moved to rural property in unincorporated areas in an effort to get away from the "city" and to obtain a greater sense of freedom; free from too many local ordinances, restrictions, required permits; free from control by "city hall"; and to move to and retain an atmosphere of "country-living." However, it should be stressed that the amenities of community living can, through proper growth policies, be coordinated with the atmosphere of "country-living."

Property owners and electors should remember that annexation to a municipality under Illinois law does not affect one's inclusion or exclusion from any other governmental jurisdiction. Boundaries of school districts, park districts or other special purpose districts are not affected by a change in the boundaries of a municipality. If property owners wish to annex to one of the special purpose districts, separate proceedings are required.

The Village of Itasca is acquainted with the process of seeking unincorporated areas through the annexation process. The process is primarily a legal exercise in providing an ordinance to enact an agreement between a land owner and the corporate authority. As noted previously, those areas which are deemed reasonable for annexation to the Village are shown on the Annexation Map.

This section of the report has outlined some of the major tenets of the annexation process. The ensuing section will assume a somewhat different characterization relative to the actual fiscal and demographic impact of annexation and subsequent land development on the Village of Itasca. For purposes of this study, the undeveloped area destined for annexation within the corporate limits will be analyzed.

ANNEXATION - DEMOGRAPHIC AND FISCAL IMPACT

In order to appropriately chart the economic and demographic potentials of the Village of Itasca and its anticipated areas of expansion, it was necessary to first analyze the present development patterns of the community. Existing land uses were first surveyed and tabulated in 1976 and 1985 for Itasca. These statistics were further updated in 1990 and 1992.

The corporate area of the Village was calculated at 2,967 acres of which 2,462 acres were developed in 1990. There were 1,604 single family homes occupying approximately 567 acres in 1990. TABLE 1 reflects the existing land use totals for the corporate area of the Village as of April, 1990.

TABLE 2
EXISTING LAND USE

VILLAGE OF ITASCA

LAND USE COMPARISON 1976-1985-1990

	1976		1985		1990		Change 1976 to 1985		Change 1985 to 1990		Change 1976 to 1990		
	Acres	Percent of Total Developed Area	Acres	Percent of Total Developed Area	Acres	Percent of Total Developed Area	Acres	Percent	Acres	Percent	Acres	Percent	
SINGLE FAMILY	466	16.8%	548	20.0%	24.5%	567	17.6%	82	19.1%	19	3.5%	101	21.7%
TWO-FAMILY (2)	---	---	---	---	---	3	---	---	0.1	3	---	3	---
MULTI-FAMILY (1)	46	1.6	38	1.4	1.7	48	17.4	-8	1.6	10	26.3	2	4.4
COMMERCIAL	79	2.8	85	3.1	3.8	105	7.6	6	3.5	20	23.5	26	32.9
INDUSTRIAL	215	7.8	393	14.3	17.6	511	82.8	178	17.2	118	30.0	296	137.7
ORD (3)	8	0.3	93	3.4	4.2	92	1062.5	85	3.1	-1	-1.1	84	1050.0
TCU (4)	157	5.6	235	8.6	10.5	225	49.7	78	7.6	-10	-4.3	68	43.3
INSTITUTIONAL	38	1.4	51	1.9	2.3	58	34.2	13	2.0	7	13.7	20	52.6
OPEN SPACE	288	10.4	274	10.0	12.2	283	-4.9	-14	9.5	24	171.4	-5	-1.7
FOREST PRESERVE	50	1.8	14	0.5	0.6	38	-72.0	-36	1.3	9	171.4	-12	-24.0
RIGHTS-OF-WAY	487	17.6	505	18.4	22.6	532	3.7	18	18.0	27	5.4	45	9.2
TOTAL DEVELOPED AREA	1,834	66.1%	2,236	81.6%	100.0%	2,462	21.9%	402	83.0%	226	10.1%	628	34.2%
AGRICULTURE/ VACANT	940	33.9%	508	18.4%	-432	505	-46.0%	-432	17.0%	-3	-0.6	-435	-46.3%
TOTAL AREA	2,774	100.0%	2,744	100.0%	-30	2,967	100.0%	223	8.1	193	7.0%		

SOURCE: DUPAGE COUNTY REGIONAL PLANNING COMMISSION, LAND USE SURVEYS, 1976 AND 1985
THE BALSAMO/OLSON GROUP, INC. PLANNING CONSULTANTS, LAND USE SURVEY 1990

1. INCLUDES TWO-FAMILY USES IN 1976 AND 1985.
2. TWO-FAMILY USES SEPARATED OUT IN 1990.
3. ORD = OFFICE/RESEARCH/DEVELOPMENT
4. TCU = TRANSPORTATION/COMMUNICATION/UTILITIES
5. IN THE 1990 EXISTING LAND USE SURVEY THE CATEGORY NAME WAS CHANGED FROM INSTITUTIONAL TO PUBLIC/QUASI PUBLIC USES.

ANNEXATION MAP

The Annexation Map following shows the location of unincorporated areas that are surrounded by the corporate area. Some of the areas are single family lots; other include several lots abutting the corporate area on one or more sides.

Refer to page one referring to the Illinois Revised Statutes in which it states that "any territory which is not within the corporate limits of any municipality, but which is contiguous to a municipality, may be annexed thereto...."

There are areas totally surrounded by the corporate limits of Itasca that could exercise the following section from the 1991 Illinois Revised Statutes, Chapter 24, Section 7-1-13 titled "Surrounded or Nearly Surrounded Territory Under Sixty (60) Acres." In reviewing the Annexation Map, these areas are clearly delineated.

Surrounded or nearly surrounded territory under 60 acres

Whenever any unincorporated territory containing 60 acres or less, is wholly bounded by (a) one or more municipalities, (b) one or more municipalities and a river or lake, (c) one or more municipalities and the Illinois State boundary, or (d) one or more municipalities and property owned by the State of Illinois, except highway right-of-way owned in fee (simple) by the State, or (e) one or more municipalities and a forest preserve district, that territory may be annexed by any municipality by which it is bounded in whole or in part, by the passage of an ordinance to that effect after notice is given as provided in this Section. The corporate authorities shall cause notice, stating that annexation of the territory described in the notice is contemplated under this Section, to be published once, in a newspaper of general circulation within the territory to be annexed, not less than 10 days before the passage of the annexation ordinance. The ordinance shall describe the territory annexed and a copy thereof together with an accurate map of the annexed territory shall be recorded in the office of the recorder of the county wherein the annexed territory is situated and a document of annexation shall be filed with the county clerk and County Election Authority.

Referring to the Annexation Map, area (M), are two lots owned by the Village of Itasca and uninhabited. The following section from the 1991 Illinois Revised Statutes, Section 7-1-9 should be followed to annex the parcel.

Uninhabited territory owned by municipality--Filing

Whenever any contiguous, uninhabited, unincorporated territory is owned by any municipality, that territory may be annexed by that municipality by

the passage of an ordinance to that effect, describing the territory to be annexed. A copy of the ordinance, with an accurate map of the annexed territory shall be recorded with the recorder of the county wherein the annexed territory is located and a document of annexation shall be filed with the county clerk and County Election Authority.

In this proposed annexation, that section of I-90 could be included in the annexation by complying with the Illinois Revised Statutes, Chapter 24, Section 7-1-10 as follows:

Territory dedicated for street or highway purposes—Filing

Any municipality by ordinance may annex any territory contiguous to it even though the annexed territory is dedicated or used for street or highway purposes under the jurisdiction of the Department of Transportation of the State of Illinois, or a county or township highway department if no part of the annexed territory is within any other municipality. After the passage of the ordinance of annexation a copy of the ordinance, with an accurate map of the territory annexed, certified as correct by the clerk of the municipality, shall be filed with the recorder of the county in which the annexed territory is situated and a document of annexation shall be filed with the county clerk and County Election Authority.

Five areas were to be annexed to the Village during 1993.

The land use, as approved, varies from Public Recreation (Park), to Townhomes to Commercial (banquet facility and self-standing restaurants). The area annexed amounts to approximately 57 acres. Tax benefits will include real estate taxes and retail sales taxes.

TABLE 3 titled "Proposed Area To Be Annexed" identifies the areas, by letter, proposed to be annexed to the Village and are grouped into areas that are proposed to be annexed in one-to-four years, five-to-nine years, and ten or more years. In addition, the "Pin Nos." identify each parcel and the 1992 State Equalized Valuation and Real Estate Tax. When a parcel is annexed into a municipality, there will be tax increases to support public services provided by the community, etc.

When proposed annexations are projected to be ten years or more to the future, the State Equalized Valuation and Real Estate Tax are not shown because of changes over the years. In fact, in the one-to-five year category, etc., the Equalized Valuation and Real Estate Tax for 1992 are shown, but this too will change from year to year, but it is an indication what it is at the present time.

TABLE 3
AREAS TO BE ANNEXED

ANNEXATION ONE-TO-FOUR YEARS
ADDISON TOWNSHIP

MAP KEY LETTER	PIN NO.¹²	STATE EQUALIZED VALUATION¹³	REAL ESTATE TAX¹³
A	03-06-100-009 Com. Ed. Land 03-06-100-003	---	---
		\$152,240.00	\$ 9,432.96
B	To be Annexed by 2004		
C	See Following Table		
D	03-05-401-001 03-05-200-005 03-05-200-004	\$ 39,570.00 \$ 48,110.00 \$ 55,460.00	\$ 2,234.90 \$ 2,980.96 \$ 3,219.50
E	See Following Table		
F	See Following Table		
G	03-05-302-006 03-05-302-007	\$ 41,770.00 \$ 62,100.00	\$ 2,371.26 \$ 3,507.00
H	03-06-403-002	\$ 46,880.00	\$ 2,700.82
I	03-05-301-001 03-05-301-002 03-05-301-003 03-05-301-044 03-05-301-045 03-05-301-005 03-05-301-006 03-06-404-007 03-06-404-008 03-06-404-009 03-06-404-110 03-06-404-011 03-06-404-012 03-06-404-002	\$ 19,320.00 \$108,290.00 \$ 26,550.00 \$ 47,050.00 \$ 10,290.00 \$ 70,690.00 \$ 44,110.00 \$ 35,570.00 \$ 30,770.00 \$ 19,610.00 \$ 43,930.00 \$ 44,760.00 \$ 35,370.00 \$ 49,500.00	\$ 1,182.70 \$ 6,629.08 \$ 1,625.30 \$ 2,665.96 \$ 629.92 \$ 4,327.36 \$ 2,486.00 \$ 1,709.72 \$ 1,749.52 \$ 1,115.00 \$ 2,497.78 \$ 2,544.98 \$ 2,011.08 \$ 2,814.48
J	03-06-404-005 03-06-404-019	\$ 32,920.00 \$ 3,010.00	\$ 1,694.92 \$ 171.66
K	03-18-203-004 03-18-203-005 03-18-203-006	\$ 31,350.00 \$ 42,060.00 \$ 52,500.00	\$ 1,727.62 \$ 2,389.22 \$ 3,036.10

ADDISON TOWNSHIP - Continued
ANNEXATION ONE-TO-FOUR YEARS

MAP KEY LETTER	PIN NO. ¹²	STATE EQUALIZED VALUATION ¹³	REAL ESTATE TAX ¹³
L	03-17-100-006	\$ 57,108.00	\$ 3,202.16
	03-17-100-007	\$116,940.00	\$ 7,028.86
M	03-17-101-002	\$ 61,020.00	\$ 3,564.00
	03-17-101-003	\$ 81,360.00	\$ 4,824.30
	03-17-101-004	\$ 58,950.00	\$ 3,435.74
	03-17-101-005	\$ 38,080.00	\$ 2,142.62
	03-17-101-006	\$ 48,820.00	\$ 2,684.16
	03-17-101-007	\$ 40,360.00	\$ 2,159.96
	03-17-102-028	\$ 71,190.00	\$ 4,194.14
	03-17-102-029	Forest Preserve District	
N	03-17-102-018	\$ 56,630.00	\$ 3,292.00
	03-17-102-033	\$ 17,540.00	\$ 1,086.80
O	03-17-102-020	\$ 64,900.00	\$ 3,804.42
	03-17-200-004	\$ 47,840.00	\$ 2,747.36
P	03-09-504-001	G.M. St. Paul & Pacific RR ¹⁴	

BLOOMINGDALE TOWNSHIP

MAP KEY LETTER	PIN NO.	STATE EQUALIZED VALUATION	REAL ESTATE TAX
A	02-01-402-006	\$ 44,690.00	\$ 2,710.64
	02-01-402-007	\$217,980.00	\$14,343.74
	02-01-402-008	\$ 88,380.00	\$ 5,815.68
	02-01-402-010	\$ 87,850.00	\$ 5,780.00
	02-01-402-024	\$ 44,780.00	\$ 2,946.66
C	02-12-504-002	G.M. St. Paul & Pacific RR ¹⁴	
E	02-13-200-007	\$ 73,330.00	\$ 4,325.70
	02-13-200-008	\$ 66,590.00	---

¹²Sidwell maps-computed by Balsamo/Olson Group, Inc.

¹³DuPage County-Tax Information Department-1992

¹⁴To be annexed in 1994

ADDISON TOWNSHIP

ANNEXATION FIVE-TO-NINE YEARS

<u>MAP KEY</u>		<u>STATE EQUALIZED</u>	<u>REAL</u>
<u>LETTER</u>	<u>PIN NO.</u>	<u>VALUATION</u>	<u>ESTATE TAX</u>

BLOOMINGDALE TOWNSHIP

B ¹⁵	02-01-401-006	\$ 43,640.00	\$ 2,581.00
	02-01-401-007	\$ 45,650.00	\$ 2,642.00
	02-01-401-023	\$332,940.00	\$23,923.00
	02-01-401-020	\$394,370.00	\$29,982.00
	02-01-401-005	\$ 44,340.00	\$ 3,738.36
D	02-12-204-011	\$ 35,710.00	\$ 2,349.84
	02-12-204-012	\$ 35,750.00	\$ 2,349.00

¹⁵Andrene Lane

TABLE 3 - CONTINUED

ADDISON TOWNSHIP
ANNEXATION TEN-OR-MORE YEARS

MAP KEY		STATE EQUALIZED	REAL
LETTER	PIN NO.	VALUATION¹⁶	ESTATE TAX

C	<u>Arlington Heights Road</u>		
	03-05-201-004		
	03-05-201-005		
	03-05-201-006		
	03-05-201-007		
	03-05-201-008		

E	<u>Marino Court</u>		
	03-05-203-001		
	03-05-203-002		
	03-05-203-003		
	03-05-203-004		
	03-05-203-005		
	03-05-203-006		
	03-05-203-007		
	03-05-203-008		
	03-05-203-009		
	03-05-203-010		
	03-05-203-011		
	03-05-203-012		
	03-05-201-022		
	03-05-201-023		
	03-05-202-030		
	03-05-202-050		
	03-05-202-051		
	03-05-202-052		
	03-05-202-003		
03-05-202-002			
03-05-202-020			

F	<u>NORTH OF PROPOSED ELGIN O'HARE FREEWAY (N. 1/2 OF PARCELS)</u>		
	03-03-402-001		
	03-03-402-003		
	03-03-402-004		
	03-03-402-005		
	03-03-402-006		
	03-03-402-007		
	03-03-402-008		

¹⁶Not included because of time interval

TABLE 4
PROPOSED ZONING
FOR
ANNEXED AREAS

ADDISON TOWNSHIP

<u>MAP AREAS</u>	<u>PRESENT ZONING (COUNTY)</u>	<u>PROPOSED ZONING</u>
A	Industrial	Office-Research
B	Residential	Future ROC
C	Residential	Business
D	Residential	Office-Research
E	Residential	Residential
F	Residential	Office-Research
G	Residential	Residential
H	Residential	Residential
I	Residential	Residential
J	Residential	Residential
K	Residential	Residential
L	Residential	Residential
M	Residential	Residential
N	Residential	Residential
O	Storage & Repossessed Vehicles (Special Use)	Residential
P	Industrial (R.R., ROW)	Manufacturing

BLOOMINGDALE TOWNSHIP

A	Industrial	Manufacturing
B	Residential	Residential
C	Industrial (R.R. ROW)	Manufacturing
D	Business	Business
E	Residential	Residential

The predominance of the proposed annexation will be in the residential classification in accordance with the Village of Itasca Zoning Ordinance as amended.

There are twenty proposed areas to be annexed to Itasca in Addison Township and five areas to be annexed in Bloomingdale Township. Therefore, to annex the identified areas will take the initiative of the Village and/or property owners to create a corporate area more inclusive and not including so many small unincorporated areas. The areas of annexation in both Addison and Bloomingdale Townships range between 0.92 acres to over 26 acres. Most of the areas would be used for residential uses. The largest area proposed for annexation would be office-research.

POPULATION

Comprehensive planning is generally associated with physical plans for the land in a community. However, the most important ingredient in a Comprehensive Plan is the people who live, work, and relate to that community. For this reason, it is important to examine the existing population structure of Itasca and begin to set forth the factors needed to project the future population composition. In doing so, this section will review population and other factors which may influence these projections. In 1992, it was estimated that the population was 7,283 using building permit data; therefore, an Official Special Census should be considered.

The Village of Itasca is one of 39 municipalities in DuPage County of which 23 are wholly within the County and, as to the 1990 Census of Population, the Village is one of the smallest communities in the County with an official population of 6,947.

The DuPage County Regional Planning Commission prepared the Comprehensive Plan that was adopted in 1977, which included a section on population comparing local population characteristics in Itasca for 1960 and 1970, with projections to 1975. This population data was used in presenting the population projections that are included in the General Development Plan Report. This data will not be repeated in this section except when comparing data between census years as needed.

LOCAL POPULATION GROWTH AND TRENDS

The Village of Itasca has shown a continuous increase in population since 1940¹⁷ to 1990 when a decrease was recorded in the Official Census for 1990. The population in 1940 was 787 and increased to 6,947 in 1990. Therefore, the population increased by 6,116 in 50 years. The decrease in population, recorded in the 1990 census, amounted to a loss of 182.

It appears that the decrease in population between 1980 and 1990 was the result of an increase in the number of households (2,587) and a decrease in the occupied households (2,451), which amounts to 136, with a need for an adjustment of 46 uncounted residents.

This decrease also involves the rental units recorded in 1990. The vacant housing units amount to 14.5 percent as recorded in 1990. The vacant housing units include homeowner and rental vacancy rates.

Over the last several years, Itasca has had a small number of residential annexations. While many of the neighboring communities have permitted large subdivisions, planned developments, and apartment complexes to be annexed to their corporate limits, Itasca

¹⁷1940 is the beginning year used in the population section of the Comprehensive Plan Report.

concentrated primarily on industrial and office-research development as tax-base-strengthening. Annexations of this nature tend to expand the Village's land areas without increasing the population and, in some cases, have actually removed existing dwelling units. Between 1976 to 1990, there was a total change in residential land use amounting to 12.9 percent, which reflects a small amount of land area being added to residential usage over the last several years.

POPULATION PROJECTION - ITASCA

In 1990, an existing land use study within the Village was prepared which indicated that 17.02 percent of the total corporate area was in agriculture/vacant land. This percentage would include the remaining vacant land for future development in land use categories so zoned, such as residential, business, manufacturing, etc. This percentage will also include some non-buildable property.

Projecting population within the corporate area of Itasca includes any unincorporated area surrounded by the Village that would be zoned residential at time of annexation. Also, the remaining residential vacant lots in Medinah Woods Club and the new townhome development near the Town Center and the 23.5 acres to be annexed to the Village for townhome development are included in the projection. All areas are zoned residential.

In addition, if the Nordic subdivided area was annexed to the Village before the year 2010, the population, etc., would increase by approximately 608 new residents. The Ranchette's area, if annexed, would add approximately 645 new corporate residents.

These areas are within the planning jurisdiction of the Village of Itasca and if both were annexed, the population could reach 13,000±. (See the Graph "Population, Village of Itasca" [1970-2010]).

POPULATION PROJECTION ADDISON AND BLOOMINGDALE TOWNSHIPS

The table comparing the population of Addison and Bloomingdale Townships show increases between 1970 and 1990 and a projected population to the year 2010. Addison Township grew less than Bloomingdale Township and, particularly between 1980 to 1990, there was minimal growth. Bloomingdale Township shows substantial growth between 1970 to 2010. The most rapid growth was between 1970 and 1980. The Village of Itasca is included in both townships.

In comparing the population of Itasca with Addison Township, there is a very close resemblance as to the percentage of population change, even though there are several more thousand of people in the township than in the Village. The trend of increase between the two governmental entities are similar as compared with Bloomingdale Township.

(See the Graph "Population, Addison and Bloomingdale Townships.)

The Federal census is taken in April of the required year; therefore, between April, 1980 and April, 1990, there were 1,020 births in the Village of Itasca and, between the same period, there were 377 deaths amounting to a natural growth increase of 643.

In projecting population using the natural migration is considered "residual."¹⁸ Therefore, these numbers magnify inconsistencies in births, deaths, and enumeration.¹⁸ This amounted to a decrease of 182 between April, 1980 and April, 1990. This decrease can be accounted for through changes between household size and occupied households. Also, there was a substantial decrease in the birth rate between 1985 and 1988 inclusive. In 1989 and 1990, there was an increase in births, outnumbering any one of the above years from an additional 5 to 18 births per year.

Recorded deaths between 1980 and 1990 showed almost the same number per year; in fact, the average deaths per year was 43 as compared to the average annual births of 103.

AGE AND SEX COMPOSITION OF THE POPULATION

As recorded in the 1990 census, the population of Itasca was composed of slightly less males (49.8%) than females (50.2%). This reverses between previous census reports.

The following table titled "Population By Age Groups" compares 1980 with 1990. Between the age group 0-4, there was a decrease of 68. There was a decrease of 140 in the age group 19-34. The greatest decrease is between the age group 5-18, amounting to an decrease of 430.

The median age of all age groups in 1980 was recorded as 29.0 as compared to 32.0 in 1990. The Village of Itasca is divided between Addison and Bloomingdale Townships, where the age group is different; therefore, the median age is 32.

¹⁸Northeastern Illinois Planning Commission (NIPC)

POPULATION BY AGE GROUP - ITASCA, ILLINOIS

<u>AGE GROUPS</u>	<u>1980</u> ¹⁹		<u>1990</u> ²⁰
0- 4	534	(68)	466
5-18	1,712	(430)	1,282
19-34	2,097	(140)	1,957
35-64	2,287	235	2,522
65+	499	221	720
MEDIAN AGE	29.0		32.0 ²¹

¹⁹PROFILE: DuPage County Statistical Handbook-1990

²⁰1990 Official U.S. Census of Population and Housing for the Village of Itasca (Addison and Bloomingdale Townships)

²¹Average between Addison and Bloomingdale Township within Itasca

The above table shows a shift in population between age groups, such as (5-18), (35-64), and over 65. The changes in over 65 group starts with the (80-84) group (see Appendix A) by a decrease of 51% and, in the same group, there are 57% more females than males. In the over 85+ group, the female accounted for 78% more than males.

The prime child-bearing age of (19-34) shows a decrease of 140 between 1980 and 1990 which will reflect a decrease in population.

POPULATION BY RACE AND SPANISH ORIGIN IN ITASCA

In reviewing the following table, there is no change between percent of non-white between 1980 and 1990. There is an increase in both the Black and Hispanic origins with the greatest increase with the latter. This also compares with the changes in Addison and Bloomingdale Townships.

POPULATION BY RACE AND SPANISH ORIGIN
ITASCA, ILLINOIS

<u>ITASCA</u>	<u>Percent Non-White</u>		<u>Percent Black</u>		<u>Percent Hispanic</u>	
	1980 ²²	1990 ²³	1980 ²²	1990 ²³	1980 ²²	1990 ²³
	5.7	5.7	1.1	1.3	3.4	5.1
<u>TOWNSHIPS</u>						
Addison	4.7	7.9	0.2	0.5	5.8	10.9
Bloomington	7.3	9.3	1.4	2.4	3.0	4.8

²²PROFILE-DuPage County Statistical Handbook-1990

²³U.S. Census of Population and Housing 1990

SELECTED FAMILY CHARACTERISTICS IN ITASCA

In the 1990 Federal census, the total number of families decreased from 1,869 in 1980 to 1,852 in 1990, or a decrease of 17 families.

The percent of families with children under 18 amounted to 56.7 percent in 1980, with a non-comparison percentage with 1990 because the breakdown in the 1990 census is not available.

SELECTED FAMILY CHARACTERISTICS IN ITASCA

<u>Total Number of Families</u>		<u>% Families With Children Under 18</u>		<u>% Families With Householders Having No Spouses</u>	
1980 ²⁴	1990 ²⁵	1980 ²⁴	1990 ²⁵	1980 ²⁴	1990 ²⁵
1,869	1,852	56.7	NA ²⁶	11.1	11.1

²⁴PROFILE-DuPage County Statistical Handbook-1990

²⁵U.S. Census of Population and Housing 1990

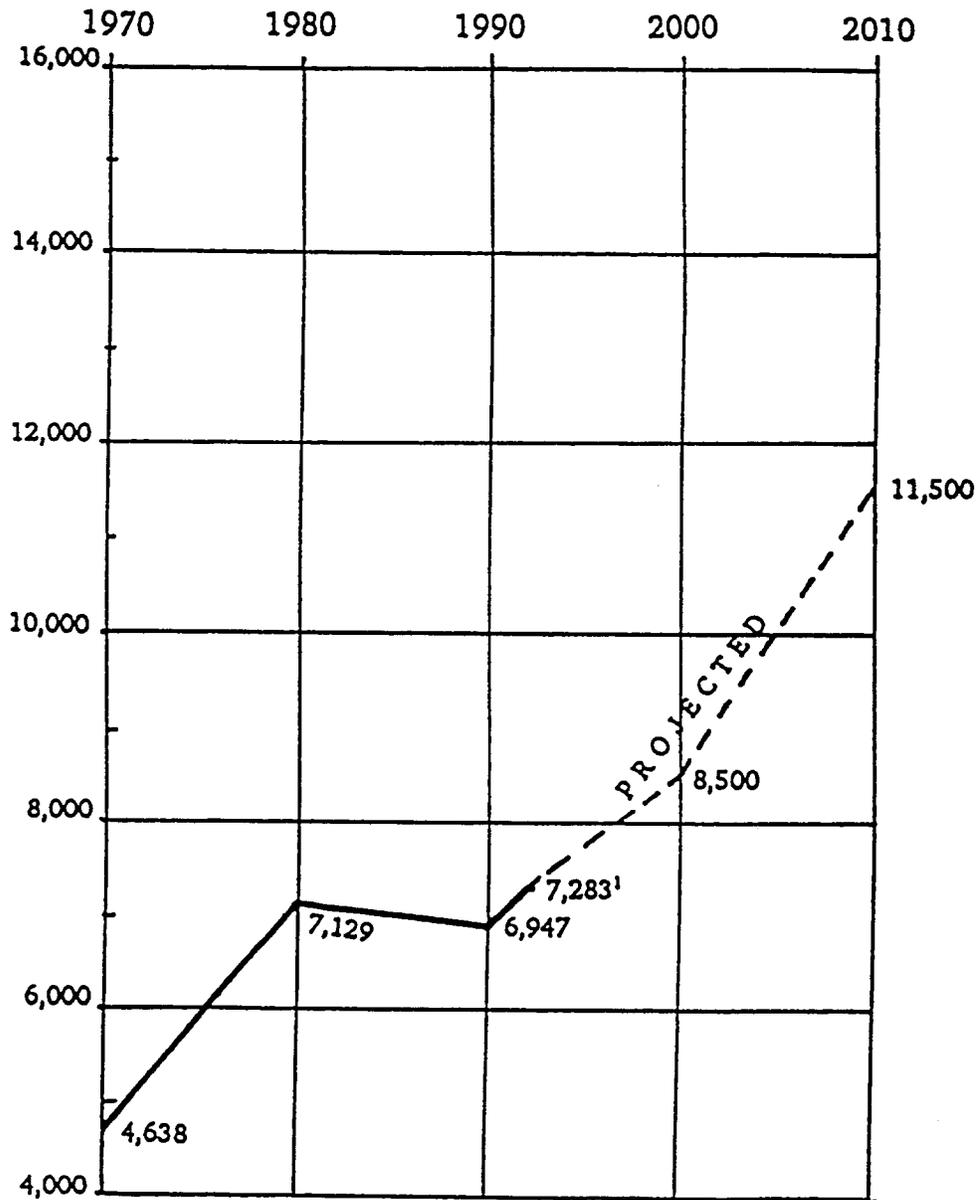
²⁶Not Available

The persons per household in 1990 were 2.65 and families were 3.13. Families are defined as two or more persons living in the same household who are related by blood, marriage, or adoption. The definition of "Family" in Section 3.02 of the Itasca Zoning Ordinance includes "...or group of not more than five (5) persons not so related maintaining a common household in a dwelling unit."

TABLE 5 summarizes the 1990 Official U. S. Census of Population and Housing for the Village of Itasca.

POPULATION
VILLAGE OF ITASCA

1970 - 2010



¹Building permits issued from April, 1990 through December, 1992 (population estimate 7,283)

SOURCE:

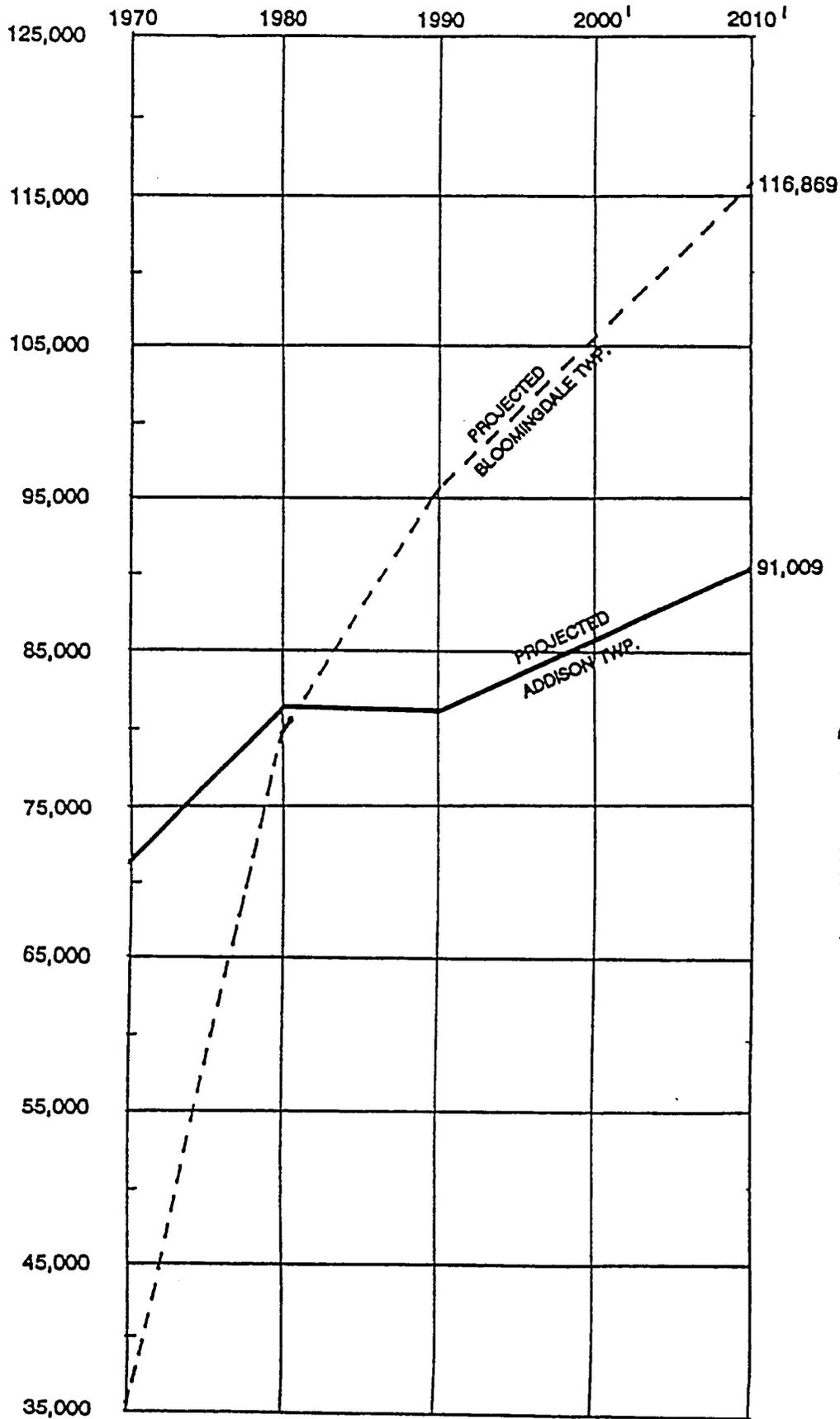
1990 U.S. Census of Population and Housing

DuPage County Development Department

Existing Land Use for Itasca, Illinois, April, 1990
(Balsamo/Olson Group, Inc.)

The Balsamo/Olson Group, Inc.
(Population Projections)

POPULATION ADDISON AND BLOOMINGDALE TWPS.



ADDISON TWP.

1970	72,542
1980	82,862
1990	82,727
2000	87,000 ¹
2010	91,009 ¹

BLOOMINGDALE TWP.

1970	36,654
1980	79,623
1990	96,050
2000	106,000 ¹
2010	116,869 ¹

SOURCE: PROFILE
DuPage County Statistical Handbook 1990

TABLE 5

SUMMARY
 1990 OFFICIAL U.S. CENSUS OF
 POPULATION AND HOUSING FOR
 THE VILLAGE OF ITASCA
 (Addison and Bloomingdale Townships)

<u>PERSONS BY SEX BY AGE</u>			
<u>AGE</u>	<u>TOTAL</u>	<u>MALE</u>	<u>FEMALE</u>
<u>TOTAL</u>	6,947	3,458	3,489
UNDER 1	89	45	44
1 - 2	202	101	101
3 - 4	175	91	84
5	88	41	47
6	94	43	51
7 - 9	312	159	153
10 - 11	182	100	82
12 - 13	190	91	99
14	75	35	40
15	94	46	48
16	84	41	43
17	93	52	41
18	70	39	31
19	100	60	40
20	115	53	62
21	93	42	51
22 - 24	370	194	176
25 - 29	635	343	292
30 - 34	644	324	320
35 - 39	547	261	286
40 - 44	537	274	263
45 - 49	465	230	235
50 - 54	349	191	158
55 - 59	305	144	161
60 - 61	140	62	78
62 - 64	179	92	87
65 - 69	250	131	119
70 - 74	183	77	106
75 - 79	156	56	100
80 - 84	80	29	51
85+	51	11	40
<u>SEX</u>			<u>PCT.</u>
<u>TOTAL</u>		6,947	100.0
<u>MALE</u>		3,458	49.8
<u>FEMALE</u>		3,489	50.2

<u>RACE</u>		<u>PCT.</u>
<u>TOTAL</u>	6,947	100.0
WHITE	6,552	94.3
BLACK	92	1.3
AMERICAN INDIAN, ESKIMO, OR ALEUT	11	0.2
AMERICAN INDIAN	9	0.1
ESKIMO	1	0.0
ALEUT	1	0.0
ASIAN OR PAC. ISL.	224	3.2
ASIAN:		
CHINESE	16	0.2
FILIPINO	80	1.2
JAPANESE	12	0.2
ASIAN INDIAN	60	0.9
KOREAN	28	0.4
VIETNAMESE	0	0.0
CAMBODIAN	1	0.0
HMONG	0	0.0
LAOTIAN	0	0.0
THAI	7	0.1
OTHER ASIAN	19	0.3
HISPANIC ORIGIN - See Page 74		
PACIFIC ISLANDER:		
POLYNESIAN:		
HAWAIIAN	0	0.0
SAMOAN	0	0.0
TONGAN	0	0.0
OTHER POLYNESIAN	0	0.0
MICRONESIAN:		
GUAMANIAN	1	0.0
OTHER MICRONESIAN	0	0.0
MELANESIAN	0	0.0
PAC. ISL., OTHER	0	0.0
OTHER RACE	68	1.0

RACE AND HISPANIC ORIGIN

	<u>TOTAL</u> <u>PERSONS</u>	<u>PCT.</u>
<u>TOTAL</u>	6,947	100.0
WHITE	6,552	94.3
BLACK	92	1.3
AMERICAN INDIAN, ESKIMO, OR ALEUT	11	0.2
ASIAN OR PACIFIC ISL.	224	3.2
OTHER RACE	68	1.0

HISPANIC ORIGIN

		<u>PCT.</u>
<u>TOTAL</u>	6,947	100.0
NOT OF HISPANIC ORIGIN	6,597	95.0
HISPANIC ORIGIN	350	5.0
MEXICAN	262	3.8
PUERTO RICAN	19	0.3
CUBAN	12	0.2
OTHER HISPANIC	57	0.8

GROUP QUARTERS (PERSONS IN GROUP QUARTERS)

		<u>PCT.</u>
<u>TOTAL IN GROUP QUARTERS</u>	98	100.0
<u>PERSONS IN INSTITUTIONS:</u>	75	76.5
CORRECTIONAL INST.	0	0.0
NURSING HOMES	75	76.5
MENTAL (PSYCHIATRIC) HOSPITALS	0	0.0
JUVENILE INSTITUTIONS	0	0.0
OTHER INSTITUTIONS	0	0.0
<u>OTHER PERSONS IN GROUP QUARTERS:</u>	23	23.5
COLLEGE DORMITORIES	0	0.0
MILITARY QUARTERS	0	0.0
EMERGENCY SHELTERS FOR HOMELESS	11	11.2
VISIBLE IN STREET LOCALES	0	0.0
OTHER NONINSTITUTIONAL GROUP QUARTERS	12	12.2

HOUSEHOLDSTOTALS

<u>PERSONS IN HOUSEHOLDS</u>	6,849
<u>ALL HOUSEHOLDS</u>	2,451
<u>FAMILY HOUSEHOLDS:</u>	1,852
MARRIED COUPLE FAMILY	1,550
FEMALE HOUSEHOLDER, NO HUSBAND PRESENT	205
<u>NON-FAMILY HOUSEHOLDS:</u>	599
HOUSEHOLDER LIVING ALONE	452
65 YEARS AND OVER	119
FEMALE	91
PERSONS PER HOUSEHOLD	2.65
FAMILY	3.13

STRUCTURAL AND VACANCY CHARACTERISTICS

	<u>TOTAL</u>	<u>PCT.</u>
<u>ALL HOUSING UNITS:</u>	2,587	100.00
1 UNIT, DETACHED	1,604	62.00
1 UNIT, ATTACHED	71	2.74
2-4 UNITS	107	4.14
5-9 UNITS	102	3.94
10 OR MORE UNITS	692	26.75
MOBILE HOME, TRAILER, OTHER	11	0.43
MEAN NUMBER OF ROOMS	5.2	
<u>OCCUPIED HOUSING UNITS:</u>	2,451	
WITH 1.01 OR MORE PERSONS PER ROOM	69	
<u>VACANT HOUSING UNITS:</u>	136	
FOR SEASONAL, RECREATIONAL, OR OCCASIONAL USE	5	
HOMEOWNER VACANCY RATE	1.8	
RENTAL VACANCY RATE	12.7	

OCCUPANCY AND FINANCIAL CHARACTERISTICS
FOR OWNER-OCCUPIED HOUSING UNITS

TOTALS

ALL OWNER-OCCUPIED HOUSING UNITS:

1,656

1 UNIT, DETACHED OR ATTACHED
PERSONS PER UNIT
MEAN NUMBER OF ROOMS

1,567
2.63
5.7

SPECIFIED OWNER-OCCUPIED
HOUSING UNITS:

1,481

VALUE:

LESS THAN \$50,000
\$ 50,000 TO \$ 99,000
\$100,000 TO \$149,000
\$150,000 TO \$199,000
\$200,000 TO \$299,000
\$300,000 OR MORE

3
231
670
388
151
38

LOWER QUARTILE (DOLLAR)
MEDIAN (DOLLAR)
UPPER QUARTILE (DOLLAR)

\$114,100
\$147,400
\$197,000

OCCUPANCY AND FINANCIAL CHARACTERISTICS
FOR RENTER-OCCUPIED HOUSING UNITS

TOTALS

ALL RENTER-OCCUPIED HOUSING UNITS:

795

1 UNIT, DETACHED OR ATTACHED
PERSONS PER UNIT
MEAN NUMBER OF ROOMS

73
2.45
4.3

SPECIFIED RENTER-OCCUPIED
HOUSING UNITS PAYING CASH RENT:

770

LESS THAN \$250
\$250 TO \$499
\$500 TO \$749
\$750 TO \$999
\$1,000 OR MORE

7
192
521
46
4

LOWER QUARTILE (DOLLAR)
MEDIAN (DOLLAR)
UPPER QUARTILE (DOLLAR)
WITH MEALS INCLUDED IN RENT

\$492
\$548
\$798
0

OCCUPIED HOUSING UNITS BY RACE AND HISPANIC ORIGIN OF HOUSEHOLDER

	<u>TOTALS</u>	<u>PCT.</u>
<u>ALL OCCUPIED HOUSING UNITS</u>	2,451	100.00
<u>RACE OF HOUSEHOLDER</u>		
WHITE	2,330	95.06
BLACK	32	1.31
AMERICAN INDIAN, ESKIMO OR ALEUT	5	0.20
ASIAN OR PACIFIC ISLANDER	61	2.49
OTHER RACE	23	0.94

HOUSEHOLDER NOT OF HISPANIC ORIGIN

<u>HOUSEHOLDER OF HISPANIC ORIGIN</u> (OF ANY RACE)	98	
WHITE	2,256	
BLACK	31	
AMERICAN INDIAN, ESKIMO OR ALEUT	5	
ASIAN OR PACIFIC ISLANDER	60	
OTHER RACE	1	

LAND AREA AND POPULATION DENSITY

<u>LAND AREA</u>	<u>TOTALS</u>	<u>ALL PERSONS</u> 6,947
SQUARE KILOMETER	11.8	
SQUARE MILES	4.5	
<u>PERSONS PER:</u>		
SQUARE KILOMETER	11,570	
SQUARE MILE	1,532	

SOURCE:

1990 CENSUS OF POPULATION AND HOUSING - ILLINOIS-1990 CPH-1-15
DU PAGE COUNTY DEVELOPMENT DEPARTMENT

COMMUNITY FACILITIES

The extent and quality of a community's public and semi-public facilities (community facilities) usually are an accurate indication of the attractiveness of that community as a residential and non-residential environment. As a result, these facilities will often directly influence the growth and progress of a community since modern community facilities and services will tend to attract new residents and commercial-industrial establishments. In addition, a community's character can be judged, to some extent, on the amount and quality of its community facilities.

However, merely providing community facilities and services without examining the needs of a given community does not necessarily make that community desirable nor does it necessarily satisfy the needs of the citizens of that municipality. As a community grows, expands, and develops, its citizens place greater demands and expectations on the quality and scope of its community facilities and services. For this reason, community facilities and services must be provided in a manner that is congruent with the desires of a varied population. In addition, the planning of community facilities and services must be coordinated with other elements of the comprehensive planning program, and such facilities must be located and designed in a fashion which adds to the aesthetic appearance and total environmental quality of the community and its component neighborhoods.

The "General Development Plan Report Part One: Background Studies for Planning" includes an in-depth study of both public and private (parochial) existing schools. Therefore, the updating of the Comprehensive Plan will be to review and evaluate with a determination as to change between 1974 and 1985 and also to compare the growth and development between 1985 through 1992.

The analysis will include schools, parks, the Itasca Police Department, the Itasca Fire Protection District, Village Facilities and the Community Library.

EXISTING COMMUNITY FACILITIES IN ITASCA

The land use category of institutional and governmental services represented 1.4 percent of the total land area within the corporate limits of Itasca in 1976. In 1985 it increased to 1.9 percent; in 1990, 1.95 percent, with a change from 1976 to 1990 of 2.44 percent. These facilities are a vital component of the community's ability to meet the needs of its residents in regard to education, protection, health care, and other necessary services. This section will establish the framework for analyzing these future needs.

During the nine year period (1975 to 1984-85 school years) all elementary school enrollments, both public and private, showed substantial decreases, except for the

Medinah Elementary North (K-5) School in District 11 which showed a small decrease of two students.²⁷

Lake Park West High School had an increase of 104 students, while Lake Park East decreased by 901 students between 1975-1986.

During the nine year period, the two parochial schools had smaller decreases than the public schools. St. Luke's Lutheran School had a decrease in enrollment of 40 students, while St. Peter's Catholic Elementary School had a decrease of 74 students.

ITASCA SCHOOL SYSTEM²⁸

The school system serving Itasca and its planning area is composed primarily of two public elementary school districts, two parochial elementary schools, and one public high school district. The School Service Area includes five public elementary and three public high school districts that cover portions of the planning area, but only Itasca School District #10, Medinah School District #11, and Lake Park High School District #108 will be evaluated in this analysis. The other school districts lying in the planning area either serve few Itasca residents or non-residential areas, and for this reason, are not included in this inventory.

School District Service Area. Itasca is served by a two-layer school system - separate elementary and secondary school districts - rather than by a community unit school district. Even though the boundaries of Itasca Elementary School District #10 do not coincide exactly with the Itasca municipal boundaries, the vast majority of Itasca village residents are served by this school district. This helps to reinforce Itasca's identity as an individual community distinct from its neighbors. This is a very important factor in defining urban form and development among suburban communities that often times cannot be distinguished from each other. The high school district, Lake Park High School District #108, while it is able to take advantage of the economics of size by serving three communities and two unincorporated areas, provides an identification for Itasca with the Lake Park region rather than with its own school community planning area.

²⁷Itasca General Development Plan Update, DuPage County Regional Planning Commission, Revised March, 1987.

²⁸Itasca, Illinois General Development Plan Report-Part One: Background Studies for Planning. DuPage County Regional Planning Commission, no date.

TABLE 6
STUDENT ENROLLMENT

School District	1975- 1976 ²⁹	1985- 1986 ³⁰	1975- 1986 Change	1992- 1993	Projected 1993- 1994
<u>District No. 10</u>					
Elmer H. Franzen (K-5)	271	151	(120)	164	165
Washington (K-5)	451	302	(149)	281	280
F. Edward Peacock	369	265	(104)	246	240
Junior High School ³¹ (6-8)					
Total:	1,091	718	(373)	691	685
<u>District No. 11³²</u>					
Medinah North (K-5)	236	241	5	245	
Medinah South (K-5)	285	193	(92)	186	
Medinah Middle (6-8)	<u>340</u>	<u>210</u>	<u>(130)</u>	<u>245</u>	
Total	861	644	(217)	676	
<u>Parochial Elementary Schools</u>					
St. Luke's Lutheran of St. Luke (Preschool-8)	180	138	(42)	124	135
St. Peter the Apostle School (K-8)	274	236	(38)	169	174
Total	<u>454</u>	<u>374</u>	<u>(80)</u>	<u>293</u>	<u>309</u>
<u>High School District No. 108</u>					
<u>Lake Park Community High School District</u>					
Lake Park East (9-10)	2,331	1,430	(901)	1,318	1,301
Lake Park West (11-12)	<u>1,200</u>	<u>1,304</u>	<u>104</u>	<u>1,154</u>	<u>1,280</u>
Total	3,531	2,734	(797)	2,472	2,581

²⁹General Development Plan Report Part One: Background Studies for Planning, 1974

³⁰School Districts Questionnaire, May 1993

³¹20,000 sq. ft. added in 1991 and new classrooms and utilization of space

³²As of August, 1993, North will be Medinah Intermediate School (gr. 3-5), enrollment 241; South will be Medinah Primary (gr. K-2), enrollment 230; Medinah Middle School (gr. 7-8), enrollment 256

The student enrollment for schools providing educational services for Itasca is shown in TABLE 6 which compares number of students at various schools for 1975-1976 school year as compared to 1985-1986, which shows substantial losses. The 1992-1993 school year enrollments are also shown as well as projected enrollments for 1993-1994.

District No. 10 lost 37 percent of the enrollment since the 1975-1976 school year. District No. 11 lost 44 percent of the enrollment in the same school period.

High School District No. 108 lost 41 percent of the enrollment for both Lake Park East and Lake Park West during the 1975-1976 school year.

With the exception of District No. 10, which anticipates a decrease in student enrollment in the 1993-1994 school year, the other school districts and parochial elementary schools expect small increases.

Recommended areas:³³

- a. For elementary schools - a minimum site of 5 acres plus an additional acre for each 100 pupils of predicted ultimate enrollment. Thus, an elementary school of 200 pupils will have a site of 7 acres.
- b. For junior high schools - a minimum site of 20 acres plus an additional acre for each 100 pupils of predicted ultimate maximum enrollment. Thus, a junior high school of 500 pupils would have a site of 25 acres.
- c. For senior high schools - a minimum site of 38 acres plus an additional acre for each 100 pupils of predicted ultimate maximum enrollment. Thus, a senior high school of 1000 pupils would have a site of 40 acres.

Therefore, four of the schools included in TABLE 7 have an excess of acres while two schools are deficient in school site size, and two schools, the recommended site size, based on 1992-1993 enrollment, is met.

In evaluating the projected student enrollments for 1992-1993 with the recommended school site size above indicates that where enrollments continue to decrease so does the need for large school sites.

The Peacock Junior High School has a deficiency in school site size of 16.6 acres.

³³Itasca General Development Plan, Revised March, 1987 (DuPage County Educational Service Region).

TABLE 7

AVERAGE FOR SCHOOL SITES

<u>School Name</u>	<u>Existing Site (Acres)³⁴</u>	<u>Recommended Site Size Based on 1992-1993 Enrollments³⁵</u>	<u>(Deficiency)/ Excess Acres</u>
Franzen Elementary	10.0	6.5	3.5
Washington Elementary	3.0	8.0	(5.0)
Peacock Junior High	6.0	22.6	(16.6)
Medinah North Elementary	5.1	7.3	(2.3)
Medinah Middle School	7.3	7.3	0.0
Medinah South Elementary	3.0	6.6	(3.6)
Lake Park High-East	50.7	43.1	7.6
Lake Park High-West	61.5	41.5	20.0
St. Peter the Apostle School	7.6	7.6	0.0
St. Luke's Lutheran of St. Luke	14.0	9.2	4.8

³⁴School District Questionnaire, 1993 (Also see Footnote 32 for Medinah schools.)

³⁵DuPage County Educational Service Region and the Illinois Public Facility Section:
Illinois State Board of Education

Lake Park-East High School had 60 classrooms with 24 pupils per classroom in 1975, compared with the 1992-1993 enrollment of 22 pupils or a decrease of 2 pupils per classroom.

Lake Park-West High School had 54 classrooms with 20 pupils per classroom in 1975, compared with 21 pupils or a increase of one pupil per classroom in 1984-1985.

St. Peter the Apostle School had nine classrooms with 34 pupils per classroom in 1975 which was four pupils over the designated capacity of a classroom in this school. In 1984-1985 the pupils per classroom decreased by 12 to 22 pupils per classroom.

St. Luke's Lutheran of St. Luke School had eight classrooms with 12 pupils per classroom in 1975 as compared with 20 pupils or an increase in 1992-1993 of eight students per classroom.

Classroom Facilities

The ongoing changes in student enrollment in the pupil/classroom size is shown in TABLE 8.

Of the ten educational facilities providing education to the residents of Itasca, Franzen Elementary School, Peacock Junior High, Medinah North, Middle, and South, and St. Luke's Lutheran Elementary showed increases in pupils per classroom in the 1992-1993 school year.

Franzen Elementary School had 14 classrooms with 12 pupils per classroom in 1993 as compared with nine pupils or an increase of three pupils per classroom over the 1984-1985 school year.

Washington Elementary School had 19 classrooms with 16 pupils per classroom in 1993.

Peacock Junior High School had 28 classrooms with 20 pupils per classroom in 1993.

Medinah North Elementary School had 11 classrooms with 24 pupils per classroom in 1993. (For Medinah, see Footnote 32.)

Medinah Middle School had 8 classrooms with 24 pupils per classroom in 1993.

Medinah South Elementary School had 6 classrooms with 25 pupils per classroom in 1993. (For Medinah, see Footnote 32.)

TABLE 8
CLASSROOMS VS. PUPILS
1975-1993

<u>School Name</u>	<u>Number of Classrooms</u>	<u>Pupils/ Classroom 1992-1993</u>	<u>Standard³⁶ Pupils/ Classrooms</u>	<u>(Deficiency) Excess Students</u>
Franzen Elementary	14	21	30	9
Washington Elementary	19	22	30	8
Peacock Junior High	28	22	30	8
Medinah North Elementary ³⁷	11	NA	NA	NA
Medinah Middle ³⁷	8	NA	NA	NA
Medinah South Elementary ³⁷	6	NA	NA	NA
Lake Park High-East	71	22	35	13
Lake Park High-West	63	22	35	13
St. Peter the Apostle School	9	19	20	1
St. Luke's Lutheran of St. Luke	8	20	22	2

SOURCE: Based on Enrollments provided by the School District, 1993

School Facility Inventory

TABLE 9 "School Facility Inventory" shows the square footage of the school buildings and the last time any additions were added.

Lake Park High-West, constructed in 1975, had a 6,000 square foot addition added in 1979, providing a total of 186,000 square feet of facility.

St. Peter the Apostle School had 21,500 square feet when constructed in 1961. In 1984 an addition of 1,200 square feet was added, bringing the total area of this facility to 22,700 square feet.

In 1962 a new, 15,000 square foot St. Luke's Lutheran of St. Luke School was constructed to replace the original 100 year old building. No additions have been added since the new facility was constructed.

³⁶Student capacity design standard

³⁷See Footnote No. 32

TABLE 9
SCHOOL FACILITY INVENTORY³⁸

Franzen Elementary	30,120 sq. ft. ³⁹ No additions since 1968
Washington Elementary	38,405 sq. ft. ³⁹ No additions since 1970
Peacock Junior High	62,597 sq. ft. ³⁹ 20,000 sq. ft. added since 1970
Medinah Intermediate School (Formerly Medinah North Elementary)	27,400 sq. ft. ⁴⁰ No additions since 1964
Medinah Middle School	50,000 sq. ft. ⁴⁰ No additions since 1988
Medinah Primary School (Formerly Medinah South Elementary)	23,600 sq. ft. ⁴⁰ No additions since 1964
Lake Park High-East	220,504 sq. ft. No additions since 1971
Lake Park High-West	178,425 sq. ft. No additions since 1979
St. Peter the Apostle School	22,700 sq. ft. 1961 - 21,500 sq.ft. 1984 - 1,200 sq. ft.
St. Luke's Lutheran of St. Luke	15,000 sq. ft. - 1962 (replaced old building) 1976 addition to school building adding an additional 8,000 sq. ft.

³⁸DuPage County Educational Services Region

³⁹School District No. 10 - Franzen Elementary, no additions, \$2.2 million renovation; Washington Elementary, no additions, \$2.8 million renovation; Peacock, Jr. High School, 20,000 sq. ft. addition, \$7.0 million renovation

⁴⁰School District No. 11. (See Footnote 32.)

Parks

The Itasca planning area formed by Community Boundary Agreements includes the Itasca Park District and parts of the Wood Dale and Medinah Park Districts. The present park and open space system is one of the community's most valued assets. The General Development Plan report "Part One: Background Studies for Planning," which was previously identified, extensively covers the Park, Recreation and Open Space System in the planning area.

The Park District has practiced the park-school concept in conjunction with school district officials in its site acquisitions. Such a combining of educational and recreational facilities on a single site makes possible a wider variety of opportunities on less acreage and at a lower cost than do separate installations. All three of the existing public schools have parks located adjacent to them. This multi-functional nature allows both the parks and the schools to provide greater space and facilities at one combined site than they could at two separate sites. This occurs at Franzen, Washington and Peacock Schools.

Park District Limits

The Itasca Park District includes most of the populated area within the Village and part of Songbird Slough (Campbell Slough) which is owned by DuPage County Forest Preserve District.

There have been no annexations or disconnections of the Itasca Park District since 1985.

The bulk of the Itasca Park District is located between Rohlwing and Prospect Roads from Devon Avenue south to I-290. South of I-290 the district still includes unincorporated lands not yet annexed to Addison. A small portion of the district extends into Bloomingdale Township along Norwood and Glenlake Avenues in the industrial park.

The Medinah Park District covers the rest of the Itasca planning area in Bloomingdale Township west of Rohlwing Road. The Wood Dale Park District covers the planning area east of Prospect Avenue, both in Itasca and the unincorporated area in Addison Township.

Existing Parks

The basic network of parks in Itasca was outlined in the "Background Studies for Planning." All three park districts were contacted to update park information.⁴¹

The Medinah Park District maintains the 11.6 acre Meacham Creek Park primarily as a nature area. This park is located north of Thorndale Road east of Medinah Road. In the Ranchettes the district has acquired a four acre park at the south end of Lloyd Avenue which has two tennis courts and a playground. In the Nordic Park subdivision is located Nordic Park on Fairway Lane. This 1.2 acre park has two tennis courts, a basketball court and a playground.⁴¹

⁴¹Itasca General Development Plan Update, Revised March, 1987

The Itasca Park District has acquired and developed various sites either alone or in conjunction with the Village and School District #10. All these sites are located between Rohlwing Road and Prospect Avenue south of Thorndale Avenue. They are:⁴²

1. Benson Park - 6.7 acres on Mill Road/Parkside Avenue adjacent to a vacant school site owned by District #10. This park serves a residential neighborhood in Wood Dale east of Mill Road. It contains two (2) tennis courts, one (1) playground due to be re-done in 1993, one (1) garden plot area and one (1) ball field.⁴²
2. BMX Track - 5.5 acres on Rohlwing Road along Spring Brook. This site is now a combination 18 acre Ray Franzen Bird Sanctuary and softball complex, two (2) full size lighted softball fields, parking area and nature trails.
3. Clayson Park - 1.5 acres in the Arlingdale subdivision bounded by Maple Avenue, Walnut Street and Theodore and Walters Lanes. This park to be completely renovated in June, 1993, new play equipment, shelters, sidewalks and landscaping.
4. Franzen Park - 3.0 acres on the north side of Franzen School at the end of Catalpa Avenue. It provides one (1) ball field, two (2) basketball courts, one (1) playground, one (1) garden plot area, two (2) tennis courts, one (1) soccer field and location of "Play for All" handicapped accessible park (1991).
5. Peacock Park - 3.0 acres on Bryn Mawr Avenue adjacent to Peacock Junior High School. It provides two (2) ball fields only.
6. Schiller Park - 5.4 acres on Schiller Street just west of Prospect Avenue, of which 0.9 acre is owned by the park district and 3.5 acres by the Village. (An additional acre is contained within the right-of-way of Sunnyside Avenue.) Only partly developed, it contains a playground, picnic area and a storm water detention area.
7. Spring Brook Nature Center - A multi-purpose site containing 51.4 acres, 46.8 acres owned by the Village and 4.6 acres by the park district. The site contains the Village library and fire station, the park district swimming pool and nature center and an extensive nature preserve along Spring Brook. A water slide at the pool site was developed between 1987 and 1988.
8. Wesley J. Usher Memorial Park - 7.3 acre triangular site bounded by Irving Park Road, Walnut Street and Bloomingdale Road, Walnut Street and Bloomingdale Road which was developed by the Village in memory of Wesley J. Usher, former Village President.
9. Washington Park - 7.5 acres adjacent to Washington School on the south side of Irving Park Road. The Park District owns 5.9 acres; the Village, 1.6 acres. It contains the main offices of the park district in the Walter Schmidt Building and four (4) ball

⁴²Park data revised by questionnaire, April, 1993

fields, two (2) playgrounds, four (4) basketball courts, and one (1) picnic shelter and parking.

10. Recreation Center - The Center was constructed in 1992 and is located in Washington Park. The building includes 30,000 sq. ft. providing a full size gymnasium with two (2) basketball courts and locker rooms, permanent gymnastic area, dance studio, preschool, teen drop-in room, fitness center with running/walking track, three (3) kitchens, classroom, administration offices and conference room.

The Wood Dale Park District, located east of Prospect Avenue, includes the Salt Creek Golf Course which is within the Itasca planning area.

There are one or more parks located within half a mile of every residential area in the Village and of nearly every residential property in the unincorporated planning area. By and large, areas that are more than half a mile away from a park facility are either developed with non-residential uses or have been planned for non-residential uses in the future.

The Village should make sure, as additional residential development occurs, that appropriate recreation/open space facilities are available for use by the new residents.

The Elk Grove Park District annexed to the Village in 1993 twenty-three (23) acres for the development of an athletic field complex including four (4) baseball fields, three (3) soccer/ football fields, two (2) regulation soccer/football fields to be utilized when baseball is not in season, necessary sports field lighting, paved parking, etc.

The Itasca Fire Protection District

The fire station in Itasca is located on the south side of Irving Park Road near the Itasca Library creating a small complex of public uses consisting of the library, fire station, and museum.

The Fire Protection District covers about six square miles and serves a nighttime population of about 7,000 with a daytime population of 35,000⁴³. The building size is 18,000 square feet and is adequate for the population and uses served. There is no second fire station in Itasca.

⁴³The difference in population (28,000) comes from the transient labor force that comes to the Village daily.

The up-to-date list of equipment is as follows:

- Two (2) 1,250 gpm Mack pumps
- Truck
- Mobile fire apparatus
- Small tools
- Boat and motor
- Contractual ambulance

Additional Equipment:

- 85 foot platform
- 1 Squad
- Highrise hose pack

In January, 1992, an addition was added to the existing building including the following:

- Three (3) offices
- Dayroom
- Kitchen
- Bunk area
- Conference Room
- Meeting room
- Secretarial/bookkeeping area

The Fire Protection District has the following personnel:

- Twelve (12) full-time Fire Fighters
- Nine (9) Fire Fighters paid-on-call
- Administrative Support Staff
- Chief
- Asst. Chief
- Secretary
- Bookkeeper

The district has six (6) all trained paramedics and one (1) ambulance. The district also include a Fire Prevention Bureau consisting of:

- One (1) full-time inspector
- Four (4) part-time inspectors

This Bureau assists the Itasca Building Department with annual inspections of multi-family, commercial, and industrial buildings.

Village Facilities

The Village Hall was completely remodeled in 1988, and, at that time, the police facility was relocated to the new police station on North Prospect and the Building Department was relocated to the Village Hall.

In February, 1988, part of Line Street that sided along the Village Hall was vacated, and the area was changed into a small, attractive mall which provides aesthetic setting for the building. This area also provides park benches for leisure rest and a group conversation area.

Number of Employees

Department

Police	38
Public Works	22
Water	5 full time, 2 part time
Building	7
Nature Center	6 full time, 6 part time
Administration	<u>3</u> full time, 2 part time
Total:	81 full time, 10 part time

Itasca Police Station

In 1987 a new police facility was constructed on North Prospect Road south of the new Public Works building. The police facility site is 9,818 square feet and the building coverage is 7,856 square feet. The former police station was included in the Village Hall. The new facility provides offices, communication room, conference room, records room, kitchen, jail cells, locker rooms, roll call room, interview rooms (2), storage rooms, booking room, rally post, planning room, mechanical and electrical rooms.

The facility provides for thirty-eight (38) employees including the following:

Personnel

Chief of Police	1
Commander Support Services	1
Commander Field Operations	1
Sergeants	6 Authorized / 5 Filled
Detectives	3
Patrolmen	15
Civilian Personnel	10 / Communications, Records, & Clerical 1 / Police Assistant

Equipment

Squad Cars	12 Total / 6 Marked, 6 Unmarked
Chevrolet Police Package Vehicles / 1991 - 1993	

The present size of the police department facility is adequate for the population size of the Village.

The present size of the police department based on revised statistical data base appears adequate at this time. Due to the unique demographic and fluctuating population base of the Village (daytime versus evening population), a statistical data base derived from calls for service and officer availability is not yet available.

Population is not the criteria to establish adequate police services within the municipality. As data becomes available based upon police services provided, an anticipated manpower study will be accomplished with projections into the future.

Public Works

In 1980 a new Public Works facility was constructed on North Prospect Road north of the new Itasca Police Station. The Public Works building site is three acres in area and the building coverage is 21,080 square feet. The public works department includes the following divisions and the square footage for each area:

Streets	286 sq. ft.
Water	484 sq. ft.
Parks and Signs	1,460 sq. ft.
Mechanics	1,920 sq. ft.
Office	484 sq. ft.

The facility provides for the present 22 full time employees including the Superintendent and one administrative support staff and five summer employees.

The up-to-date list of equipment is as follows:

9	Pick-Up Trucks	1	Street Sweeper
5	1 Ton Trucks	2	Bobcat Loaders
4	2½ Ton Trucks	1	Sewer Flusher
1	Backhoe	2	Air Compressors
1	510 Payloader	2	Sprayers
2	Light Payloader	1	Rollers
1	Flatbed-1 Ton		

The size of the Public Works facility does not appear adequate for the population and the size of the Village.

Itasca Community Library

The Itasca Community Library was established in 1957 and now occupies a building constructed in 1973.

Library Staff and Materials

In 1976 there were four (4) full-time and three (3) part-time staff members. At the present time, the number of employees are as follows:

	<u>1985</u>	<u>1993</u>
Full-time employees	4	6
Part-time employees (20 or more hours/week)	4	7
Part-time employees (less than 20 hours/week)	<u>7</u>	<u>10</u>
Total employees (full and part-time)	15	23

The number of volumes have increased from 36,342 in 1985 to 50,063 in 1992 or an increase of almost 14,000 volumes in seven years. The circulation in 1992 was 79,039.

The 1993 plan documents the existence of approximately 4,365 linear feet of shelving which allows for a book capacity of 39,920 volumes at eight (8) volumes lineal foot.

Other circulation items include:

Books on Cassettes	Film Strips
Records	Polaroid Cameras
Tape Cassettes	Learning Games
Video Cassettes	Large Print Books
Art Prints	Slides
Sheet Music	German Collection
Compact Discs	

Other special programs and special services include:

Special Programs

- Battle of the Books
- Children's Story House (year round)
- Summer Reading Program (summer)
- Book Discussions (Adult & Children year round)
- Holiday Programs
- Winterfest

Special Services

Electronic magnifier

Computer for public use

Talking books for the blind

Microfilm reader/printer

Literary collection

IRS forms

Voter registration

Polling place

Multi-Purpose meeting room has been used for community service projects such as workshops to help with tax matters

Access to additional material through Interlibrary Loan Service

On-Line public access computers

INFOTRAC

Library Service

The library's operating hours have increased from 50 hours per week in 1976 to 64 hours in 1985. In 1993, the hours are 64 hours per week in summer (3 months), 68 hours per week in the other nine (9) months, and Sunday hours. The Illinois Library Association standards recommend that a library serving a population of 5,000 to 9,999 people should remain open 45 to 50 hours per week. Since the official 1990 census of population for Itasca was 6,947, the Village exceeds the recommended hours of service by 12.

Under the provisions of the American Disabilities Act, extensive remodeling must be done to the Library's main doors and washrooms. The aisles will have to be widened to make the Library wheelchair-accessible.

In April, 1993, the voters approved a referendum to raise funds to construct a 10,000 sq. ft. addition to the present building and to obtain the necessary furniture and equipment to make it fully functional. This expansion is to serve the current and future needs of the Itasca residents. The addition to the library is expected to be completed in April, 1995.

ENVIRONMENTAL CHARACTERISTICS

Land is not a homogenous commodity. Each parcel is characterized by unique combinations of physical and natural elements, such as air, water, geology, topography, soil, flora, and fauna. When the design and construction of municipalities disregard the physical limitations and capabilities of the land to adequately accommodate specific land use types, the results are often environmentally, socially, and economically damaging.⁴⁴

Superficial Drainage and Flooding⁴⁵

Like most natural features, drainage systems evolve through time, constantly seeking greater efficiency. As a result, the natural drainage systems which exist today represent the highest degree of stability attainable thus far. However, under conditions of heavy rain storms or spring thaws, or a combination of the two, stream channels are oftentimes insufficient to carry all of the runoff that is generated. Of necessity, some water overflows the banks of the channel and spreads across the adjacent land, known as flood plain. The natural function of the flood plain is to store and transport water downstream that cannot be contained within the stream channel.

Throughout the Itasca planning area, the streams, marshes, bogs and flood plains have been interfered with in numerous areas, contributing to severe flooding which have occurred in the past. In addition, the continued urbanization in the planning area has also contributed to increased stormwater runoff into the creeks and streams increasing the volume of water the drainage systems must carry and the size of the flood-prone area.

The entire Itasca planning area is drained by Salt Creek and its tributaries, Spring Brook, Meacham Creek, and the Devon Avenue tributary which flows through Hamilton Lakes.

The Salt Creek flood plain is located along the entire eastern border of the planning area, from Devon Avenue all the way south to the Milwaukee Road railroad tracks north of Irving Park Road. The west side of the flood plain in this stretch lies in Itasca; the east side in Wood Dale. South of the railroad tracks the entire flood plain is in Wood Dale.

In Itasca the Salt Creek flood plain occupies land that is, for the most part, undeveloped (owned by Commonwealth Edison) or open space (Salt Creek Country Club). There is some industrial development, however, that is affected, particularly along Industrial Drive

⁴⁴Refer to the General Development Plan Report, Chapter 4, Pages 56-82 inclusive, 1974, prepared by DuPage County Regional Planning Commission. (See Appendix II.)

⁴⁵Itasca General Development Plan update, prepared by DuPage County Regional Planning Commission, September, 1986, revised March, 1987, pages 45 and 46. (See Appendix I.)

east of Prospect Avenue. Future development along Salt Creek should be carefully planned and engineered to avoid any significant increase in the height or velocity of the flood waters on downstream properties. A flood retention reservoir upstream in Cook County will provide relief from flooding for much of this land in Itasca.

Spring Brook flows from west to east through the Itasca planning area--from Medinah Road all the way to Salt Creek. On its way it passes through three golf courses, the Village nature preserve, and near the Village Hall at Irving Park Road and Walnut Street. West of I-290 the flood plain is located within Medinah and Nordic Hills Country Clubs and property owned by the Itasca Park District which will be kept as open space. From there to the Village Hall it passes through relatively low density residential area, Spring Brook Nature Preserve, and the south end of commercial lots fronting on Irving Park Road. Beyond the Village Hall, Spring Brook and its flood plain cross under the railroad tracks onto Itasca Country Club, involving some residential development in the process. From there the stream flows east across Prospect Avenue to Salt Creek on vacant land owned by Commonwealth Edison. Here the flood plain lies on the vacant land and on industrial land along Industrial Drive.

Any additional flood retention capability upstream on Spring Brook would serve to alleviate flooding throughout Itasca in both residential and industrial areas and, therefore, would be most desirable.

Meacham Creek runs south through the far west side of the planning area. It flows southeast past Medinah Road into unincorporated Medinah and then south across Irving Park Road into Medinah Country Club where it joins Spring Brook at Lake Kadajah. Additional storm water storage capability north of unincorporated Medinah would alleviate flooding problems experienced in this low density residential area.

The Devon Avenue tributary has been incorporated into an elaborate storm water retention/water recycling system in the Hamilton Lakes regional office center development. This should serve to alleviate flooding downstream, as well as to help replenish the groundwater supply in northeastern Itasca.

LOWER SALT CREEK WATERSHED

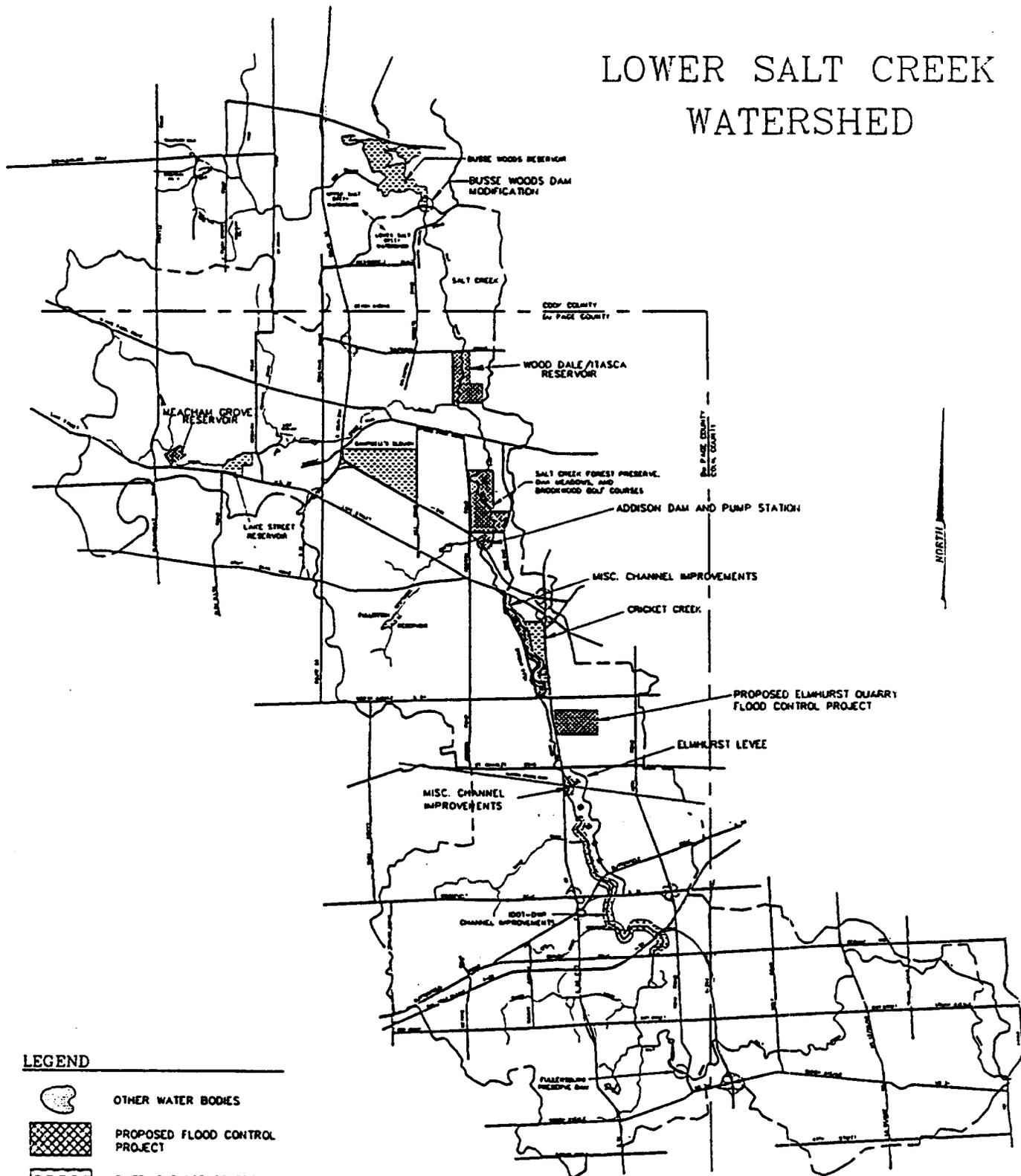
DuPage County's plans to build the Wood Dale/Itasca Reservoir in the Lower Salt Creek Watershed area is one of several improvements to relieve stormwater (flooding) problems along its course.

The County reservoir project, estimated at 53 million dollars is the key to the County's Salt Creek Watershed project, a massive plan to relieve flooding along communities traditionally hardest hit by flood-prone Salt Creek. The Wood Dale/Itasca Reservoir project is to be completed in 1997 and will provide relief for Wood Dale, Itasca, Addison, and other communities.

The project is generally located between Thorndale Avenue on the north, Spring Brook-Salt Creek on the south, Prospect Avenue on the west, and Mittel Avenue on the east.

The site will include 325 acre feet of gravity water storage and 1,450 acre feet of pumped water storage along the mainstream of Salt Creek near Wood Dale Phase I. The construction of 93 acre feet will be built by IDOT.

LOWER SALT CREEK WATERSHED



LEGEND

-  OTHER WATER BODIES
-  PROPOSED FLOOD CONTROL PROJECT
-  EXISTING FLOOD CONTROL PROJECT
-  CREEK
-  PUMP STATION
-  WATERSHED BOUNDARY
-  COUNTY LINE



 STORMWATER MANAGEMENT DIVISION ENVIRONMENTAL CONCERNS DEPARTMENT 421 NORTH COUNTY FARM ROAD WEAVER, IL 60187 (708)882-7130	PROJECT: SALT CREEK		
	PROJECT 7	SCALE:	DRAWN BY:
	PROJECT ENGINEER:	DATE: 3/25/91	REVISION:
	COUNTY		

AIRPORT NOISE CORRIDORS⁴⁶

Since the "Background Studies" report was issued in 1977, new information has been made available by the City of Chicago regarding the noise impacts made on areas surrounding O'Hare International Airport by the operation of jet aircraft.

The noise measure used to describe the noise impacts is called the "day-night average sound level" or Ldn. It is a measure of the average 24-hour sound energy which occurs at any one spot over a period of a year.

Using this measure, the City of Chicago, as part of its airport master plan process, developed a series of maps showing the "footprint" of the Ldn measure around the airport under various conditions. One of these maps, prepared for Chicago by a consultant, is called "1985 "With-Project" O'Hare Noise Contours". It was prepared in 1984, projecting what the noise impacts would be from the airport in 1985. The map shows contour lines for four different noise levels - 65 Ldn, 70 Ldn, 75 Ldn, and 80 Ldn. The higher the number, the higher the noise levels in decibels.

The federal government has established a system which compares different noise levels with various types of land uses. This system rates the compatibility of land use types with the different noise levels. Below 65 Ldn, all land use types are considered normally compatible with the noise levels. Over 65 Ldn, various uses become incompatible with higher noise levels. Over 75 Ldn, according to the rating system, there should be no residential uses. Or, to put it another way, where there is residential development, there should be no noise levels due to airport operations of 75 Ldn or higher. There should be noise levels of 65 to 75 Ldn only if all the residential buildings are soundproofed to an interior noise level of 45 decibels.

All of the residential development in the Village, except for the area south of Spring Brook Nature Preserve and west of Washington School, is being subjected to potentially incompatible noise levels of 70 Ldn and higher. The remainder of the planning area, except for the southwest corner of Medinah County Club, is being exposed to potentially incompatible noise levels of from 65 to 70 Ldn.

These noise levels and the federal land use compatibility rating system linked with them should be of great concern to the Village officials and residents for the following reasons.

The City of Chicago has projected increased aviation activity at O'Hare International Airport in the next ten years and has designed airport expansion plans to accommodate

⁴⁶Itasca General Development Plan update, prepared by DuPage County Regional Planning Commission, September, 1986, revised March, 1987, pages 45 and 46. (See Appendix I.)

all this increased activity and more. Increased future aviation activity at O'Hare has been shown, according to Chicago's own data, to produce an increase in noise levels on communities around the airport. The total "noise footprint" will be larger in the future, and the noise levels experienced at any particular location will be higher, assuming a continuation of present aircraft operational policies.

Under present trends the aviation noise levels over Itasca will increase in the future. The 70 Ldn and higher noise levels will blanket even more of the Village in ten years than they do now.

The City of Chicago undertook a study of airport noise and land use compatibility around O'Hare Airport - FAR Part 150 Noise Compatibility Planning Study (revised June, 1989). This study is to project future noise levels around the airport, examine aircraft operational changes which can reduce noise levels and evaluate land use changes which can produce a better "match" between noise levels and land uses.

In late 1986, the City of Chicago began a Part 150 Noise Compatibility Planning Study for Chicago O'Hare International Airport. The City of Chicago is required to complete the study as part of the approval of the Final Environmental Impact Statement for O'Hare Master Plan. Part 150 is the abbreviated name for the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Planning process. The purpose of a Part 150 Noise Study is to develop a balanced and cost-effective program to minimize noise impacts in the communities surrounding the airport.

The Part 150 Noise Study is an important step in identifying methods to reduce the noise impacts as a result of aircraft operations at O'Hare International Airport. The development of Noise Exposure Maps represents the first major product of the study. The Noise Exposure Maps identify the existing and, in accordance with FAR Part 150, a forecast of noise conditions five years into the future. The Noise Exposure Map Report quantifies the noise conditions five years into the future.

The Noise Exposure Map Report quantifies the noise impacts in terms of the number of people and housing units adversely impacted by aircraft noise, as defined by FAR Part 150.

A second part of the study, The Noise Compatibility Program, focuses on two general methods of reducing the noise impacts: airport/aircraft operational actions and land use control actions.

Following are population and housing impacts, respectively, for the existing noise exposure for Itasca.

The Existing Population Impact Table following indicates a population for Itasca of 6,660. The source of this information is the 1980 census. The official population in 1980 was 7,129. The difference between what is indicated and actual count amounts to 469. This apparently involves areas not affected by LDN.

This would also apply to the housing unit counts.

The above noted Noise Exposure Maps have been updated (1994) including existing (1993) conditions and also forecast for five (5) years to 1998.

The existing Noise Exposure Contours (65 DNL) include the eastern section of the Village. This area also includes the Noise Sensitive Land Use areas.

The updated 5-year Forecast (1998) Noise Exposure Contour Map removes the (65 DNL) contour from the Village.

**NOISE IMPACTS - 1990 CENSUS DATA
5-YEAR FORECAST NOISE EXPOSURE CONTOUR COMPARISON**

Community	1993 ORIGINAL FORECAST					1998 UPDATED FORECAST				
	Population (DNL)					Population (DNL)				
	65-70	70-75	75-80	80 +	TOTAL	65-70	70-75	75-80	80 +	TOTAL
Itasca	4,510	2,400	0	0	6,910	160		0	0	160

The above table lists population, housing and noise sensitive facility impacts affected by the original and 5-year forecast noise contours. In comparison to the existing noise, impacts are expected to continue to decrease.

**NOISE IMPACTS - 1990 CENSUS DATA
1998 UPDATED FORECAST NOISE CONTOUR
WITH NOISE COMPATIBILITY PLAN**

Community	Population (DNL)					Housing Units (DNL)				
	65-70	70-75	75-80	80 +	TOTAL	65-70	70-75	75-80	80 +	TOTAL
Itasca	160	0	0	0	160	60	0	0	0	60

The above table presents estimated population, housing units and noise sensitive facility impacts associated with implementation of the recommended noise abatement operational actions.

Compared with the above table, "1993 Original Forecast," there is depicted a noticeable reduction in the 65-70 (DNL) contour.

EXISTING POPULATION IMPACTS

<u>COMMUNITY</u>	<u>POPULATION</u>				<u>TOTAL</u>
	<u>65-70 LDN</u>	<u>70-75 LDN</u>	<u>75-80 LDN</u>	<u>80 LDN AND GREATER</u>	
ITASCA	2,700	3,800	160	0	6,660 ⁴⁷

SOURCE: 1980 Census Information
Landrum & Brown, Consultants

EXISTING HOUSING AND NOISE SENSITIVE FACILITY IMPACTS

<u>COMMUNITY</u>	<u>HOUSING UNITS</u>				<u>TOTAL</u>
	<u>65-70 LDN</u>	<u>70-75 LDN</u>	<u>75-80 LDN</u>	<u>80 LDN AND GREATER</u>	
ITASCA	940	1,180	50	0	2,170

SOURCE: 1980 Census, Municipal Comprehensive Plans
Revised 6/9/89

FUTURE (1993) POPULATION IMPACTS

<u>COMMUNITY</u>	<u>POPULATION</u>				<u>TOTAL</u>
	<u>65-70 LDN</u>	<u>70-75 LDN</u>	<u>75-80 LDN</u>	<u>80 LDN AND GREATER</u>	
ITASCA	3,990	2,170	0	0	6,160

NOTE: The FAA's Integrated Noise Model Version 3.9 was used to develop the noise exposure contours. Population based on the 1980 census.

FUTURE (1993) HOUSING AND NOISE SENSITIVE FACILITY IMPACTS

<u>COMMUNITY</u>	<u>HOUSING UNITS</u>				<u>TOTAL</u>
	<u>65-70 LDN</u>	<u>70-75 LDN</u>	<u>75-80 LDN</u>	<u>80 LDN AND GREATER</u>	
ITASCA	1,360	640	0	0	2,000

SOURCE: 1980 Census, Municipal Comprehensive Plans
Aviation Consultant, Landrum & Brown -Revised 6/9/89

⁴⁷See previous page.

The Noise Sensitive Facility Impacts affects schools, hospitals, nursing homes, libraries, historic sites and churches.

The population impacted is expected to decrease 17 percent over existing levels. The greatest reduction occurs in the 70-75 Ldn range, where 33 percent fewer people will be impacted. The 80 Ldn and greater impact areas are unchanged.

The Future (1993) Housing and Noise Facility Impacts above identify the number of noise sensitive facilities impacted as a result of the projected 1993 noise exposure.

Exhibit: 1

Updated Existing (1993) Noise Exposure Contour

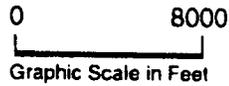
Legend:

-  Study Area
-  County Line
-  Noise Sensitive Land Use
-  Noise Contour
-  Community
-  Airport

NOISE SENSITIVE FACILITIES

-  Hospital
-  Nursing Home
-  Library
-  School
-  Church
-  Historic Site
-  Soundproofed School

Study Area: Refers to the general area which was affected by DNL65 and greater sound levels.



Part 150 Noise Compatibility Study



Chicago O'Hare International Airport

City of Chicago
Richard M. Daley
Mayor

Department of Aviation

David R. Mosena
Commissioner of Aviation



Aviation Consultants
Landrum & Brown

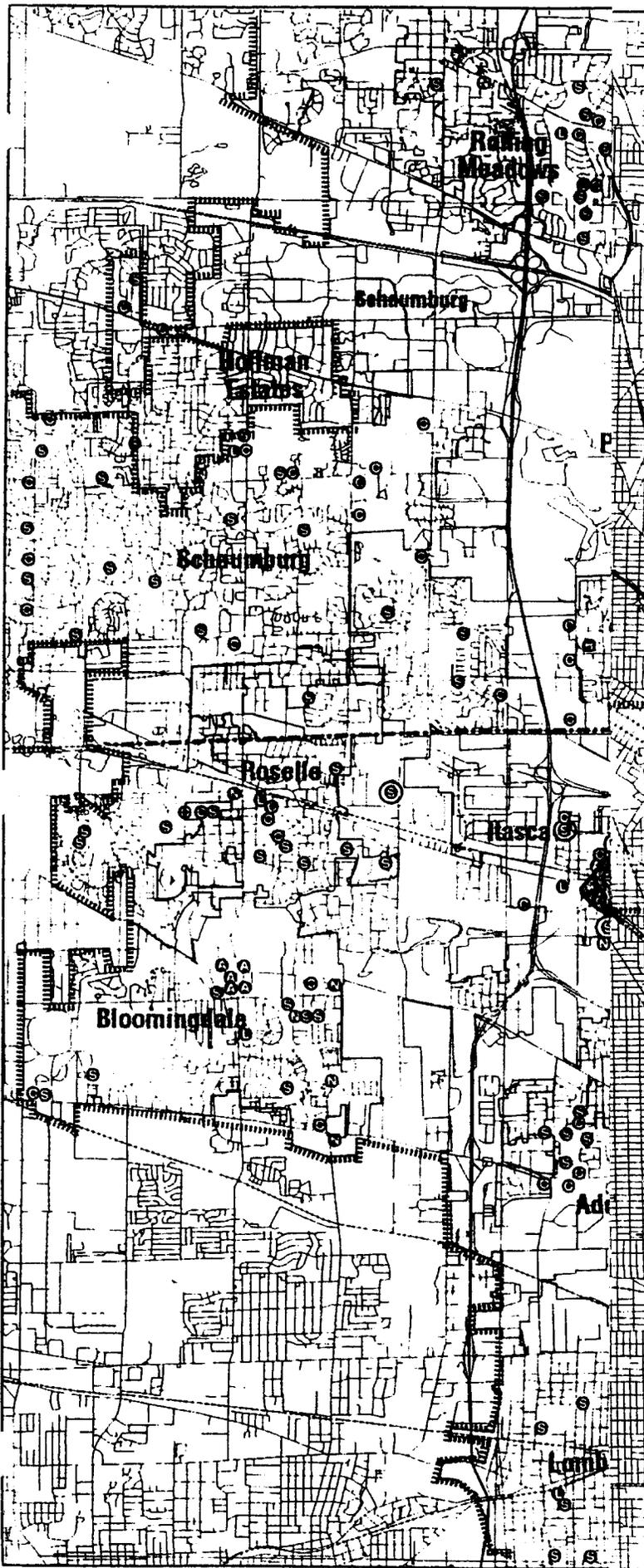


Exhibit: 3

Updated 5-Year Forecast (1998) Noise Exposure Contour

Legend:

-  Study Area
-  County Line
-  Noise Sensitive Land Use
-  Noise Contour
-  Community
-  Airport

NOISE SENSITIVE FACILITIES

-  Hospital
-  Nursing Home
-  Library
-  School
-  Church
-  Historic Site
-  Soundproofed School

Study Area: Refers to the general area which was affected by DNL65 and greater sound levels.



Part 150 Noise Compatibility Study



Chicago O'Hare International Airport

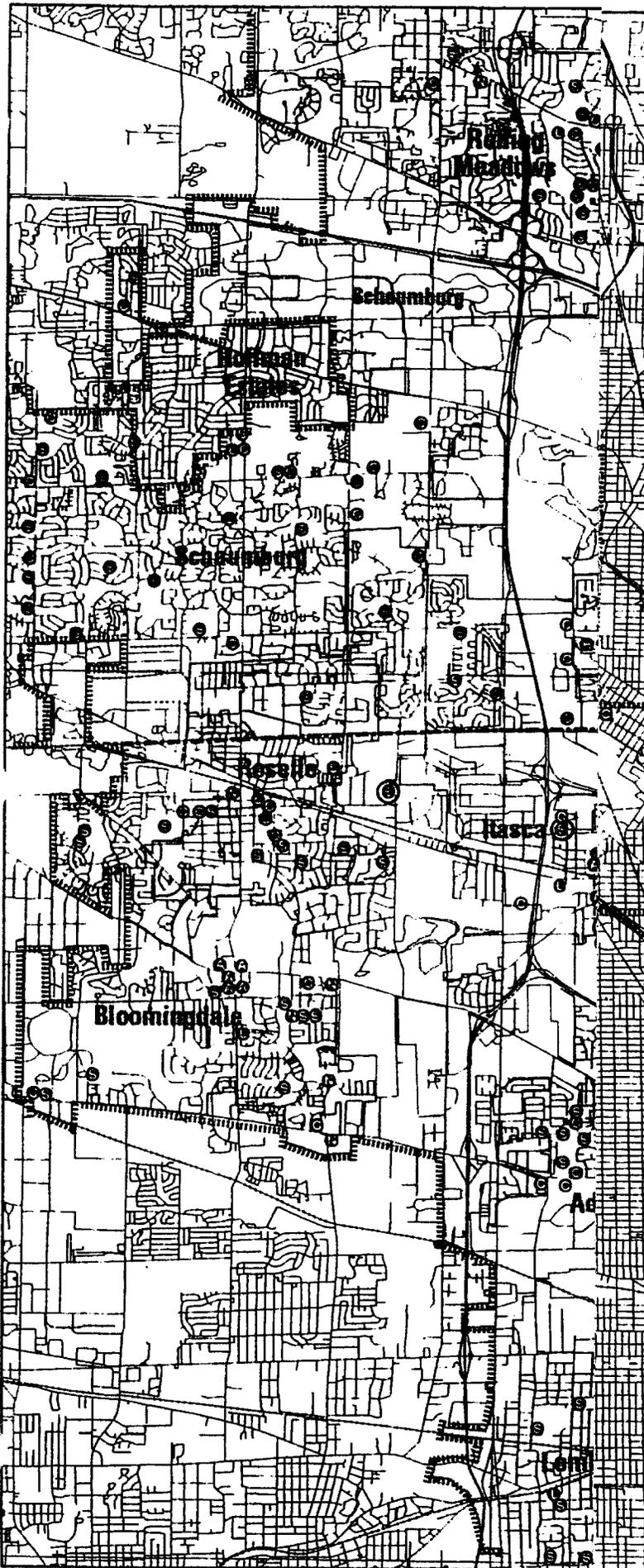
City of Chicago
Richard M. Daley
Mayor

Department of Aviation

David R. Mosena
Commissioner of Aviation



Aviation Consultants
Landrum & Brown



SOILS⁴⁸

In the General Development Plan Report Part One: Background Studies report, soil interpretations were provided by the U.S. Department of Agriculture Soil Conservation Service (SCS). Factors considered in the evaluation of soils for urbanization were: wetness, flood hazard, slope, depth to bedrock, depth of water table, shrink-swell potential, shear strength, compressibility, and susceptibility to erosion and frost heave. The evaluation places each specific soil type in one of four categories, describing their limitations to urban development. These categories were: slight, moderate, severe and very severe. At least 90 percent of the vacant, undeveloped and low intensity lands in the Itasca planning area was designated as having severe or very severe limitations for development.

In 1979 an updated soil survey by the Soil Conservation Service includes the Itasca planning area. This report is titled: "Soil Survey of DuPage and Part of Cook Counties, Illinois." In an effort to differentiate between areas which have normal limitations for development, such as are found everywhere in DuPage County, and areas which have limitations to such a degree that normal development might be precluded, the soils in the Itasca planning area were reevaluated in the following manner.

Three soil characteristics were examined: flooding, both frequency and duration, depth to water table and duration, and potential frost action. The SCS rates the frequency of flooding as none, occasional, common and frequent. The duration of flooding is described as none, brief and long. A soil type which experiences flooding frequently and for long periods of time has more problems to overcome for development than one which floods only occasionally and then only briefly or one which floods not at all.

Depth to water table is described as "zero to two feet, one to two feet, three to six feet, greater than six feet," etc. Length of time is described as February to June, November to May, etc. Soils in which the depth to water table is least and which condition may occur for the longest period of time have more problems to overcome than others where the depth to water table is always greater than six feet.

Potential frost action is described as "high, moderate or low". Soils which are subject to high frost action present more problems for urban development than soils with low frost action. (See Appendix I.)

⁴⁸Itasca General Development Plan Update, Revised March, 1987, DuPage County Regional Planning Commission. (See Appendix I.)

BUILDABLE AREAS

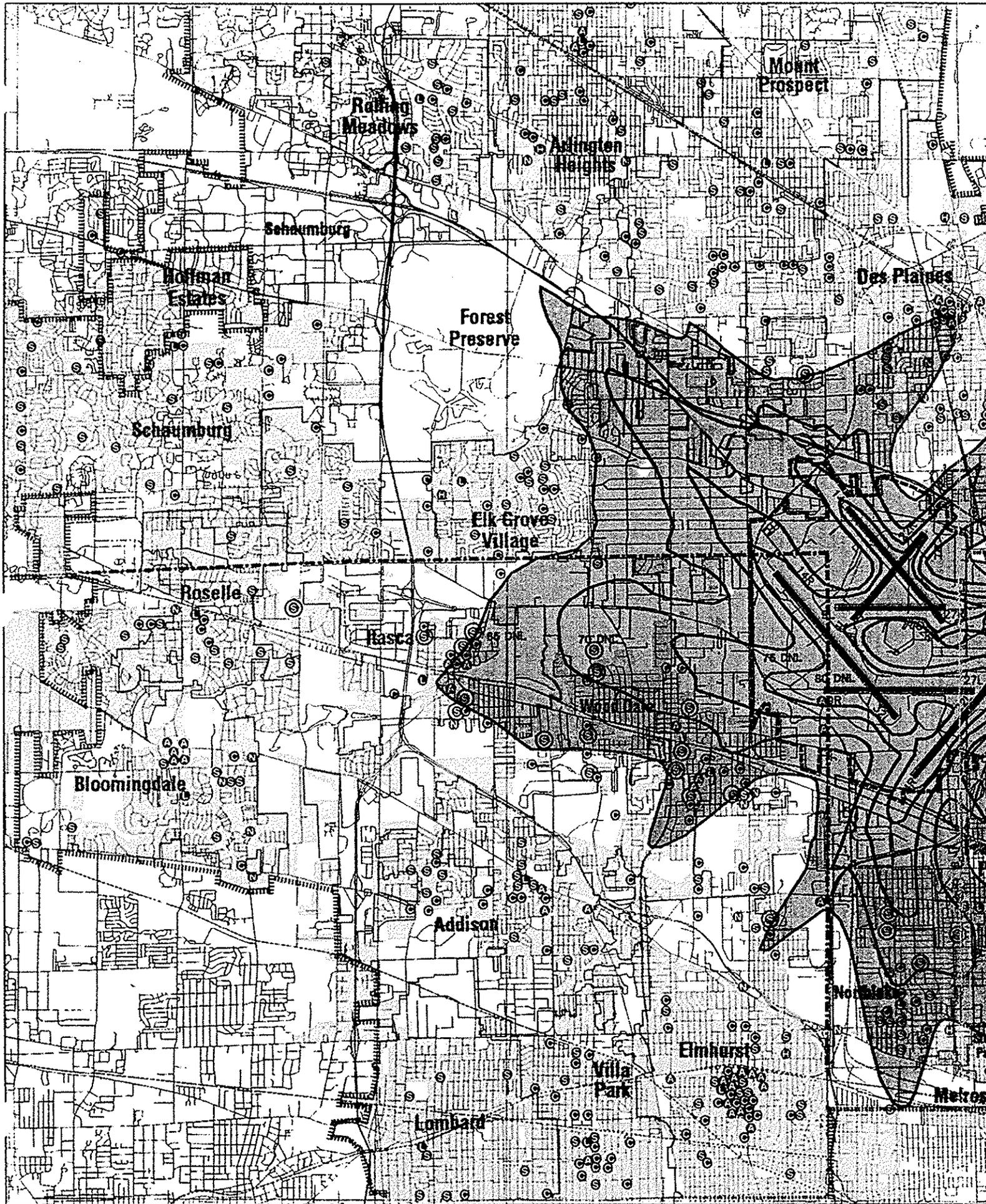
In the General Development Plan Report Part One: Background Studies for Planning for Itasca undated, but apparently prepared by the DuPage County Planning Commission between 1974 and 1976.

On Plate 5, page 71, in the above report, it indicates the soil suitability for urban development in the Itasca planning area. This plate is a synthesis of soil suitability for urbanization and wetness hazard interpretations, indicating the combined degree of limitations placed on a site. As mentioned previously, the SCS also has soil interpretations for such uses of the land as streets, recreational uses, woodland and wildlife areas, and agriculture. Soils found to be unsuitable for urban development should be evaluated for their potential use as open space or agricultural areas. In this manner, urban development can be directed to areas that have the soil capability to support it; and areas unsuitable for general urban development can then be devoted to other needed open space and agricultural uses which do not violate the limitations which the soil types place on it.

A large percentage of the corporate area in 1974 was classified as having severe limitations for urbanization, such as the area north of proposed Elgin O'Hare Expressway, but today, this is the location of the Regional Office Center District and other areas which since have been developed or are in the process of being developed.

As to marsh and wetland areas, they are generally located between Bryn Mawr Avenue on the north, North Street on the south, Maple Avenue on the east, Oak Street extended on the west. Presently, there is a water area in this location surrounded by public and quasi-public open space.

On the General Development Plan adopted in October, 1977, this area is shown as commented on above and there will be no development in this area. Virtually all of the remaining 17 percent of the total developed area (agricultural/vacant) is buildable except in some smaller areas where there may be soil restraints.





STREETS, THOROUGHFARES AND TRANSPORTATION

The General Development Plan Report adopted in 1977 includes a transportation component, which addresses streets and highways. The General Development Plan Report updated in 1987 addresses, in addition, transit and bicycles.

The Itasca transportation system exists within the framework of the larger Metropolitan Area transportation network, but is also simultaneously very closely interrelated with the community's land use pattern, as well as land use development in the adjacent communities and unincorporated areas of the Du Page County. As a result, the various land uses within the community and within the broader regional area serve to generate traffic which must be accommodated by Itasca's transportation system. Due to these fundamental interrelationships between land use and transportation planning and regional and local transportation patterns, there must be a high degree of coordination in the formulation of a transportation plan for Itasca.⁴⁹

This section provides the foundation for the preparation of the transportation plan element of the General Development Plan Report by means of an inventory and analysis of the local transportation system and an evaluation of traffic problems and opportunities in the Village.⁴⁷

Highway, Road and Street Network

Itasca's highways, roads, and streets currently represent the most important element of the Village's transportation system. Not only do they provide automobile access to all destinations, but they also provide access routes for buses, trucks, and automobile trips necessary to reach public and mass transit facilities. As a result of this extreme importance, this first section will analyze this existing road and highway network.

Street Pattern and Orientation

The street system within the oldest portions of Itasca was laid out in the traditional gridiron pattern except where the Chicago, Milwaukee, St. Paul, and Pacific Railroad tracks interfered. However, more recent residential street patterns and many of the major roads in the Village have departed from this pattern to the extent that the gridiron design is apparent in only portions of Itasca and not characteristic throughout. This represents not only a change in thinking over the years by residential subdividers and urban planners, but also a trend toward putting streets where they are most useful and not necessarily where they conform to traditional designs.

⁴⁹Itasca, Illinois General Development Plan Report Part One: Background Studies for Planning

Those areas of the Village which have departed from the traditional gridiron pattern are generally characterized by curvilinear streets, cul-de-sacs, and larger blocks which occasionally utilize a semi-gridiron design. The topography of the land plays a more important role in such street designs as do other existing natural features. In general, such variations from the gridiron design have served to provide a more aesthetically pleasing residential environment.

Itasca is also crossed by major roads and highways whose utility to the community is incidental to their main function as intercommunity traffic carriers. Due to the Village's location within the Metropolitan Area, large volumes of traffic pass through Itasca en route to other destinations. The traffic network which carries this type of traffic such as the interstate and U.S. and state highways generally follow less predictable orientation and design patterns. The U.S. and state highway routes were often developed in the path of major early transportation routes such as trails and wagon routes. Eventually, the more important of these routes were made suitable for automobile traffic and local streets were developed around this framework. The interstate routes, due to their much later arrival in the urban area, are usually located where land is available and where the route can most conveniently serve the necessary points of destination. As a result, the interstate routes often bear little relationship to the other roads and highways in the area.

Definition of Thoroughfare Types

The development and design of a functional highway network out of the wide diversity of street patterns and orientations which exist in Itasca constitutes an essential part of the comprehensive planning program for the Village. In order to devise a functional and efficient thoroughfare system, there must be a clear differentiation of the various thoroughfare types by function, and these thoroughfares must be properly integrated into a unified and comprehensive thoroughfare network. The following definitions of thoroughfare types are utilized to classify the various highways and streets in Itasca. These definitions are largely taken from the Urban Highway Functional Classification System as adopted by the Illinois Department of Transportation. Their applicability at both the regional and local level allows for continuity in transportation planning.

Basically, there are four major categories of thoroughfare functional classification for urban areas: urban principal arterials, urban minor arterials, urban collectors, and urban local streets. Three of these four categories are broken down into a greater level of detail. The definitions and breakdowns are as follows:

1. Principal Arterial System

In every urban environment there exists a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves. In smaller urban areas (under 50,000), these facilities may be very limited in number and extent and their importance may be primarily derived from the service provided to travel passing through the area. In larger urban areas their importance also derives from

service to rural oriented traffic, but equally or even more important, from service for major movements within these urbanized areas. This system of streets and highways, called the urban principal arterial system, should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated both internally and between major rural connections.

The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers should be served by this class of facilities. Frequently the principal arterial system will carry important intra-urban as well as intercity bus routes.

Due to the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional class. However, this system is not restricted to controlled access routes. The principal arterial system should be stratified as follows:

- a. Interstate Highways
- b. Other freeways and expressways (with complete control of access)
- c. Other expressways, freeways, and principal arterials (with no control of access)

The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. While no firm spacing rule can be established which will apply in all, or even most circumstances, the spacing of principal arterials (in larger urban areas) may vary from less than one mile in the highly developed central business area to five miles or more in the sparsely developed urban fringes.

For principal arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. It should be noted that only facilities within the "other principal arterial" sub-class are capable of providing any direct access to land, and such service should be purely incidental to the primary functional responsibility of this class of roads.

2. Minor Arterial System

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than major arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system, and also offers a lower level of traffic mobility. Such facilities may carry local bus routes and provide intracommunity continuity, but ideally should not penetrate identifiable neighborhoods.

The spacing of minor arterial streets may vary from 1/8 - 1/2 mile in the central business district to two to three miles in the suburban fringes, but should normally be not more than one mile in fully developed areas. There is no stratification of this category as it encompasses only minor arterials.

3. Collector System

The collector street system differs from the arterial systems in that facilities on the collector system may penetrate neighborhoods, distributing trips from the arterials through the area to the ultimate destination which may be on a local or collector street. Conversely, the collector street also collects traffic from local streets in the neighborhood and channels it into the arterial systems. In some cases, due to the design of the overall thoroughfare system, a minor amount of through traffic may be carried on some collector streets.

The collector system provides for both land access service and local traffic movements within residential neighborhoods, commercial areas and industrial areas. Such facilities contain the collector portion of some bus routes. The urban collector system is further stratified into two categories.

1. Major collectors
2. Minor collectors

These two categories are determined primarily on the basis of traffic volumes and types of areas served.

4. Local Street System

The local street system comprises all facilities not classified under one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged. This category is further divided into two types of local streets:

1. Local streets
2. Cul-de-sacs

The integration of the various street classifications is depicted graphically on the Transportation Plan.

Classification of Existing Streets and Roads in Itasca

Using the functional classification system defined in the preceding section, all of the streets, roads, and highways in the Itasca planning area have been classified as indicated on the Transportation Network Plan. It is important to note that several streets in the planning area are classified under two different thoroughfare types. Such a classification simply indicates that different portions of the road serve different traffic carrying functions.

The classifications indicated on the Transportation Plan are based on the existing street and road network and do not include any street proposals or improvements currently scheduled. In the same manner, the classification system is not based on the type of function a particular road could handle nor what it is projected to carry in terms of traffic capacities. The classification system simply represents current conditions in the planning area.

Traffic Generation, Volume, and Circulation

Within the Village of Itasca, there are several activity centers which generate the greatest portion of traffic in the community. The locations of these activity centers have evolved over time and generally constitute relatively fixed physical elements in the community. The Village street system must accommodate the traffic which flows to and from these activity centers, and the future form and extent of these existing as well as proposed activity centers must be taken into consideration in any projection of future traffic volumes and necessary highway improvements.

The major activity centers which can be identified within the Itasca planning area include the larger schools such as: Lake Park High School East Campus, Washington Elementary School, St. Luke's Lutheran of St. Luke School, Peacock Junior High School, St. Peter the Apostle Elementary School; two major commercial areas, Georgetown Shopping Center, and the Itasca Town Center Area; the industrial parks and the Spring Brook Business Park areas along Route 53; the Chancellory/formerly Hamilton Lakes, the two large apartment complexes, and several major open space facilities, Medinah Country Club, Nordic Hills Country Club, Itasca Country Club, and Salt Creek Golf Course. Other currently existing areas which could become major activity centers include the Itasca Industrial District on the eastern portion of the Village, the Holiday Inn, the commuter train stations, and several of the Village's major community facilities.

Obviously, not all of the traffic within the Village is generated by these activity centers. Much of the traffic volumes which pass through Itasca are generated from areas outside of the community or from individual dwelling units or businesses. Individually, such traffic generators cannot be considered major activity centers. However, on a collective basis, the trips generated by such smaller scale uses represent a large portion of the total traffic within the community. As a result, it is necessary to evaluate total traffic volumes on Itasca's streets and roads as well as major activity centers.

Traffic volume counts for Du Page County were last taken in 1989 by the Illinois Department of Transportation and by the Du Page County Highway Department. Both sets of figures are shown on Traffic Volume Map and both figures reflect average annual twenty-four hour traffic volumes.

Although a complete set of data is not available each year, certain traffic patterns do become apparent. Medinah Road collects traffic from Lake Street and points south of Irving Park Road, distributing this traffic to Irving Park Road (primarily in an easterly direction), Thorndale Avenue, and Meacham Road. Thorndale Avenue, besides carrying some of the through traffic from Medinah Road, also collects traffic from the Medinah subdivision. At this intersection with Route 53, Thorndale picks up additional traffic (10,000 trips per day in 1989) which is distributed to the Interstate 90 interchange or carried on eastward. Some of this eastbound traffic is then further distributed to Arlington Heights Road and Wood Dale Road.

Irving Park Road collects traffic from points east of the Itasca planning area and within the planning area, distributing some of this traffic to Medinah Road, Route 53, Arlington Heights Road and Wood Dale Road. The two primary functions of Irving Park Road seem to be to provide direct east-west access and access to roads which provide access to the north. One of the largest distribution points for Irving Park Road is Wood Dale Road which picks up traffic from Irving Park Road. This traffic continues either northward on Wood Dale Road or is distributed on Thorndale and Devon Avenues. South of Irving Park Road, Wood Dale Road serves to collect traffic from areas south of the planning area, providing continued northbound access or access to Irving Park Road.

Traffic Flow and Control

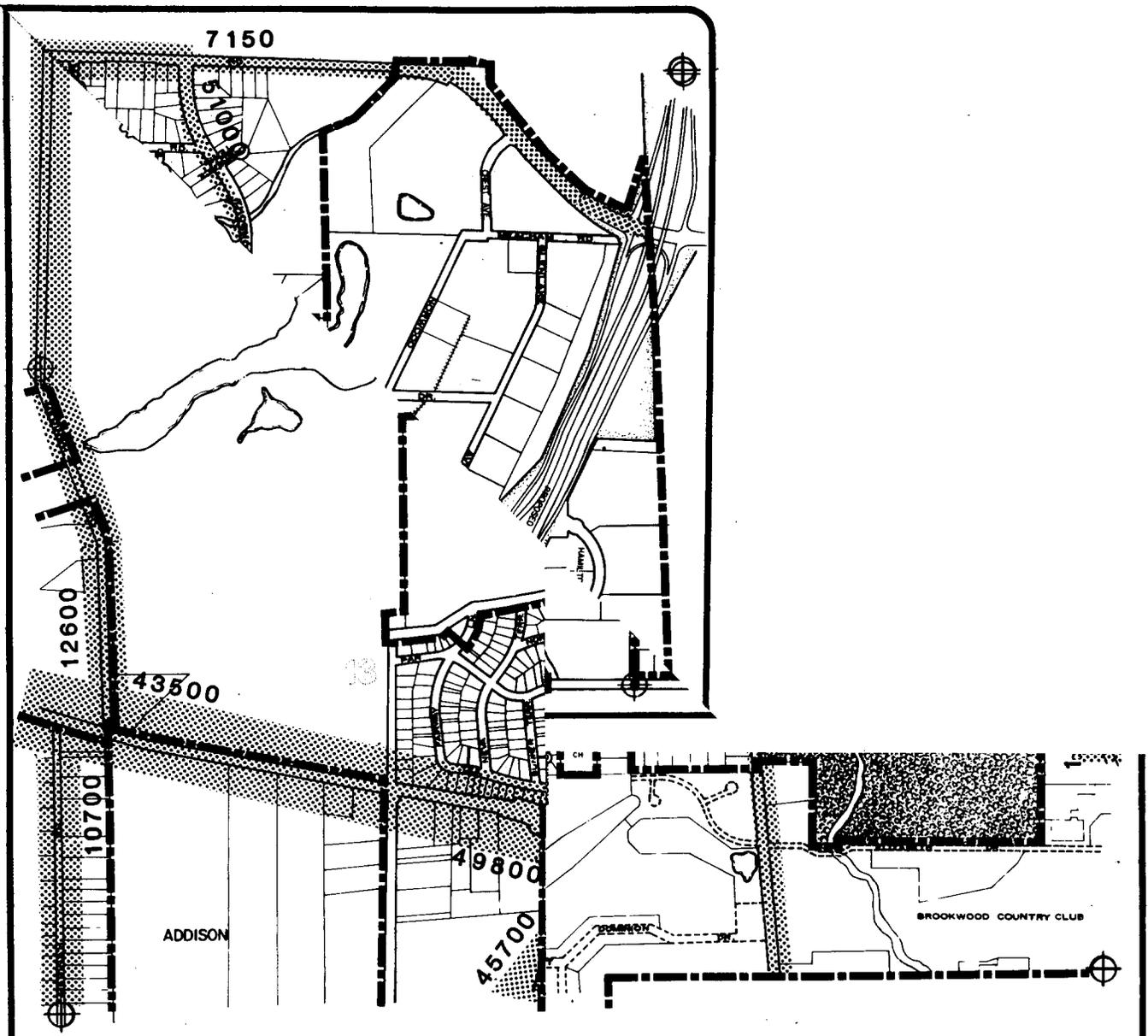
In order to facilitate an efficient traffic flow through the Village street system, it is necessary not only to differentiate different streets by function, but also to ensure that a given level of traffic flow is channeled to the appropriate street type. At the present time in Itasca, traffic flow is distributed rather randomly over the street network. The local and through traffic do not generally flow in accordance with a clearly defined hierarchy of Village streets. Although the foundations for such a hierarchy exist in the village, the unlimited access onto primary thoroughfares, the relative physical uniformity of many streets, and the current pattern of many streets in the community do not encourage the development of such a hierarchy. As a result, it is necessary to control traffic to some extent in order to establish a hierarchy which will insure an efficient flow of traffic.

One of the most successful means of encouraging the formation of such a traffic hierarchy is by limiting and/or controlling access. Unfortunately, this is difficult to do where existing street patterns have already been established which do not limit access such as along Route 53 on Irving Park Road. However, where access can be limited, the hierarchy of streets establishes itself if properly designed. The only example in the Itasca planning area, although not a particularly good example at the local level, is Interstate Route 90. With only two access points to the interstate within the planning area, traffic is forced

to reach the interstate by means of the two major roads which intersect it. As a result, traffic which has a destination on the interstate is funneled from local roads to major roads which are designed to handle such traffic volumes; and the interstate itself, with limited access, is allowed to efficiently perform its function of carrying through traffic. In a similar manner, if access could be controlled on major thoroughfares throughout the Village, the hierarchy of streets could be developed and a more efficient flow of traffic achieved.

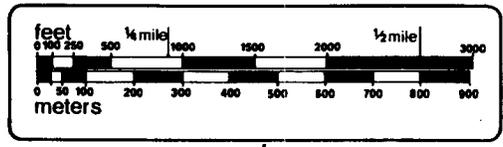
However, due to the difficulty of creating controlled or limited access on an existing highway, it is often necessary to turn to alternative methods. The most prominent means of controlling the flow is through traffic controls. That is, to encourage a certain road to serve as a collector street, stop signs and other traffic controls should be placed on the side streets which intersect it. In this way, traffic flow on the collector moves in an uninterrupted manner except at major intersections. Traffic on streets which have a number of traffic controls will, in turn, attempt to move on to those streets where controls are less numerous and traffic moves more efficiently.

In a similar manner, special turning lanes at intersections encourage a more efficient flow of traffic and help to establish a traffic hierarchy on the Village streets. Although these controls do not in themselves establish the complete hierarchy that is necessary for Itasca, they do expand upon the framework of streets which exist. The fundamental concept to be implemented is that continued, coordinated use of such controls should further encourage the formation of an efficient traffic hierarchy within the planning area.



TRAFFIC MAP DUPAGE COUNTY
 DEPARTMENT OF TRANSPORTATION
OF ITASCA, ILLINOIS

BASE MAP UPDATE
REVISION



MAY 1993

REVISED : 12-7-

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THE BALSAMO/OLSON GROUP, INC.

TRAFFIC CONFLICTS⁵⁰

Traffic conflicts in Itasca are substantially greater now than recorded in the General Development Plan adopted in 1977⁵¹ which indicated between 1965 and 1975 the greatest number of accidents occurred in 1974, amounting to 409. This increase occurred during a period when traffic volumes within the Village increased due to the development of a portion of the CMD Industrial Park.

Recent traffic conflicts⁵² in Itasca are recorded both in table and map form. The following table summarizes the history of accidents on streets in Itasca between 1989 and 1992 inclusive.

The combined totals of traffic conflicts for the above period includes 1) property damage only, 2) personal injury, 3) fatalities, and 4) unfounded. The combined totals of the above clearly show that 1989 had to be the greatest accident year in Itasca.

There is also a high occurrence of traffic conflicts in business parking lots, apartment parking lots and residences. Here again, 1989 is the year with the highest recorded conflict of this type.

The intersection with the greatest conflict record is at Rohlwing and Irving Park Roads with a total of 235 conflicts between 1989-1992 inclusive. Between 1989-1992 the conflicts range from 70 in 1989 to 30 in 1992.

Where intersections have a number of conflicts each intersection should be addressed to determine the factors contributing to these conflicts.

The conflict records included in TABLE 10 does not cover any conflicts that may occur between intersections.

⁵⁰A conflict point is any point within a given intersection where two or more vehicles might come into contact.

⁵¹Itasca, Illinois, General Development Plan Report Plan One: Background Studies for Planning, 1974, by the DuPage County Regional Planning Commission.

⁵²Itasca Police Department, Traffic Records Clerk, August, 1992

TABLE 10
TRAFFIC CONFLICT RECORD

LOCATION	1989	1990	1991	1992	TOTALS ⁵³ ABOVE 15
ARDMORE & DISTRICT	1	2	4	0	
ARDMORE & HILLTOP	0	2	1	0	
ARLINGTON & MARINO	1	1	1	1	
ARLINGTON & PIERCE*	4	5	9	4	22
CENTER & ELM	0	2	2	1	
COUNTRY CLUB DRIVE & SURREY	0	0	1	0	
COUNTRY CLUB DRIVE & INVERNESS	0	2	1	0	
DEVON & ARLINGTON	1	0	3	3	
DEVON & PARK*	8	3	8	2	21
DEVON & PIERCE	0	2	1	0	
DIVISION & LINDEN	1	3	4	1	
DIVISION & WILLOW	0	3	1	0	
GLENLAKE & MEACHAM	3	3	2	1	
IRVING & BAKER*	6	8	15	7	36
IRVING & BLOOMINGDALE*	23	27	24	11	85
IRVING & BONNIE BRAE	3	2	2	2	
IRVING & CATALPA*	10	18	10	4	42
IRVING & EICKELMAN	2	3	3	2	
IRVING & EMMERSON	3	2	6	0	

⁵³Denotes Intersections having the highest occurrence of accidents (15 or more)

TRAFFIC CONFLICT RECORD - CONTINUED

LOCATION	1989	1990	1991	1992	TOTALS ABOVE 15
IRVING & FIRST	0	2	2	3	
IRVING & HILLCREST	0	7	2	1	
IRVING & HOME	3	1	1	3	
IRVING & MAPLE*	8	5	3	3	19
ROHLWING & NORDIC*	4	10	6	8	28
ROHLWING & NORWOOD*	26	7	10	10	53
ROHLWING & OLD THORNDALE*	17	11	5	0	33
ROHLWING & RR TRACKS*	4	4	6	6	20
ROHLWING & THORNDALE*	41	48	49	29	167
RUSH & GEORGE	0	0	1	1	
SPRINGLAKE & HAWTHORN	0	1	1	0	
THORNDALE & ARLINGTON*	31	47	19	18	115
THORNDALE & I-290*	50	32	28	14	124
THORNDALE & PARK*	25	33	30	11	99
THORNDALE & PROSPECT*	28	20	27	11	86
WALNUT & BLOOMINGDALE*	4	6	5	1	16
WALNUT & CENTER	1	2	1	1	
WALNUT & DIVISION	1	3	3	1	
WALNUT & ORCHARD	3	0	1	3	
WALNUT & RR TRACKS	1	2	1	0	
WALNUT & WASHINGTON	0	0	2	0	

TRAFFIC CONFLICT RECORD - CONTINUED

LOCATION	1989	1990	1991	1992	TOTALS ABOVE 15
WASHINGTON & RUSH	0	1	2	0	
IRVING & PARKSIDE	5	3	0	4	
DEVON & NERGE	1	2	0	2	
IRVING & LINE	1	0	0	0	
DIVISION & RUSH	1	0	0	0	
ARLINGTON & BRYN MAWR	1	3	0	0	
IRVING & PRINCETON*	1	11	4	2	18
IRVING & PROSPECT*	9	7	4	3	23
IRVING & RUSH	1	0	4	5	
IRVING & SUNNYSIDE	1	1	3	0	
IRVING & WALNUT*	6	19	7	3	35
LOMBARD & BLOOMINGDALE	0	1	1	1	
LOMBARD & OAK	0	0	1	0	
NORTH & WILLOW	0	0	1	0	
NORWOOD & BAKER	2	2	6	2	
NORWOOD & HILLTOP	2	2	2	0	
ORCHARD & ELM	0	0	1	0	
PARK & PIERCE*	9	1	9	4	23
PIERCE & WINDSOR	0	0	1	0	
PROSPECT & GRANVILLE	2	1	2	1	
PROSPECT & INDUSTRIAL	7	5	2	0	

TRAFFIC CONFLICT RECORD - CONTINUED

LOCATION	1989	1990	1991	1992	TOTALS ABOVE 15
PROSPECT & SCHILLER	0	2	2	1	
ROHLWING & ARDMORE*	8	11	11	5	35
ROHLWING & BRYN MAWR*	25	17	14	2	58
ROHLWING & DEVON*	7	6	7	4	24
ROHLWING & HAMILTON PARKWAY*	3	2	9	11	25
ROHLWING & HAWTHORN	2	0	4	1	
ROHLWING & HOLLYWOOD	3	4	1	3	
ROHLWING & IRVING*	70	69	66	30	235
SCHILLER & PRINCETON	1	2	0	1	
WALNUT & THEODORE	1	0	0	1	
NORDIC & PAR	3	0	0	0	
WALNUT & GROVE	1	2	0	0	
HILLTOP & OLD THORNDALE	6	4	0	1	
IRVING & SPRINGLAKE	4	1	0	0	
WALNUT & GEORGE	1	0	0	0	
NORDIC & CLUB TERRACE	1	0	0	1	
IRVING & BROKER	1	0	0	1	
BRYN MAWR & DISTRICT	1	0	0	0	
CENTER & WILLOW	2	0	0	0	
WALNUT & NORTH	1	1	0	1	
PROSPECT & RR TRACKS	1	0	0	0	

TRAFFIC CONFLICT RECORD - CONTINUED

LOCATION	1989	1990	1991	1992	TOTALS ABOVE 15
DIVISION & WALNUT	1	0	0	0	
DEVON & I-290	2	2	0	0	
IRVING & WILLOW	1	1	0	0	
OAK & NORTH	1	0	0	0	
HICKORY & CENTER	1	0	0	0	
NORDIC & SWIFT		1	0	1	
WASHINGTON & BONNIE BRAE	1	0	0	0	
CREST & MEDINAH	6	0	0	1	
IRVING & LLOYD	1	3	0	0	
HILLTOP & GLENLAKE	1	0	0	0	
NORWOOD & MEACHAM	2	0	0	1	
RUSH & NORTH	1	1	0	0	
NORDIC & LLOYD	1	0	0	1	
GEORGE & HOME	1	1	0	1	
BLOOMINGDALE & ELM	1	0	0	1	
WASHINGTON & PARKSIDE	2	0	0	1	
THORNDALE & MITTEL	1	0	0	0	
DIVISION & ELM	1	0	0	0	
GEORGE & BONNIE BRAE	1	0	0	0	
BIRCH & CATALPA	1	0	0	0	
WALNUT & CENTER	2	0	0	0	
CHERRY & WASHINGTON	1	0	0	1	

TRAFFIC CONFLICT RECORD - CONTINUED

LOCATION	1989	1990	1991	1992	TOTALS ABOVE 15
COUNTRY CLUB LANE & COUNTRY CLUB DRIVE	1	0	0	0	
ARLINGTON & THEODORE	1	3	0	3	
WALNUT & BRYN MAWR	1	1	0	0	
IRVING & CHERRY	1	1	0	0	
CATALPA & RR TRACKS	1	0	0	0	

TRAFFIC CONFLICT RECORD - CONTINUED

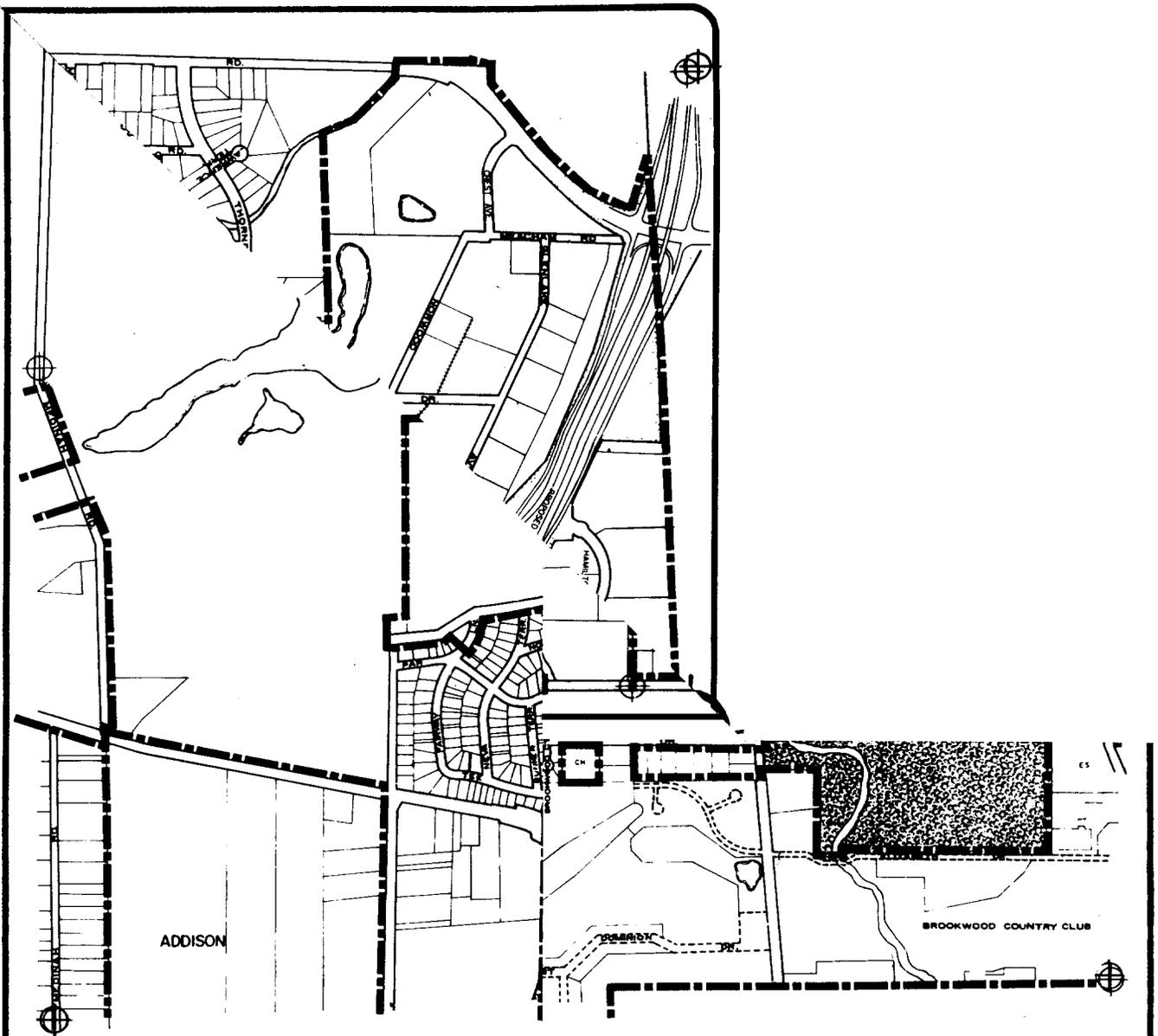
LOCATION	1989	1990	1991	1992	TOTALS ABOVE 15
THORNDALE & SALT CREEK	1	0	0	0	
GLENLAKE & MEACHAM	1	0	0	1	
IRVING & I-290	1	3	0	0	
GEORGE & CHERRY	1	1	0	0	
WASHINGTON & SUNNYSIDE	1	0	0	0	

ACCIDENT SUMMARY

	1989	1990	1991	1992	
PROPERTY DAMAGE ONLY	598	525	490	309	
PERSONAL INJURY	106	133	110	53	
FATALITIES	0	1	1	0	
UNFOUNDED	13	3	0	0	
COMBINED TOTALS	717	662	601	362	1,442

OTHER BREAKDOWNS

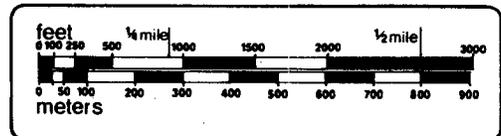
	1989	1990	1991	1992
BUSINESS PARKING LOTS	134	107	115	69
APARTMENT PARKING LOTS	18	16	10	11
RESIDENCES	8	11	11	19



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19 OF ITASCA, ILLINOIS

19	BASE MAP UPDATE
	ANNUAL REVISION
	BASE MAP UPDATE
	LINKING MAP REVISION
	BASE MAP REV



MAY 1993

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THE BALSAMO/OLSON GROUP, INC.

METRA

Metra's Milwaukee Road West line operates between the Union Station in Chicago and Big Timber near Elgin, thus providing service to the Village of Itasca residents.

The following information was received from Metra in June, 1992, and includes (1) the number of trains per 24 hour period, (2) number of trains stopping in Itasca, (3) survey data indicating daily use of the Itasca Station, (4) recently acquired site for parking in Itasca, and (5) the availability of bus service from the community's station in Itasca.

Number of Trains per 24 Hour Period

The number of scheduled and deadhead commuter trains passing Itasca totals fifty (50) on weekdays, twenty-two (22) on Saturdays, and twelve (12) on Sundays. Comparable data for Soo Line freight trains are not available on a per day basis. For the month of April, 1992, a total of 262 freight trains operated through Itasca in both directions.

Number of Trains Stopping in Itasca

	Inbound	Outbound	Total
Weekday	21	21	42
Saturday	11	11	22
Sunday	6	6	12

Survey Data Including Daily Use of the Itasca Station

Following are tabulations of passengers boarding and alighting trains from Itasca. Medinah and Wood Dale data is included for comparison. These results are based on a count taken Wednesday, October 30, 1991. As additional information, West Line station counts for the six surveys conducted since 1979 are included to provide a perspective on changes in use over time.

Station Summary -- Milwaukee West Line
 Count Conducted Wednesday, October 30, 1991

STATION	MP	Inbound Trains		Outbound Trains		All Trains	
		Ons	Offs	Ons	Offs	Ons	Offs
Medinah	23.0	268	11	8	256	276	267
Itasca	21.1	485	12	12	507	497	519
Wood Dale	19.1	584	20	30	587	614	607

Station/Train Passenger Count -- Milwaukee West Inbound (Wednesday, October 30, 1991)

Station	Train: Depart: Arrive: Mile Post	2200		2202		2204		2206		2208		2210		2212		2214		2216	
		Ons	Offs																
Medinah	23.0			9	0	15	0	28	1			34	4					73	0
Itasca	21.1	5	0	17	1	52	0	45	1			65	1					107	2
Wood Dale	19.1	6	0	15	1	50	0	50	2			84	4					114	0

Station	Train: Depart: Arrive:	2218		2220		2222		2224		2226		2228		2230		2232		2234	
		Ons	Offs																
Medinah				48	0					22	0	11	1	4	0	4	0	3	0
Itasca				94	0					23	0	8	0	16	4	6	0	7	1
Wood Dale				125	0					71	5	15	1	9	3	10	0	0	2

Station	Train: Depart: Arrive:	2236		2238		2240		2242		2244		2246		2248		2250		2252	
		Ons	Offs																
Medinah	23.0	1	1	4	1			5	0	6	1			0	1	0	0	0	0
Itasca	21.1	8	0	7	0			16	0	4	1	0	0	2	0	0	0	1	1
Wood Dale	19.1	7	0	4	0			3	0	16	2	0	0	3	0	0	0	2	0

Station	Train: Depart: Arrive:	2254	
		Ons	Offs
Medinah	23.0	1	1
Itasca	21.1	2	0
Wood Dale	19.1	0	0

Station/Train Passenger Count -- Milwaukee West Outbound

(Wednesday, October 30, 1991)

Station	Train: Depart: Arrive:	2201		2203		2205		2207		2209		2211		2213		2215		2217	
		Ons	Offs																
Wood Dale	19.1	0	10	0	5	1	11	1	2	0	1	7	0	2	14	0	14	0	28
Itasca	21.1	2	8	1	9	0	11	0	5	1	0	0	4	1	14	0	4	1	14
Medinah	23.0	0	5	0	9			0	1	0	1	1	0	0	7	1	3	4	11

Station	Train: Depart: Arrive:	2219		2221		2223		2225		2227		2229		2231		2233		2235	
		Ons	Offs																
Wood Dale				4	44			5	53					1	113				
Itasca				3	32			1	66					0	93				
Medinah				0	16			0	40					0	57				

Station	Train: Depart: Arrive:	2237		2239		2241		2243		2245		2247		2249		2251		2253	
		Ons	Offs																
Wood Dale		0	154			3	48	2	21	2	18	0	22	0	13	0	13	2	2
Itasca		0	140			0	27	0	19	0	33	0	7	1	7	0	7	1	1
Medinah		0	49			0	20	0	11	1	14	0	5	0	3	0	3	1	0

Station	Train: Depart: Arrive:	2255	
		Ons	Offs
Wood Dale		0	1
Itasca		0	6
Medinah		0	1

Station Passenger Boardings & Alightings Over Time -- Milwaukee West

Station	MP	Weekday Boardings										Weekday Alightings									
		1979	1983	1985	1987	1989	1991	89vs91	1979	1983	1985	1987	1989	1991	89vs91						
Medinah	23.0	294	194	215	265	249	276	27	355	275	283	298	259	267	8						
Itasca	21.1	655	444	585	461	491	497	6	593	431	543	483	475	519	44						
Wood Dale	19.1	698	497	563	579	708	614	-94	671	518	566	566	687	607	-80						

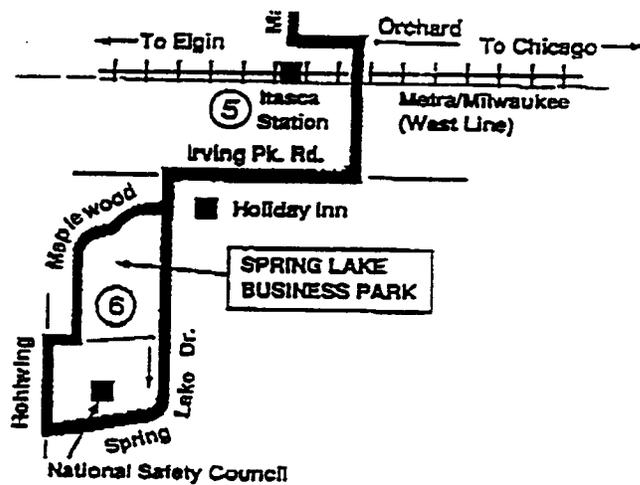
PACE SUBURBAN BUS SERVICE

ROUTE 616

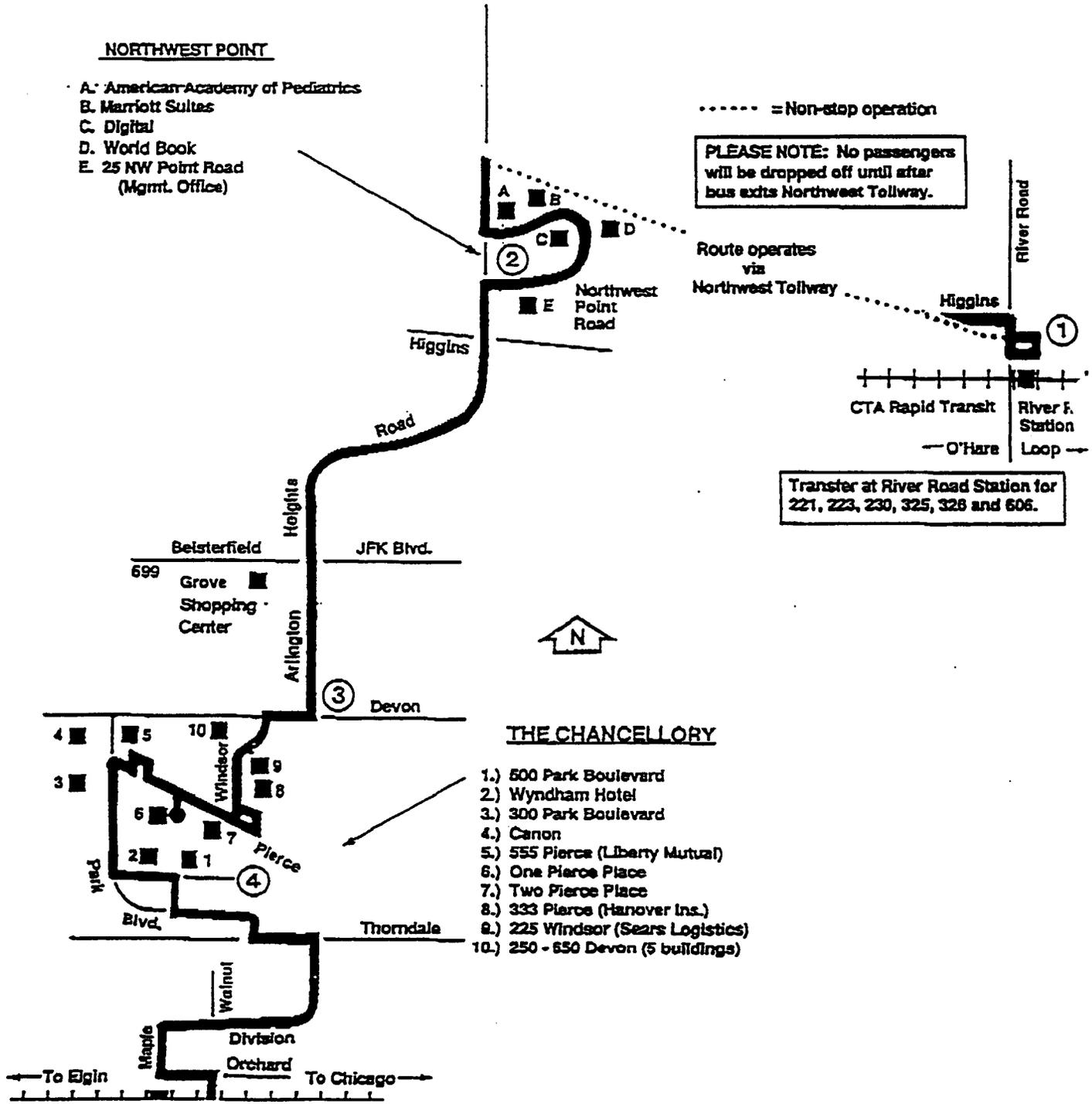
SERVING

River Road CTA Station
 Northwest Point
 The Chancellory
 Wyndham Hotel
 Itasca Metra Station
 Spring Lake Bus. Park
 National Safety Council

<u>ITASCA BUS-TRAIN CONNECTIONS</u>			
<u>MORNINGS</u>			
<u>METRA TRAIN LEAVES CHICAGO</u>	<u>METRA TRAIN ARRIVES ITASCA</u>	<u>#616 BUS TO THE CHANCELLORY</u>	<u>#616 BUS TO SPRING LAKE</u>
5:45am	6:31am	6:48am	6:35am
6:25	7:11	7:15	7:20
7:15	7:47	7:51	7:50
<u>AFTERNOONS</u>			
<u>#616 BUS LEAVES SPRING LAKE</u>	<u>#616 BUS LEAVES A HTS & DEVON</u>	<u>METRA TRAIN LEAVES ITASCA</u>	<u>METRA TRAIN ARRIVES CHICAGO</u>
4:10pm	4:05pm	4:29pm	5:15pm
5:10	5:05	5:29	6:15



The Chancellory Connection



Improvements to the Train Station

Metra recently completed an assessment of the physical condition of all 208 outlying stations on their system, which found the Itasca Station to meet or exceed standards with respect to the depot and platforms. Based on this level of condition, capital improvements are not included in their current ten-year Station Improvement Program.

Recently Acquired Site for Parking

The Metra Board approved the purchase of a parcel south of the tracks and east of Walnut. Metra acquired the former Hines Lumber Company property located west of Walnut on Irving Park Road to be used for commuter parking.

Availability of Bus Service from the Station (Pace Route 616)

This service's primary function is to connect the CTA's River Road Rapid Transit Station to suburban employment areas. Several trips, however, connect the Itasca Station with business parks in the area.

Metra currently provides an average of 204 trips per day. Recent trip counts indicate that 15 people (or 30 trips) commute from the Itasca Metra station to the Chancellory or Spring Lake Business Park. The remaining 87 people (or 174 daily trips) make their connection at the CTA River Road rapid transit station at Rosemont. A comparison of Route 616 ridership, both month-to-month and year-to-year, is as follows:

Route 616 - The Chancellory Connection

Counts comparing 1992 with 1993 ridership are as follows:

<u>Month</u>	<u>1992</u>	<u>1993</u>	<u>% of Change</u>
January	183	219	19.7%
February	195	196	0.5%
March	190	183	-3.7%
April	176	179	1.7%
May	192	186	-3.1%
June	239	194	-18.8%
July	210	204	-2.9%

Ridership is affected by a variety of factors, not the least of which is a constantly changing job market. There were modest declines in ridership early in 1993; it appears to be in a recovery period.

There is no explanation for the decline in June, but there appears to be a continuation of the rebound in July.

A commuter rail station can have a positive impact on surrounding development or redevelopment. A station can also be a catalyst for achieving local economic development goals, encouraging specific types of station-area improvements, and increasing the local tax base through the stimulation of higher land values.

Historically, most rail stations have been placed in, or have spurred development of community downtowns. In any case, regardless of locations, the commuter stations have served as the focus for intense surrounding land uses. A frequent side effect of such nearby development and required commuter parking facilities is increased automobile traffic.

Guidelines for Basic Service Amenities

An attractive station area with conveniences for both commuters and non-commuters can be a community asset with economic benefits. Of particular importance to rail patrons is the location of commuter-oriented convenience-retail services. The facilities provided will vary in scope or scale, depending upon the size of the community and the extent of the station's market area. Some of these can be provided within the depot or a Commuter Service Center, and others by adjacent businesses. Special features to attract the commuter market include same-day services and coordinated extended business hours.

Amenities Which Are Commonly Desirable in the Immediate Station Area:

- Newsstands
- Restaurants/coffee shops
- Fast-food outlets
- Photo-finishing shops
- Video rental stores
- Flower shops
- Dry-cleaning stores
- Barber shops/hair salons
- Convenience-retail stores
- Banking/ATM facilities
- Automotive services⁵⁴
- Day-care centers

⁵⁴This service does not include any heavy repair services.



7150

13700

28700

12600

43500

51000

11900

MEDINAH COUNTRY CLUB

NORDIC HILLS COUNTRY CLUB

26100

26000

27200

18400

16200

21800

31900

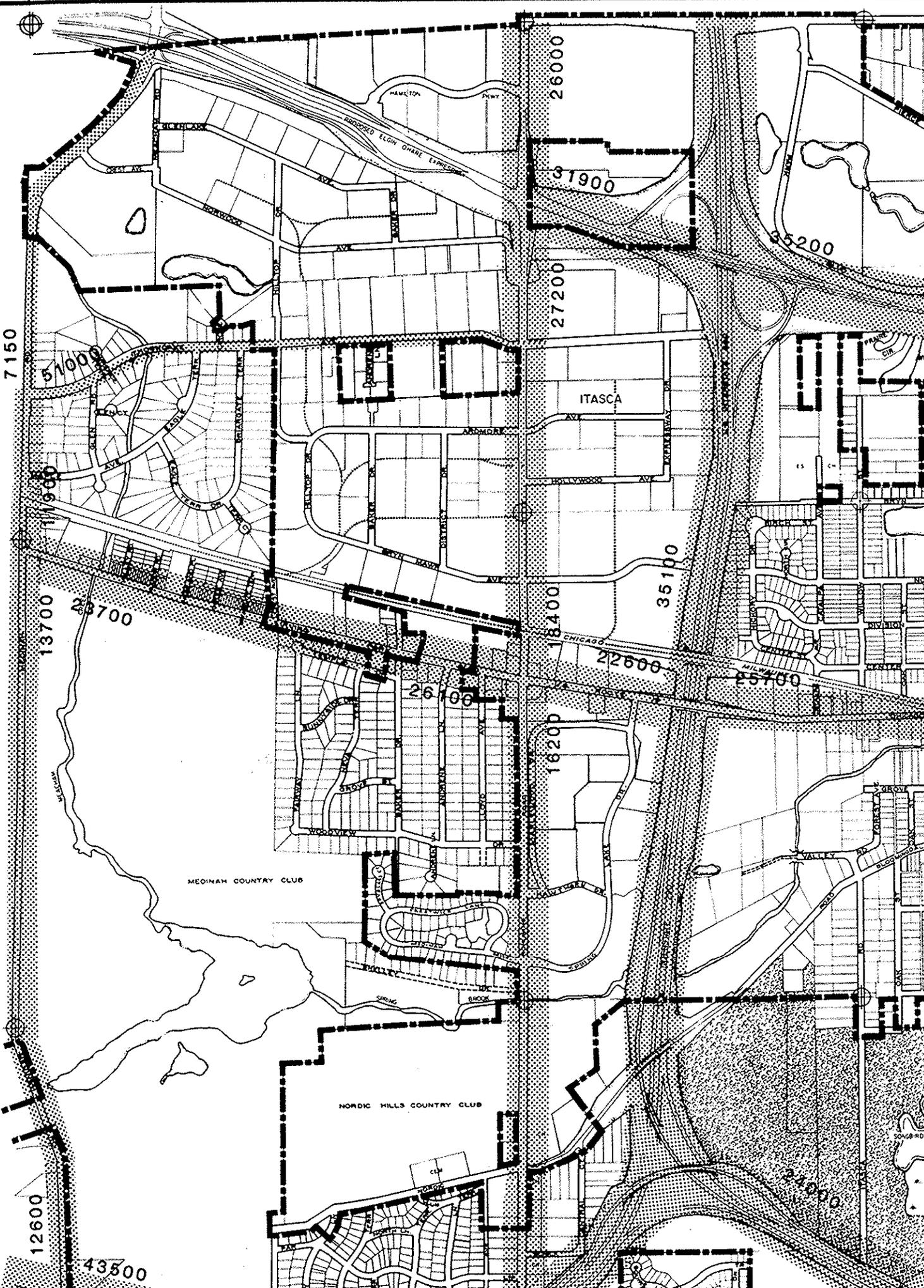
ITASCA

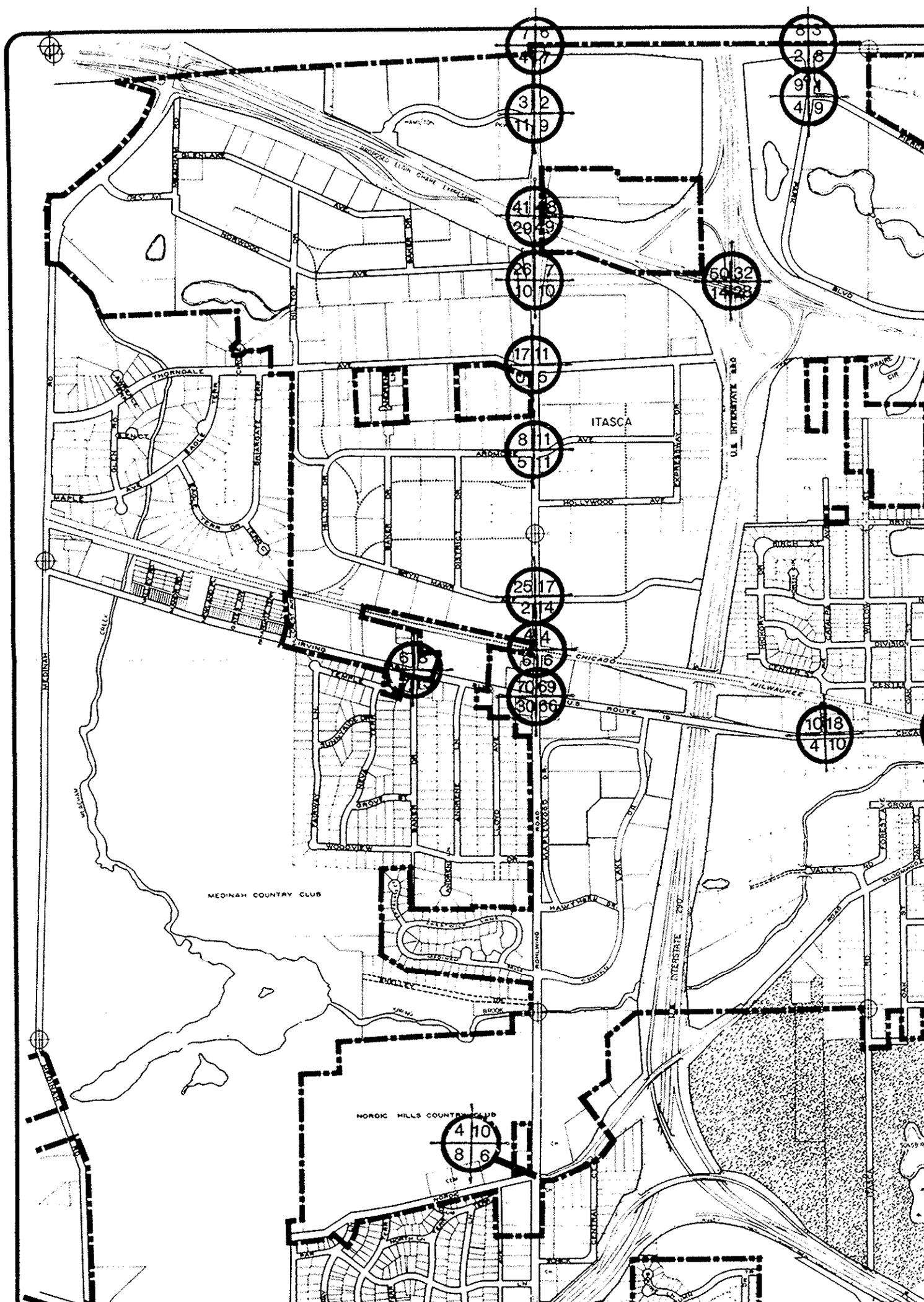
22600

35100

25700

35200





TOWN CENTER

In an effort to revitalize Itasca's Central Business area, a Town Center Concept was proposed in the General Development Plan Report adopted in 1977. The basic features of the concept included refining the role of the central area in order that it may serve as a consolidated focal point for the numerous services and activities needed by Village residents as well as enhance the character and identity of the community.

The Town Center, as originally delineated, included the area between Center Street on the north, Oak Street on the west, Elm Street on the east, then west along the south railroad right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railway to I-90, then south along the east right-of-way of I-90 to an extension of Valley Road to the west, then meandering north and along the south side of Spring Brook east to join with Line Street, south along the alley between Maple and Walnut Streets to Bloomingdale Road to Irving Park Road, then north along Elm Street to Center Street, thus closing the delineated Town Center area.

A large amount of this area is identified as Greenbelt area or, in fact, the area includes Spring Brook Nature Center and the Itasca Park District Water Park which are not the kinds of land use included in a Town Center.

The existing land use survey, taken in 1974 and included in the background studies for planning as part of the General Development Plan Report, has taken on many changes with businesses closing and/or relocating, such as handcrafts/clock repair, savings and loan, etc. The core of the Town Center was a transitional commercial district.

The Town Center, as delineated, is large for a community of approximately 7,000 residents, with shopping center areas located in an adjacent community and regional shopping centers within easy driving distance from the Village. A large discount facility is proposed to be constructed across Irving Park Road from the existing shopping center in the City of Wood Dale which is adjacent to the east corporate limit of Itasca.

The area along Irving Park Road is not a major part of the Town Center because it is disconnected by the Chicago, Milwaukee, St. Paul and Pacific Railway tracks and is a strip shopping area. The commercial area along Irving Park Road should be required to conform with established setbacks, building orientation, landscaping and signs which are compatible with the character established by the bank building, the Village Hall, the train station and the medical clinic. Pedestrian amenities should be provided along both sides of Irving Park Road. Curb cuts into Irving Park Road should be consolidated as should parking areas in the rear yards of the commercial uses.

Irving Park Road bisects the Village in an east-west direction and, thus, is the front yard entrance to this community. Therefore, the end results should be a boulevard like appearance along this principal road. The large front yard setbacks with uniform signs and abundant landscaping as well as various pedestrian amenities should create a very

aesthetically pleasing environment. To further enhance this character, it is recommended that any future plans for widening Irving Park Road include a landscaped median strip. Provisions could be made for three lanes with a turning lane at major intersections or for four full lanes, dependent upon established needs. In either case, the landscaped median strip would create a more visually pleasing effect, reducing the impact of the barrier created by three or four lanes of pavement. Such a median strip would also aid in pedestrian access.

Banks are sometimes used as anchors in a small business area, but, in Itasca, the bank is located between two public areas: that of the Village Hall on the east including the small passive park area and the community complex on the west including the fire station and museum. This orientation of a business area does not lend itself to any walk-in trade; in fact, it is just the opposite, because any customers have to depend on the automobile and the need for off-street parking.

The Town Center actually acts like a small rail center in providing commuter rail service by Metra. A large parking area which is utilized by commuters restricts any future development. Metra acquired additional land to develop a parking area for approximately eighty-four (84) parking stalls located south of the railroad tracks and east of First Street. Metra acquired the former lumber yard on west Irving Park Road and ultimately it will include additional off-street parking. This will further separate the west part of the Town Center from the principal part of the area.

In the recent past, the Town Center was reduced by including multiple family residential which further reduced the size of the Town Center for business development.

The suburban community railroad station is being identified as the anchor to the Town Center. Acquiring the off-street parking sites which are necessary for serving the commuter uses is also reducing the possibility of providing retail uses making up the Town Center. As an anchor, this can create walk-in trade by the desires of the commuter that, on the way to the station or on their way home, a purchase is made.

In a station summary conducted by Metra on October 30, 1991, there were 497 boarding passengers from Itasca and 519 alighting from the train in Itasca. This transcribes into many people circulating in the Town Center.

EXISTING PARKING IN THE TOWN CENTER

The Town Center is located, in part, between Center Street on the north, Orchard Street on the south, Oak Street on the west, and Elm Street on the east. The off-street parking was field surveyed and evaluated in this part of the Town Center to determine if the parking requirements are met. (See TABLE 11).

Many of the older buildings of which some have received a face lift in compliance with the Historical District requirements do not meet the parking standards as shown on TABLE 11. When there are new uses created, the off-street parking will have to comply with existing codes and ordinances.

COMMENTS ON PARKING

The following comments are based on observations during the field survey:

1. No parallel off-street parking on either the east or west side of Walnut Street are striped between Orchard and Center Streets.

Parking requirements posted on both sides of Walnut Street permit two-hour on-street parking between 6 a.m. and 6 p.m.

2. In some areas in the Town Center, on-street parking is permitted on the unimproved right-of-way.
3. Private off-street parking areas should be striped. In many areas it is difficult to estimate the parking stalls when not striped.
4. Some off-street parking areas in the rear yards of businesses have stacked cars. This gives rise to problems in case of emergency fire coverage. Having to remove automobiles that are stacked during an emergency creates delays in fire protection in waiting to relocate such cars.
5. On the northeast corner of Orchard and Maple Streets exists a conflict between signs that either prohibit parking or permit parking.

This is the area for the pick-up of passengers by the PACE bus.

It also states no parking within 20 feet from the corner. There appears to be a parking area within the 20 feet to the corner. This translates into problems with the bus trying to pick up passengers because the bus cannot reach the curb safely.

TABLE 11
EXISTING PARKING IN THE TOWN CENTER

BLDG. ⁵⁷ No.	STREET	USES / FLOORS		ESTIMATED ^{55, 57} PARKING ⁵⁶ SQ. FT. OF BLDG.		REQUIRED (ESTIMATED)	EXISTING PARKING STALLS
		1	2			TOTAL	
201	Walnut St.	Retail	3 DU's	Ret. 1925		9.6	
				DU's 1925		7.5	17.0
207	Walnut St.	Offices	2 DU's	Ofc. 1800		5.5	
				DU's 1800		2.0	7.0
209	Walnut St.	Retail	1 DU	Ret. 2380		11.9	
				DU's 2380		2.5	15.0
219	Walnut St.	Retail				20.0	14.0
		Vacant					
221	Walnut St.	Retail		250		1.0	
223	Walnut St.	Retail	1 DU	Ret. 1500		7.5	
				DU's 1500		2.5	10.0
227	Walnut St.	Office		875		3.3	4.0
226	Elm St.	S.F.				3.0	2.0
216-218 Elm St.			Residential				
214-212 Elm St.			Planned				
117-119 Elm St.			Dev.				
107-109 Elm St.		"					
101-103 Orchard St.		Offices	2 DU's				11.0
105-107 Orchard St.							2.0 H.C. 13.0
210-216 Walnut St.		Retail					
222	Walnut St.	Retail		4,000			20.0
115	Orchard St.	Offices	Offices	3,500			21.0
							2.0 H.C. 23.0
125	Orchard St.	Offices	Offices	3,500			8.0
							1.0 H.C. 9.0
114	Center St.	2 DU's					5.0
116	Center St.	2 DU's					5.0
109-111	Orchard St.	Offices	2 DU's				No Parking

⁵⁵Includes Dwelling Units/2nd Floor

⁵⁶Zoning Ordinance Requirements

⁵⁷Historic District Map (Floor Area scaled from individual building footprints)

⁵⁸Parking area being improved

TRANSPORTATION NETWORK PLAN

The General Development Plan Map includes a transportation component which addresses streets and highways, transit and bicycles. In addition, the DuPage County Year 2005 Transportation Plan prepared by the DuPage County Regional Planning Commission was completed in 1986 and so adopted by the Commission. The plan projects traffic conditions to the year 2005 of which some location data is outdated.

RECOMMENDED ROAD NETWORK CHANGES

The transportation component prepared as part of the General Development Plan adopted in 1977 and evaluated in 1987 again has been reviewed in conjunction with the Comprehensive Amendment to the General Development Plan of the Comprehensive Plan.

The Transportation Network Plan as revised in this amendment depicts the following changes:

1. Remove functional classification on the following streets to local residential classification:
 - a. Oak Street between George Street and Bloomingdale Road as a Minor Collector.
 - b. George Street between Walnut and Oak Streets as a Minor Collector.
 - c. Maple Avenue between Bloomingdale and Irving Park Roads as a Minor Collector.
 - d. Maple Avenue as a Minor Collector.
 - e. Ardmore Avenue as a Minor Collector from Rohlwing Road (Ill. Rte. 53) to Thorndale Avenue.
2. Change functional classification on the following streets:
 - a. Thorndale Avenue from I-290 to West Corporate line to be changed from a Minor Collector to a local residential street.
 - b. Walnut Street from George Street to Irving Park Road to remain a Minor Collector and from Irving Park Road to Division Street to be a Major Collector.
 - c. Prospect Avenue from Major Arterial to Principal Arterial.

3. The functional classification shall be added to the following streets:
 - a. Hilltop Avenue from Thorndale Avenue shall be a Minor Collector.
 - b. Norwood Avenue from Hilltop Avenue to Meacham Road shall be a Minor Collector.
 - c. Crest Avenue shall be a Minor Collector.

There are four freeways in the Village of Itasca and the Planning Areas which are:

- The Elgin-O'Hare Freeway
- I-290
- I-90
- Illinois Route 53 (Rohlwing Road)

These freeways collectively carry thousands of cars during a twenty-four (24) hour period (ADT). This is a large amount of traffic to be moving through a small community while not causing any local traffic conflicts.

The four freeways do not create any problems to the residential areas within the Village. In fact, I-290 separates the Manufacturing District from the Residential District so the land uses are protected as to any traffic problems.

Devon Avenue Extension (Meacham/Medinah to Rohlwing)⁵⁹

An extension of Devon Avenue from its present western terminus at Rohlwing Road west to Meacham/Medinah Road is on the current General Development Plan for the Village of Itasca. It is recommended that this extension be removed from the Plan. The new extension is not feasible due to the fact that Elk Grove Village has abandoned half of the right-of-way and residential development has taken place, making the proposed alignment impossible to achieve. East-west traffic is currently served by Nerge Road with a direct connection to Devon located just east of Rohlwing Road.

Elgin-O'Hare (Thorndale Avenue Extension) Corridor

The Elgin-O'Hare Corridor through Itasca along Thorndale Avenue has been constructed from I-290 west. This corridor is currently designated as a freeway on the DuPage County Year 2005 Transportation Plan.

⁵⁹General Development Plan Update by the DuPage County Regional Planning Commission, March, 1987

Irving Park Road

Traffic simulations for the County Year 2005 Transportation Plan indicate that volumes on Irving Park Road are directly related to the type of facility constructed in the Elgin-O'Hare corridor along Thorndale Road. Current 1989⁶⁰ traffic volumes range from 24,800 to 26,100 ADT in the Itasca area. These volumes warrant a 4-lane facility.⁶¹ Traffic volumes are projected to increase to 21,500 to 31,000 ADT by the year 2005 if no improvement occurs in this corridor or in the Elgin-O'Hare corridor. The projected ADT counts for the year 2005 are outdated as of 1989. When the Elgin-O'Hare corridor is tested as a freeway, Irving Park volumes are projected to decrease slightly.

It is recommended that this improvement (the widening of Irving Park Road) should be the first priority in the Village. It is anticipated that Irving Park Road will need four lanes and the improvement should not wait until after construction of the Elgin-O'Hare project.⁶²

Rohlwing Road

Traffic volumes on Rohlwing Road are 15,500 ADT south of Lake Street and 26,000 ADT south of Devon Avenue in Itasca. According to generally accepted roadway design standards, current volumes north of Irving Park Road in year 2005 and 21,300 south of Irving Park Road, four lanes are warranted in all sections in Itasca.

Arlington Heights Road Realignment

It is the Village's desire to minimize through traffic in the residential areas near Arlington Heights Road between Thorndale Avenue and Irving Park Road. The Prospect/Arlington Heights Road connection has been in the Plan since 1977 to divert traffic from the north side residential area. With Thorndale Avenue being developed into a freeway with a system of frontage roads and with the large amount of office development which is planned at the Chancellory, additional steps must be taken to reduce through traffic in the north side residential area.

Cherry Street is to be extended from the redesigned frontage road to connect with Arlington Heights Road approximately 200 feet north of Theodore Lane.

⁶⁰1989 Traffic Volume Map, DuPage County, prepared by IDOT

⁶¹Four lanes are generally warranted when ADT exceeds 15,000 vehicles per day

⁶²Itasca General Development Plan Update 1987

TOWN CENTER AREA



PHOTO TAKEN 5/13/93 (9:00 A.M.)
LOOKING NORTH TOWARD ORCHARD STREET
IRVING PARK ROAD IN FOREGROUND
WALNUT STREET, LOOKING NORTH ON EAST SIDE OF PHOTO



PHOTO TAKEN 5/13/93 (9:00 A.M.)
LOOKING NORTH ALONG WALNUT STREET
IRVING PARK ROAD IN FOREGROUND

Chancellory (Formerly Hamilton Lakes)

The projected magnitude of office development in the Chancellory area will have significant impacts on the transportation system in Itasca. Preliminary design alternatives for the Elgin-O'Hare were reviewed as well as the proposed street system for the Hamilton Lakes development. The following recommendations assume the construction of a freeway in the Elgin-O'Hare Corridor.

1. A frontage road system is recommended in this corridor. Frontage roads north of the freeway should be one-way westbound; frontage road south of the freeway should be one-way eastbound.
2. The projected traffic volumes generated at Hamilton Lakes, according to the January, 1985 "Master Plan for Traffic Access and Circulation" prepared by Midwest Consulting Engineers, Inc., will require an interchange on the Elgin-O'Hare between Route 53 and Arlington Heights Road. The frontage road system will connect with this interchange. A new north-south connecting road between the interchange and Pierce Road is recommended. The recommended alignment is different from that shown on the approved Chancellory Concept Plan.
3. It is recommended that Arlington Heights Road be relocated with Pierce Road and extended to the new Arlington Heights/Prospect connection. Arlington Heights Road will be separated from the Elgin-O'Hare Freeway, but will provide a link between the north and south frontage roads.

Following are "Advantages" and "Disadvantages" of the Elgin-O'Hare Freeway alternative for the Chancellory Regional Office Park:

Advantages

1. Provides I-290 traffic with a greater weave distance onto Elgin-O'Hare Expressway.
2. Allows I-290 traffic to go directly to Prospect Avenue without getting on the freeway or going through the traffic light at Old Arlington Heights Road.
3. Allows eastbound traffic from Elgin-O'Hare to exit directly to Pierce Road, thereby providing better access to Hamilton Lakes.
4. Direct access to go west on Elgin-O'Hare.
5. Eastbound entrance and exit weave on Elgin-O'Hare can be eliminated.
6. Short eastbound entrance ramp to Elgin-O'Hare can be eliminated.

7. Requires less right of way.
8. Allows shorter bridges over Arlington Heights/Pierce Road.
9. Eliminates one intersection in the Park/Pierce connection.
10. Provides better access from Hamilton Lakes to Arlington Heights/Pierce Road.
11. Provides better access from Hamilton Lakes to eastbound Elgin-O'Hare Freeway.
12. Provides better access from Hamilton Lakes East to westbound Elgin-O'Hare Freeway.
13. Eliminates the possibility of eastbound Park Boulevard traffic getting trapped on westbound Elgin-O'Hare Expressway.

Disadvantages

1. Requires eastbound Elgin-O'Hare traffic exiting at Prospect to go through the traffic light at Pierce Road.
2. Requires an additional bridge for grade separation of ramps.
3. Requires an additional bridge over Arlington Heights/Pierce Road.

Access Control Policies and Standards

It is recommended by the DuPage County Regional Planning Commission that Arterial Highway Development Policies and Standards (which address access control - see Appendix IV) be adopted by the Village and included in the applicable codes and ordinances in order to insure that the development of arterial frontage and access to arterial highways is done in such a way that highway capacity and safety are maximized and that arterial corridor land use is well designed and functional.

PROPOSED COUNTY ROAD IMPROVEMENTS⁶³
(Widening and New Construction in Itasca Area)

	From	To	Estimated Cost	Funding Focus	Recommended ROW Width (In Feet)
Prospect Ave. ⁶⁴ 2L to 4L (A) ⁶⁵	Devon Ave.	Irving Park Rd.	\$12,000,000	Motor Fuel Tax Impact Fees	100
U.S. 19 (Irving Park Rd.) 2L to 4L (B) ⁶⁵	North Co. Line	Prospect Ave.	\$21,400,000	State Funds	100

⁶³Ten Year Comprehensive Road Improvement Plan (for Impact Fees), DuPage County Division of Transportation, Transportation Planned Department, Adopted May 22, 1990.

⁶⁴Prospect Avenue is under the jurisdiction of the DuPage County Division of Transportation.

In the Division of Transportation's Ten Year Plan, we have programmed to reconstruct and widen Prospect Avenue to a four lane road with curb and gutter. A contract to build Prospect Avenue is tentatively planned to be awarded late in the fall of (1992) or early in the spring of (1993). However, the County Board shall approve the construction contract before the actual work may begin.

Preliminary plans have been prepared for this project. The plans indicate that we will need to acquire some property or use it for a construction easement in order to construct this road improvement.

⁶⁵A - Signifies projects with an estimated construction date between 1991-1995.

B - Signifies projects with an estimated construction date between 1996-2000

Itasca Bike Route

The Itasca Bike Route adopted in 1991 covers approximately 6.9 miles and basically uses marked public streets within the Village as shown on the following map.

The Bike Route was developed as a cooperative effort between the Village, the Itasca Park District and a citizens committee. Numerous rest stops and points of interest are found along the way. This route offers a scenic ride through the Village of Itasca.

The bike route is clearly marked for cyclists. Riders should look for either green bike route signs or white street markings with arrows. Yellow caution signs are posted at major intersections warning motorists that cyclists are sharing.

The bike route connects with the Georgetown Shopping Center in the City of Wood Dale. Future plans of the DuPage County Forest Preserve District anticipate developing a bike path in the Songbird Slough area (formerly Campbell Slough). The route also passes close to schools and parks.

POINTS OF INTEREST

Schools

- A. St. Lukes Lutheran Church and School
- B. Washington School
- C. Peacock Junior High
- D. St. Peters Catholic Church and School
- E. Franzen School

PARKS

- 1. Benson Park
- 2. Washington Park
- 3. Schiller Park
- 4. Peacock Park
- 5. Country Club Park
- 6. Clayson Park
- 7. Franzen Park

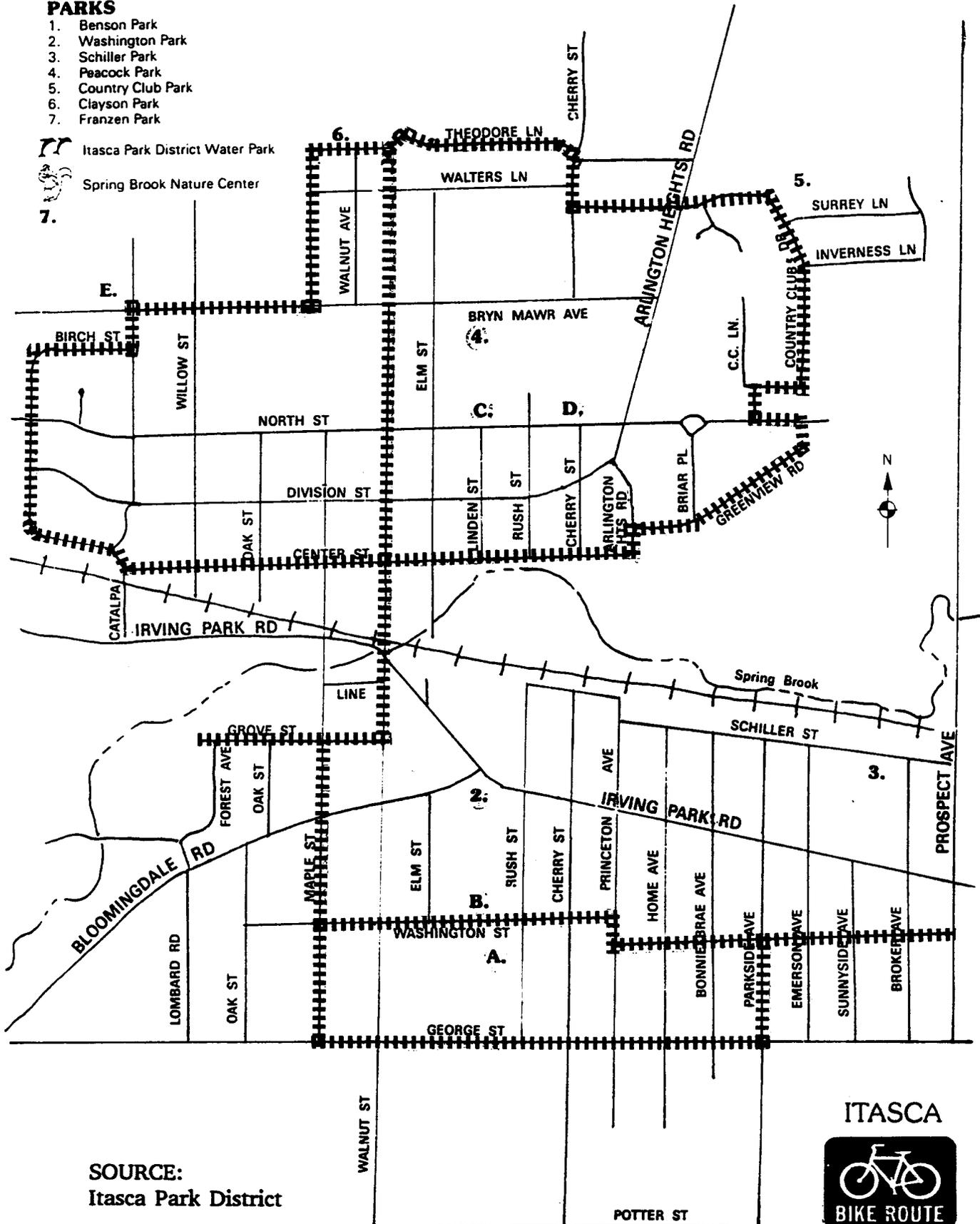


Itasca Park District Water Park



Spring Brook Nature Center

7.

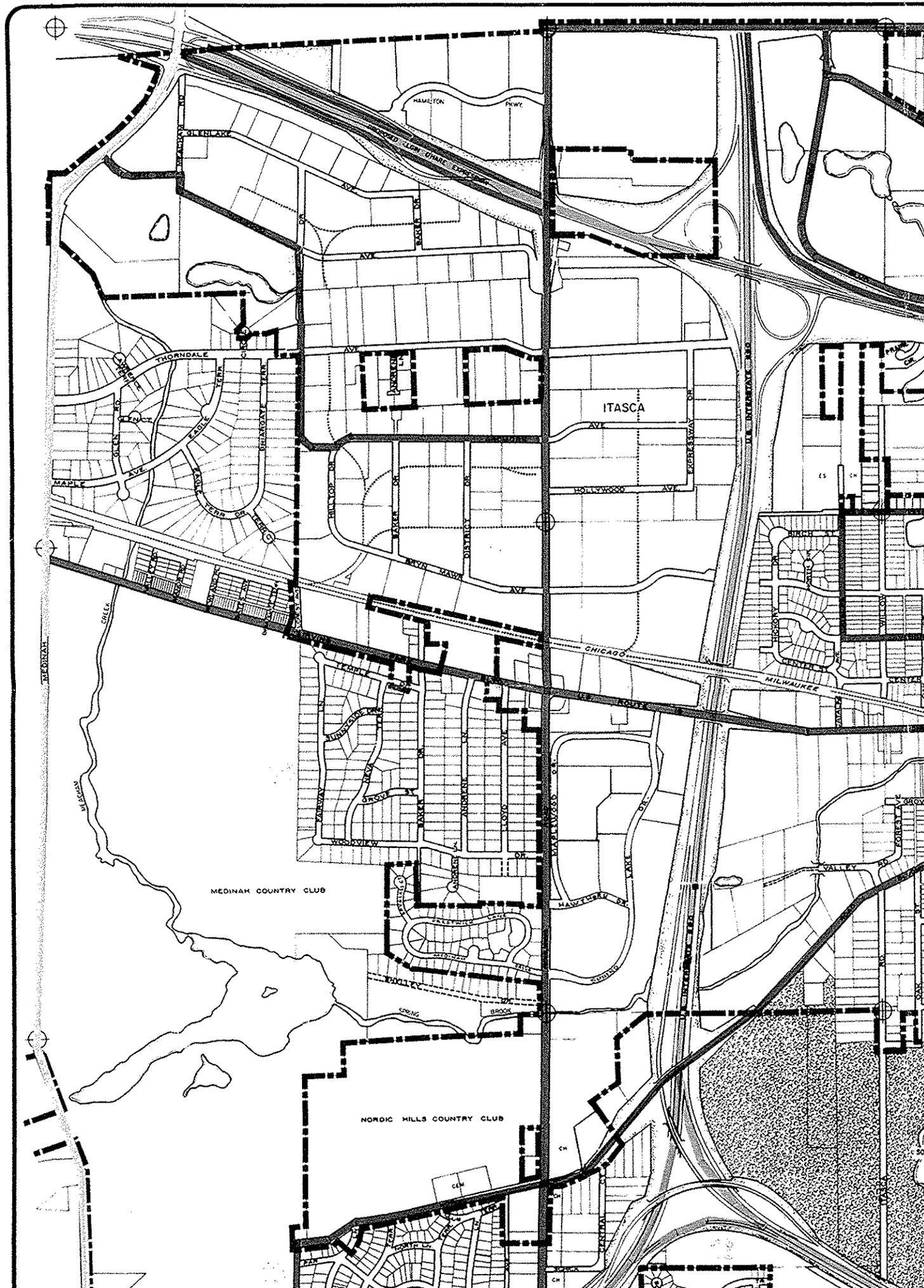


SOURCE:
Itasca Park District



When changes in local and regional economic activity, population, land use, and transportation will have an affect on future transportation and circulation patterns in the Village and planning area.

When the Elgin-O'Hare Freeway is completed, improvement to Prospect Avenue and the widening of Irving Park Road will have an affect with the possibility of increasing population, which will affect schools, create new land uses, etc.



HAMILTON PARKWAY

THORNDALE AVE

ITASCA AVE

MAPLE AVE

CHICAGO AVE

MILWAUKEE AVE

MEDINAH COUNTRY CLUB

NORDIC HILLS COUNTRY CLUB

CCM

INTRODUCTION

The proceeding sections have outlined in detail those controlling physical and social factors which give shape to the form of any area. This section details the specifics of the General Development Plan for Itasca. As such, it discusses the nature and location of the different types of land uses to be planned in the Village and environs. Integrally related to the various types of land uses are the community facilities which are needed to service the needs of the different urban land use forms. All of these factors, along with the Goals, Objectives, and Policies of the Village, comprise the Amendatory Comprehensive Plan for the Village of Itasca.

GENERAL DEVELOPMENT PLAN (MAP)

The General Development Plan (map), as amended, is a broad guide for the future and continued development of Itasca and the planning area. The plan is intended as a guide for day to day decision-making and not as a complete solution for the next twenty (20) years or less of development or redevelopment. It will, therefore, be necessary to review it periodically and to make amendments as the Village's needs and policies change. Consequently, this plan should be regarded as a continuing part of the Village's planning process rather than a final document. Accordingly, it should be studied and utilized as it relates to ordinances and plans the Village has adopted.

As changes in area and land use allocations take place, the land use patterns will achieve the most advantageous balance for the community.

The Itasca planning area is defined by contractual municipal boundary agreements with the communities adjacent to Itasca. The land areas included in the planning area should be used in determining future annexations and will be assumed to be the ultimate corporate limits of the Village. The boundary agreements that were legally developed and adopted several years ago still define the ultimate corporate limits of the Village.

These agreements are still in effect and have been for many years except for the agreement with the Village of Roselle that was amended for the area near Crest Avenue and Meacham Road. The Village of Addison agreements have been re-adopted. It is unlikely that the County Forest Preserve District will ever permit the annexation of the Songbird Slough (formerly Campbell Slough).

The preservation and enhancement of the existing residential character in Itasca as typified by a small town atmosphere character in Itasca, attractive dwelling units, abundant open space, and a high quality of life in the community is the major determinant in the acceptance of new land uses into the Village. Future land use proposals must be compatible with and serve to enhance the residential character.

The development of unincorporated vacant land portions of the planning area will significantly influence the ultimate character of Itasca; and land use recommendations for

these areas must be placed to preserve the residential character which the community has identified as its central planning goal.

Itasca has, over the years, changed from a rural community to a suburb of Chicago which is related to the entire Metropolitan area. It has retained and wants to continue to maintain its individual identity and character.

The Goals for the Community Development section should actively be referred to regarding all levels of planning. These serve as a guide and form an area within which all planning recommendations can be made, ranging from site plan reviews through examination of large scale developments and annexations.

The Village officials have referred to the goals and policies in all phases of planning and development.

The Village should attempt to keep its corporate area cohesive rather than segmented, using the annexation process. At the present time there are twenty areas proposed to be annexed to Itasca (refer to the map in the Annexation Section of this report of which part of the areas are in Addison Township and five areas to be annexed are in Bloomingdale Township). Therefore, to annex the identified areas will take the initiative of the Village and/or property owners to create a corporate area more inclusive and not including so many small unincorporated areas. The areas of annexation in both Addison and Bloomingdale Townships range in size from 0.92 acres to over 26 acres. Most of the areas to be annexed would be residential with the largest single parcel being office-research.

The annexation of land to a community can be either an asset or a liability. Areas to be annexed classified as assets (from purely an economic standpoint) would be revenue producing areas that would upgrade the tax structure of the community. A liability might occur in the instances where the community would have to spend funds to provide utilities and services to the new residents. Such liability areas may have substandard subdivision development, poor street design and pavement. Prior to an area being considered for annexation, studies and evaluation should be undertaken to assess the actual benefit/cost relationship yielded.

With the annexation of various areas abutting the Village, the population will increase to approximately 13,000 by the year 2010. This would include such existing unincorporated areas as the Ranchettes and the Nordic Park subdivisions.

OVERALL LAND USE RECOMMENDATIONS

The land use recommendations utilize the general groups of land use types from the 1977 General Development Plan and the 1987 update - residential, commercial, industrial, office, transportation/communication/utilities (TCU), institutional, open space, forest preserves, railroad and freeway.

The commercial category consolidates three land use groups from the 1977 Plan - central business commercial, community commercial and general commercial. The industrial category was called manufacturing and warehousing. The three residential categories - single family, medium density and multi-family - are comparable to the 1977 categories - single family residential, low-medium density residential and medium density multi-family. The medium density category has a density of from four to eight dwelling units per acre and includes two-family residential, the same as in 1977; and the multi-family, a density of eight plus units per acre, to a maximum of 12 units per acre. These are the same densities provided within the 1977 General Development Plan.

The proposed changes to the General Development Plan reinforce the basic framework of the 1977 land use configuration. The Village residential areas are reaffirmed within the general limits of Thorndale Avenue on the north, Songbird Slough, formerly known as Campbell Slough Forest Preserve, on the south, I-290 on the west, and Prospect Avenue on the east, with the exception of Medinah Woods Club, a mixed residential planned development annexed to the Village located between Woodview Drive on the north and Shelley Drive on the south and Rohlwing Road on the east. Single family residential development remains in Medinah, Itasca Ranchettes and Nordic Park which are basically west of Rohlwing Road in Bloomingdale Township.

Industrial (manufacturing) as referred to in the Zoning Ordinance and Office uses ring the Village residential areas to the west, north and east. To the west, between Rohlwing Road and I-290 south of Irving Park Road, single family and low-medium density residential uses have been replaced by office research. To the northwest, north of the Elgin-O'Hare Expressway and west of I-290, single family residential and TCU uses have been replaced by manufacturing and office research. To the east, east of Prospect Avenue, medium density multiple family, forest preserve and TCU have been replaced by office research, manufacturing, medium density residential, commercial and local open space.

LAND USE COMPARISON - 1977, 1986, AND 1993

The land use totals for the General Development Plan of 1977 and the amended General Development Plan of 1987 and 1993 are shown in Table 12. The planning area boundaries, as established in 1987, include 4,900 acres of land in 1987 to 5,200 in 1993 in Addison and Bloomingdale Townships. The planning area is the area delineated according to the official boundary agreements for the adjacent community.

The largest land use category in the proposed plan is still single family residential with 25.2 percent of the total acreage. The next largest is still open space, which includes local parks and golf courses, with 20.1 percent of the total. Industrial (manufacturing) lands are third largest with 15.4 percent of the total; office/research, fourth with 13.0 percent. The remaining 26.3 percent is spread out among the two remaining residential categories, commercial, TCU, institutional, railroad, freeway lands and forest preserves.

As with the adopted 1977 plan, the 1987 and 1993 land use totals include the acreage for adjacent streets within the individual categories. The freeway right-of-way for I-290 and the Elgin-O'Hare Freeway, because of the bulk of the area involved, is shown separately. Railroad acreage is also a separate category.

TABLE 12
FUTURE LAND USE

VILLAGE OF ITASCA, ILLINOIS

Land Use ⁶⁶	1977 Plan as Adopted		1987 Plan as Proposed		1993 Plan as Proposed ⁶⁷	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Single Family Residential	1,321	26.2%	1,310	26.7%	1,310	25.2%
Medium Density Residential ⁶⁸	151	3.0	71	1.4	97	1.8
Multi-Family Residential	61	1.2	82	1.7	105	1.9
Commercial	119	2.4	165	3.4	202	3.7
Industrial	637	12.7	722	14.7	815	15.4
Office/Research	364	7.2	572	11.7	687	13.0
TCU ⁶⁹	208	4.1	112	2.3	137	2.5
Institutional/Governmental	86	1.7	72	1.5	85	1.6
Open Space (parks/country clubs)	1,059	21.0	1,016	20.7	1,046	20.1
Forest Preserve	597	11.0	384	7.8	391	7.4
Railroad	31	0.6	38	0.8	38	0.7
Freeway	400	7.9	356	7.3	356	6.7
TOTAL	5,034	100.0%	4,900	100.0%	5,200	100.0%

SOURCE: DuPage County Development Department, Planning Division, 1986

⁶⁶Streets are included within individual land uses, which represent gross acreage.

⁶⁷1993 Amended General Development Plan (Map) includes additional land use acreage.

⁶⁸Includes Two-Family Residential

⁶⁹TCU - Transportation/Communication/Facilities

From 1977 to 1987 the residential land uses decreased, and between 1987 and 1993 there were no changes. During this period, some residential areas were changed to other land uses. If there had not been this exchange of land use, then an increase in residential would have been recorded. "Single family residential along Rohlwing Road north of the Elgin-O'Hare right-of-way changed in the 1987 plan to manufacturing and office research."⁷⁰

Small areas of single family residential near Nordic Park have been changed to local open space, multiple family residential to reflect conditions during the amended General Development Plan (map) in 1987.

The southwest corner of Thorndale Avenue and Arlington Heights Road single family and low medium density residential have been changed to commercial due to a court decree. The court decree by legal action has been changed and this area is planned for low-density office uses.

East of Prospect Avenue, all the land shown as forest preserve on the 1977 plan has been changed to office research, commercial, medium density residential and TCU.

The TCU land across from Itasca Country Club on the east side of Prospect Avenue has been practically changed to institutional and open space.

"The overall residential uses decreased by 70 acres between 1977 and 1987; the open/space/forest preserve uses decreased by 256 acres; and commercial, industrial and office research uses increased by 339 acres."

The Amendatory General Development Plan will maintain and protect the high quality residential character of the Village and the planning area. Between 1987 and 1993 the overall residential uses increased by 49 acres. The increase included medium density residential and multi-family residential uses.

The commercial and industrial increased by 130 acres between 1987 and 1993 including new annexed areas.

There has been an increase in the office-research since 1987 amounting to approximately 115 acres.

The institutional/governmental land use has increased by approximately 13 acres including the new public service areas.

⁷⁰Itasca General Development Plan Update, DuPage County Regional Planning Commission, Revised March, 1987

Open space and forest preserves have increased approximately 38 acres which includes the new park area annexed to the Village in 1993 south of Devon Avenue and east of Arlington Heights Road. The right-of-way for the railroad and freeway have not increased.

Now some 16 years later industrial parks along Rohlwing Road are running out of building lots and the Chancellory is approximately 45 percent developed as of 1992.

The Amendatory General Development Plan accommodates the demand for industrial and office research uses by providing for these uses in the area east of Prospect Avenue, the Chancellory and the office-research parks east of Rohlwing Road.

TOWN CENTER

The Town Center as originally delineated and adopted in the General Development Plan Report in 1977 encompassed a large area in the Village and, in fact, too large for a community with a population in 1990 of approximately 7,000 people.

A large amount of the area is public and is identified as parks and open space. This area will not be developed and should not be included in the Town Center. The Town Center extends from Elm Street on the east to I-90 on the west.

In 1977 the concept included a large percentage of the area as the expanded Central Business Commercial area to include small shops and boutiques, both north and south of the Chicago, Milwaukee, St. Paul and Pacific Railway.

The Central Business Commercial Area actually has not followed the plan adopted in 1977. Two areas were reclassified from the proposed use to multiple family. Along Walnut Street, there have been two new uses developed which includes retail and office/residential.

Sales tax revenue is not gained from office or residential uses. The area as recommended in the 1977 plan was to be developed as a small retail and service area which addresses the local residents but, more likely, the commuters using the railway.

Metra rail service can provide an incentive that the commuters using the railway can use other uses than the off-street parking areas. The Town Center actually is divided by the railway. This also divides the expanded commercial area along Irving Park Road.

The area in the Town Center west of Maple street on both sides of Irving Park Road from Catalpa Street extended is shown as an expanded Community Commercial Area to be used for business and professional goods and services.

The multiple residential area southeast of the Town Center core area, which is still being developed, will increase the viability of this area through the creation of a walk-in market for the area. Therefore, the businesses should offer the consumer a wider range of goods

and services at greater convenience and by increasing the attractiveness of the Town Center.

It is recommended that the Town Center be a concise area generally located between Center Street on the north, south of Line Street on the south and generally Maple Avenue on the east. The area would be extended south of the railroad and tying in with the new Metra parking area.

The commercial development along Irving Park Road, as included in the previous Town Center, should be required to conform with established setbacks, building orientation, landscaping and signs which are compatible with the character established by the bank building, the Village Hall, the train station, and the medical clinic. No parking should be allowed in the front yard setback and pedestrian amenities should be provided along both sides of Irving Park Road. Curb cuts into Irving Park Road should be consolidated as should parking areas in the rear yards of the commercial users.

The end result should be a boulevard like appearance along Irving Park Road. The large front yard setbacks with uniform signs and abundant landscaping, as well as various pedestrian amenities, should create a very aesthetically pleasing environment.

IMPLEMENTATION OF THE COMPREHENSIVE PLAN

OVERALL PLAN IMPLEMENTATION

The Amendatory Comprehensive Plan, including the General Development Plan (map), for Itasca contains recommendations for the constructive utilization of land and resources as they relate to the future development of the community. The plan provides a reference framework for undertaking development projects required to reach the long-range goals of the community and also provides short-range guidelines for reviewing applications for rezoning and proposed subdivisions of land.

The plan can be useful only if it is implemented. This will require action by public agencies, developers, business, industry and private citizens. Action steps that can put the plan into effect include:

Voluntary compliance arising from community and public understanding and acceptance of the plan proposals.

Coordination by the Plan Commission of the individual plans of various local and regional governmental agencies relative to the recommendations made in the comprehensive plan.

Adoption, implementation, and continuing review by municipal officials of the codes and ordinances including zoning ordinance, subdivision regulations, development standards and specifications, a storm water control ordinance and other regulatory ordinances and development controls.

Adoption of a capital improvements program by the governing body to guide expenditures in the foreseeable future.

Adoption of an official map with procedures for continuing review and amendment where necessary.

Itasca has available many of the tools necessary to implement the amendatory comprehensive plan. However, there are others which should also be used to help capitalize on the strengths of the community and also to solve problems of growth. Adoption, enforcement and continuing review of zoning ordinance, development standards and specifications ordinance, and to amend the subdivision regulations for use in the community will result in a better community. This will help eliminate many of the problems related to future development and will give local governing officials the proper instruments of control necessary to insure orderly growth. It is especially important to provide adequate regulations for the unincorporated areas recommended for annexation within the plan. When community boundaries are extended, appropriate design and

developmental standards as contained within the plan can be immediately implemented, thereby providing for rational development while minimizing community costs.

Public Acceptance by Citizens

Public acceptance of the amendatory comprehensive plan is important. Citizens who make many individual investment decisions that will influence the future development of the community must feel that this plan offers sound solutions to growth problems and, therefore, assures them of both return on and protection of their investment. This assurance will encourage voluntary compliance with the plan. Nevertheless, strong civic leadership, both inside and outside local government, is needed on a continuing basis to publicize the plan, emphasize its value, and encourage its acceptance as a guide to sound community development.

Action by the Plan Commission

The Itasca Plan Commission is an advisory body whose prime responsibility is to develop plans for the future of the community. A major step toward achieving this responsibility was participation in the development of the amendatory comprehensive plan. The Itasca Plan Commission's continuing overview includes a study of routine matters involving zoning and subdivision, as aids to implementation of the amendatory comprehensive plan. Its advisory and coordinating functions have a far-reaching effect on physical, social, and economic development in the Itasca planning area. It is that body in the community that has the responsibility and authority to coordinate the development proposals of one agency with those of another, as well as with the long-range amendatory comprehensive plan.

While no plan commission has enforcement authority to require conformance with an official amendatory comprehensive plan, it does, however, have authority to review proposals for changes in land use, etc. It cannot be assumed that agencies or individuals (developers, businessmen, etc.) will always desire to make their individual plans conform to the Itasca General Development Plan (map). The support of the governing body, community leaders and the general citizenry will do much to provide the proper climate in which conformance becomes the rule rather than the exception.

Adoption and Review of the Comprehensive Plan including the General Development Plan (map) by the Governing Body

Following a public hearing, the Village Board should consider enacting the Amendatory Comprehensive Plan including the General Development Plan (map) as a guide for future growth. After adoption, the Amendatory Comprehensive Plan, including the General Development Plan (map), should be recorded to officiate the documents, and shall be referred to if it is to be implemented and not remain stagnant. To further aid the plan in remaining viable, it should be reviewed periodically, as necessary, and consideration

should be given to major revisions, if needed, approximately every three to five years. The scope and extent of plan revision, of course, depends on the rapidity and trend of growth, the availability of new or changing data, and other factors which have an effect on the relevance of the plan.

Ordinances to Insure Continuing Planning Controls

Zoning Ordinance - The amendatory zoning ordinance is one of the essential tools used for implementing the amendatory comprehensive plan. By this legal means for controlling development within the corporate limits, an orderly and desirable pattern of land use can be achieved. Since urban development occurs through individual projects, the zoning ordinance, in conjunction with the comprehensive plan, is an important aid in unifying the project planning efforts of many individuals.

The zoning ordinance, as amended, coordinates project activities with policies expressed in the amendatory comprehensive plan. The ordinance contains provisions for regulating the use of property, the size of lots, yards, and open spaces, and the height and bulk of buildings. In addition, it establishes direct and indirect limitations on population density in the areas through minimum lot area requirements.

Subdivision Ordinance - In the future, parts of the community will be developed as a result of individual tracts of land being subdivided. When street designs are laid out and land is divided into lots, the pattern of development becomes established for an indefinite period of time. Once land is subdivided and development takes place, it is often extremely difficult to change. Many of the problems inherent in past developments could have been avoided with proper land subdivision.

The subdivision of land involves expenditures for the installation and maintenance of public improvements and the development standards and specifications controlling the development of streets, curbs, gutters, sidewalks, and water lines, as well as potential income in the form of property taxes. It is the responsibility of local government to insure that new subdivisions conform to the General Development Plan (map) and other community policies and standards, including insuring that subdivisions are compatible with existing development.

The subdivision ordinance establishes reasonable requirements and procedures that shall be followed to protect the general welfare of the community. Development of various parts of the community can be coordinated and a logical street pattern established. When a plat is presented for approval, community officials have an opportunity to evaluate, prior to construction, what impact the proposed development will have on existing public facilities and services, and to consider the financial aspects, including both tax revenues and costs to the community. The ordinance protects individuals who purchase lots or homes in a subdivision, by assuring homeowners that the layout of the subdivision and installation of improvements meet specific minimum standards. In addition, the controls in a subdivision ordinance discourage substandard developments.

Capital Improvements Program

A public or capital improvements program is a long-range study to identify: (1) public improvements needed in the community and corresponding priorities; (2) their estimated costs; (3) the anticipated revenues with which to finance them; and (4) the programmed time frame in which such improvements are to be developed. As a community planning tool, a public improvements program coordinates improvements that will be needed in the community over a series of extended time periods based on the ability of the community to finance them.

In developing a program, a list of proposed capital improvements, including enlargements and replacements of existing facilities, is compiled jointly by the governing body, the heads of various municipal departments and the Itasca Plan Commission. Such a list usually contains large, relatively permanent community facilities: streets, water supply and distribution systems, sewers, sewage treatment plants, storm drainage facilities, parks and recreation centers, parking facilities, and the replacement of municipal equipment. The items proposed are evaluated and reviewed in conjunction with anticipated revenues, fixed expenses, and the ability of the community to borrow. Then, based on what is most urgently needed and on proposals in the General Development Plan (map), the projects are arranged in order of priority, with an estimate of the approximate cost of each item. Improvements scheduled for construction and/or purchase, usually over a five or six year period, are then arranged by year and included in the capital budget.

The budget includes an estimate of how much it will cost to construct each project and the source(s) of funds to finance the work. Federal, state and regional fund sources should be considered by the Village. Detailed cost figures for projects on the priority listing are prepared annually and incorporated into the capital budget for the year. As projects are completed, major construction projects and purchases scheduled for the succeeding year are then included in the next capital improvements budget.

A capital improvements program has several advantages for Itasca including the following:

It can minimize fluctuations of the tax rate over a period of years.

Projects can be undertaken in their order of urgency.

It enables all municipal departments to coordinate proposed projects, maximizing available funds.

All municipal projects can be evaluated in relation to each other.

The community may acquire land at lower costs through planned, advance acquisition.

Wasteful, overlapping projects are prevented.

The maximum use is made of available funds.

Projects are not prematurely undertaken.

Future plans of the community are made known to all citizens.

Attention is called to community deficiencies.

To develop a more sound policy and to implement the General Development Plan (map), a capital improvement program should be established, adopted and continually reviewed on an annual basis.

Official Map

The purpose of an official map is to reserve future locations of streets, highways, public utility rights-of-way, sites for public buildings or public open space for future public acquisition. When this authority is exercised, the Village Board, after receiving a recommendation from the Plan Commission, may establish and adopt the official map and the accompanying regulations for its respective areas of jurisdiction. After the General Development Plan (map) has been prepared and adopted, and with approval of the Village Board, the exact location of such facilities is determined and shown on the official map.

The legislative process gives the Village Board the opportunity to acquire the property and to conserve areas for public use, if so needed, within a reasonable length of time after the owner applies for a building permit. The authority granted by this legislation should be exercised by the Village in the public interest. Further, the Village Board will be able to defer purchase of land for future use until development by the owner is imminent and it becomes necessary to purchase land which is crucial to long range public improvements.

IMPLEMENTING THE TOWN CENTER PLAN

The Itasca Town Center Plan, as revised, is, in a sense, a statement of a goal. Many public and private decisions and actions will be needed to accomplish the overall goal. But, if the goal is to be achieved, the decisions and actions should be coordinated. Ideally, public and private investment in the area should be mutually supportive.

It should be noted that the plan is not a dream or program. The plan is a statement as to what is desirable and attainable under conditions known at present. A program, on the other hand, describes specific interrelated projects or activities to which time frames have been assigned and to which known resources have been allocated.

Thus, any discussions of implementation at this point shall emphasize the matter of how the public and private sectors organize themselves to develop one or more programs to accomplish the goal inherent in the Town Center Plan.

Organization

In small communities like Itasca, where so much must be accomplished through volunteer efforts, the full range of organizational alternatives is not really available. In large communities with more diverse business communities, for example, there are often local chambers of commerce with a full time staff which can devote attention to market studies and other groundwork necessary to assemble a development program. Similarly, large municipalities have planning or development personnel which perform staff work from the initial concept through project completion.

Within the context of Itasca's experience and practices, however, there are several possible approaches, as the following describe:

1. A study committee with no formal powers could be formed. This might include representatives of the business community and municipal government, and possibly citizen-consumer(s) at large. The committee would make recommendations for specific actions to the Village, and would prove useful also as a means of communication between the business community and local government.
2. Under the Tax Increment Financing (TIF), a municipal financing tool to stimulate redevelopment, is being used more and more frequently by communities across the United States.

The essence of the Act (Chapter 24 of the Illinois Revised Statutes) is that a TIF district captures the incremental increase in property tax revenue for new and renovated development to pay for the investment expended for development.

This Act should be addressed in providing revenue to further the improvement of the Town Center.

3. A business district development corporation could be formed. Such corporations often are a means for assembling private resources to accomplish specific parts of the overall program.

The permanent organization ultimately chosen would first confront the need to prepare a program for development, and probably would require at least a modest budget.

Sources of Funds for Public Improvements

Any developmental program, if it is to be successful, must be adequately financed. Where private investment is conditioned upon or influenced by public outlays for supplemental facilities, that private investment will not occur without firm commitment on the public side. This principle operates on a fundamental level. For example, commercial development at a particular site may be dependent upon adequate access to a parking lot which involves a turning lane and signalization. Inasmuch as the traffic improvements are needed to make the parking lot work well and the parking is vital to the proposed business, failure to provide the improvements in a timely manner may cripple the business during its crucial start-up period. This need for coordination, with its associated need for commitments several years into the future, implies that planning for business development must be closely coordinated with municipal capital programming.

Public improvements can be funded from a variety of sources, both general and special purpose. As for general funds (property taxes, sales tax rebates, etc.), these may be used for any of the kinds of improvements usually generated by a downtown improvement program. However, as a practical matter, it seems more likely that a municipality would turn to special purpose revenues.

The more well known revenues may be listed here:

1. Motor vehicle tax;
2. Motor fuel tax (MFT) funds;
3. Utility taxes;
4. Special purpose property taxes, including those for community buildings and cultural centers.

THE GENERAL DEVELOPMENT PLAN FOR FUTURE LAND USE: A FINAL NOTE

The Itasca General Development Plan (map) represents a composite of all the land use elements: residential areas, recreation facilities, environmental considerations, community facilities, commercial and industrial areas, and a thoroughfare plan.

A prime objective of the plan is to achieve a balance of land uses that will economically, physically and socially benefit the residents of the Village. Thus, to achieve this balance of land uses, each of the above elements has proposed a general plan for a specific land use. In turn, each element has been combined to form a general plan of land use that will serve to guide the long-range land development of the area as shown on the Itasca General Development Plan (map), which is part of the Comprehensive Plan Document.

In conclusion, the Itasca General Development Plan (map) for future land use can be defined as:

A long-range, comprehensive and general guide for the development of land, circulation and public facilities in the community.

A map of future land uses and the accompanying documentation describing the details.

The result of an orderly process of study which has guided the Itasca Plan Commission thus far in a study of:

Land Use

Population, Housing and Economic Characteristics

Community Facilities, including schools, parks and open space

Commercial Land Use

Industrial Land Use

Thoroughfares

Environmental Considerations

Finally, the following should be kept in mind in terms of using the Itasca General Development Plan (map) as a growth and development guide:

THE GENERAL DEVELOPMENT PLAN (MAP)
IS NOT:

The municipal zoning ordinance

Any other ordinance that regulates the use of land

A rigid unchanging plan or statement concerning land use, growth and development

The final answer to the problems of the future

THE GENERAL DEVELOPMENT PLAN (MAP)
IS:

Based upon present knowledge and goals

Flexible so that it can be changed when the Itasca Plan Commission and/or other municipal officials and citizens see the need for such a change

A guide for decision making...it does not make decisions

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ENVIRONMENTAL CHARACTERISTICS

The review of the available environmental characteristics information and recent data from the U.S. Department of Agriculture and the Federal Emergency Management Agency will be evaluated and used to address flood plain areas and soil data pertaining to the undeveloped areas within the planning area of Itasca. Also reviewed is recent information pertaining to the noise exposure areas generated by aviation activity at O'Hare International Airport.

The natural and environmental resources inventory (Chapter 4) included in the 1977 General Development Plan Report "Part One: Background Studies for Planning" covers an indepth study of the subject matter.

The purpose of the natural and environmental resources inventory as included in the above report was to provide the basic information necessary to understand and evaluate the natural and, in some instances, man-made features of the environment in the Itasca planning area in terms of the opportunities and constraints they place on urban development.

The natural and environmental inventory deals primarily with natural features of the earth such as soil, water and air.

In the above report nine major environmental aspects of the planning area were inventoried: meteorology, geology, physiography, hydrology, vegetation, wildlife, noise levels, soils and aesthetics.

Reference to Chapter 4 of this report is encouraged because the basic data are invaluable in the formation of the comprehensive plan or a comprehensive amendment to a plan.

Surficial Drainage and Flooding

Like most natural features, drainage systems evolve through time, constantly seeking greater efficiency. As a result, the natural drainage systems which exist today represent the highest degree of stability attainable thus far. However, under conditions of heavy rain storms or spring thaws, or a combination of the two, stream channels are often-times insufficient to carry all of the runoff that is generated. Of necessity, some water overflows the banks of the channel and spreads across the adjacent land, known as flood plain. The natural function of the flood plain is to store and transport water downstream that cannot be contained within the stream channel.

Throughout the Itasca planning area, the streams, marshes, bogs and flood plains have been interfered with in numerous areas, contributing to severe flooding which have occurred in the past. In addition, the continued urbanization in the planning area has also contributed to increased stormwater runoff into the creeks and streams increasing the volume of water the drainage systems must carry and the size of the flood prone area.

The entire Itasca planning area is drained by Salt Creek and its tributaries, Spring Brook, Meacham Creek, and the Devon Avenue tributary which flows through Hamilton Lakes.

The Salt Creek flood plain is located along the entire eastern border of the planning area, from Devon Avenue all the way south to the Milwaukee Road railroad tracks north of Irving Park Road. The west side of the flood plain in this stretch lies in Itasca; the east side in Wood Dale. South of the railroad tracks the entire flood plain is in Wood Dale.

In Itasca the Salt Creek flood plain occupies land that is, for the most part, undeveloped (owned by Commonwealth Edison) or open space (Salt Creek Country Club). There is some industrial development, however, that is affected, particularly along Industrial Drive east of Prospect Avenue. Future development along Salt Creek should be carefully planned and engineered to avoid any significant increase in the height or velocity of the flood waters on downstream properties. A flood retention reservoir upstream in Cook County will provide relief from flooding for much of this land in Itasca.

Spring Brook flows from west to east through the Itasca planning area--from Medinah Road all the way to Salt Creek. On its way it passes through three golf courses, and the Village nature preserve and within half a block of the Village Hall at Irving Park Road and Walnut Street. West of I-290 the flood plain is located within Medinah and Nordic Hills Country Clubs and property owned by the Itasca Park District which will be kept as open space. From there to the Village Hall it passes through a relatively low density residential area, Spring Brook Nature Preserve, and the rear end of commercial lots fronting on Irving Park Road. Beyond the Village Hall Spring Brook and its flood plain cross under the railroad tracks onto Itasca Country Club, involving some residential development in the process. From there the stream flows east across Prospect Avenue to Salt Creek on vacant land owned by Commonwealth Edison. Here the flood plain lies on the vacant land and on industrial land along Industrial Drive.

Any additional flood retention capability upstream on Spring Brook would serve to alleviate flooding throughout Itasca in both residential and industrial areas and therefore would be most desirable.

Meacham Creek runs south through the far west side of the planning area. It flows southeast past Medinah Road into unincorporated Medinah and then south across Irving Park Road into Medinah Country Club where it joins Spring Brook at Lake Kadajah. Additional storm water storage capability north of unincorporated Medinah would alleviate flooding problems experienced in this low density residential area.

The Devon Avenue tributary has been incorporated into an elaborate storm water retention/water recycling system in the Hamilton Lakes regional office center development. This should serve to alleviate flooding downstream, as well as to help replenish the groundwater supply in northeastern Itasca.

Soils

In the Background Studies report soil interpretations were provided by the U.S. Department of Agriculture Soil Conservation Service (SCS). Factors considered in the evaluation of soils for urbanization were: wetness, flood hazard, slope, depth to bedrock, depth of water table, shrink-swell potential, shear strength, compressibility, and susceptibility to erosion and frost heave. The evaluation places each specific soil type in one of four categories, describing their limitations to urban development. These categories were: slight, moderate, severe and very severe. At least 90 percent of the vacant, undeveloped and low intensity lands in the Itasca planning area was designated as having severe or very severe limitations for development.

Since this previous report was prepared, the SCS has issued in 1979 an updated soil survey which includes the Itasca planning area. This report is titled: "Soil Survey of DuPage and Part of Cook Counties, Illinois." In an effort to differentiate between areas which have normal limitations for development, such as are found everywhere in DuPage County, and areas which have limitations to such a degree that normal development might be precluded, the soils in the Itasca planning area were reevaluated in the following manner.

Three soil characteristics were examined: flooding, both frequency and duration, depth to water table and duration, and potential frost action. The SCS rates the frequency of flooding as none, occasional, common and frequent. The duration of flooding is described as none, brief and long. A soil type which experiences flooding frequently and for long periods of time has more problems to overcome for development than one which floods only occasionally and then only briefly or one which floods not at all.

Depth to water table is described as "zero to two feet, one to two feet, three to six feet, greater than six feet," etc. Length of time is described as February to June, November to May, etc. Soils in which the depth to water table is least and which condition may occur for the longest period of time have more problems to overcome than others where the depth to water table is always greater than six feet.

Potential frost action is described as "high, moderate or low". Soils which are subject to high frost action present more problems for urban development than soils with low frost action.

The following soil types have frequent flooding for long periods of time, have a water table at the surface of the ground or within one foot of the surface for six months of the year or longer, and have high potential frost action:

Muskego/Houghton mucks	(903)
Muskego/Peotone soils, ponded	(904)
Peotone silty clay loam, wet	(1330)
Faxon silty clay loam, wet	(1516)
Muskego/Houghton mucks, wet	(1903)

The following soil types are similar to the above group except that they either flood only occasionally for long periods of time or they flood frequently for brief periods of time:

Gilford fine sandy loam	(201)
Peotone silty clay loam	(330)

The following soil types flood frequently for brief periods of time or occasionally for long periods of time, have water tables within two feet of the surface but for only four or five months of the year and have moderate or high potential frost action:

Sawmill silty clay loam	(107)
Bryce silty clay	(235)
Romeo silt loam	(316)
Urban land-Frankfort-Bryce complex	(925B)
Sawmill silty clay loam, wet	(1107)
Urban land-Sawmill complex	(2107)

Finally, the following soils flood occasionally for brief periods of time, have water tables within two feet or less of the ground surface for three to five months a year and have high potential frost action:

Harpster silty clay loam	(67)
Milford silty clay loam	(69)
Selma loam	(12J)
Drummer silty clay loam	(152)
Thorp silt loam	(206)
Ashkum silty clay loam	(232)
Will silty clay loam	(329)
Urban land-Markham-Ashkum complex	(923B)
Urban land-Milford-Martinton complex	(924)
Urban land-Drummer-Barrington complex	(926B)
Urban land-Hoopeston-Selma complex	

Four out of the five soils in the first group are present in the Itasca planning area. These are: 903, 904, 1330 and 1903. Usually these soils are found in isolated spots of less than ten acres. Two areas which are larger than this are found in Campbell's Slough Forest Preserve and in Meacham Creek Park. In forest preserve are found large areas of 1330-Peotone silty clay loam, wet, 903-Muskego/Houghton muck, and 904-Muskego/Peotone soils, ponded. In the area adjacent to Meacham Creek Park is a large area of 1903-Muskego/Houghton mucks, wet. Smaller, isolated areas of these soils include the stormwater detention area at the northeast corner of Rohlwing Road/Thorndale Avenue in the industrial park and the stormwater detention area south of Bryn Mawr Avenue at Maple Avenue. All of these solutions - incorporation in forest preserve, local open space, and stormwater detention basins - are appropriate land use decisions for these types of soils.

In the second soil grouping, Itasca has smaller pockets of the Peotone silty clay loam soils (330). One of these is located on the south side of Thorndale Avenue in the unincorporated area just north of the Arlingdale subdivision. The same solutions are appropriate for this group as for

the first group of soils - incorporated into open space areas and storm water detention basins.

In the third soil group, Itasca has extensive areas of the 107 and 2107 types-Sawmill and Urban land-Sawmill Soils. These are flood plain soils, located along Salt Creek, Spring Brook, and Meacham Creek.

In the last group there are large areas of 152 and 232-Drummer and Ashkum silty clay loams. These can also be flood plain soils, such as along Meacham Creek north of Irving Park Road and along the Devon Avenue tributary in Hamilton Lakes. They are also located in natural drainage swales throughout the planning area. The developed residential areas of Itasca and the Itasca Ranchettes are identified as the 923B soil type - Urban land, Markham/Ashkum complex. Good drainage-storm sewers, ditches, swales and the like-is very important in these areas, particularly the Ashkum soils.

Airport Noise Corridors

Since the "Background Studies" report was issued in 1977, new information has been made available by the City of Chicago regarding the noise impacts made on areas surrounding O'Hare International Airport by the operation of jet aircraft.

The noise measure used to describe the noise impacts is called the "day-night average sound level" or Ldn. It is a measure of the average 24-hour sound energy which occurs at any one spot over a period of a year.

Using this measure the City of Chicago, as part of its airport master plan process, developed a series of maps showing the "footprint" of the Ldn measure around the airport under various conditions. One of these maps, prepared for Chicago by a consultant, is called "1985 'With-Project' O'Hare Noise Contours". It was prepared in 1984, projecting what the noise impacts would be from the airport in 1985. The map shows contour lines for four different noise levels - 65 Ldn, 70 Ldn, 75 Ldn and 80 Ldn. The higher the number, the higher the noise levels in decibels.

The federal government has established a system which compares different noise levels with various types of land uses. This system rates the compatibility of land use types with the different noise levels. Below 65 Ldn all land use types are considered normally compatible with the noise levels. Over 65 Ldn, various uses become incompatible with higher noise levels. Over 75 Ldn, according to the rating system, there should be no residential uses. Or, to put it another way, where there is residential development there should be no noise levels due to airport operations of 75 Ldn or higher. There should be noise levels of 65 to 75 Ldn only if all the residential structures are soundproofed to an interior noise level of 45 decibels.

According to the 1985 O'Hare Noise Contour map, everything in the Itasca planning area, except for the far southwestern corner of Medinah Country Club is within the 65 Ldn contour line. The 70 Ldn contour line follows

NATURAL AND ENVIRONMENTAL RESOURCES INVENTORY

The natural and environmental resources inventory is intended to provide the basic information necessary to understand and evaluate the natural, and in some instances, man-made features⁹ of the environment in the Itasca planning area in terms of the opportunities and constraints it places on urban development. The opportunities provided by the natural environment result from the natural process and cycles which are necessary to man's survival.¹⁰ Constraints, on the other hand, result from the vulnerability of the natural environment in regard to certain types of urban development. In this regard, the natural and environmental resources inventory is an important element of the comprehensive plan for the Itasca planning area as it attempts to aid in maximizing the opportunities while minimizing the potential problems which could result from the constraints.

For this reason, this chapter will inventory the natural and environmental resources found in the Itasca planning area, and will describe the constraints and opportunities associated with each and will identify those areas where such resources are located. From this, the inventory information can be synthesized into urban suitability classes which determine the suitability of different types of land uses for each portion of the planning area from an environmental point of view. Finally, this chapter will discuss the opportunities which the use of this information makes possible.

Environmental And Natural Resources In The Itasca Planning Area

An established policy of the comprehensive plan for the Village of Itasca is that urban development should be limited to a level that does not exceed the capabilities and requirements of a healthy, natural environment, with the conservation of the Village's natural resources as the principal determinant of the nature and extent of urban development. To provide the information necessary to implement this policy, this section inventories the natural and environmental resources of the Itasca planning area. Nine major environmental aspects of the planning area are inventoried: meteorology, geology, physiography, hydrology, vegetation, wildlife, noise levels, soils, and aesthetics.

⁹ The natural and environmental inventory deals primarily with natural features of the earth such as soil, water and air. However, there are also certain man-made features of the environment such as noise levels and aesthetics which place constraints on urban development.

¹⁰ The natural environment is composed of various elements such as rocks, soil, water, trees and plants, climate, and living organisms. These elements form, in various combinations, systems which in turn carry out natural processes in cycles. Examples of these cycles are the hydrologic cycle which is the movement of water through the environment in its various forms; chemical cycles which are composed of carbon, nitrogen, and oxygen paths through the environment; and nutrient cycles which are food chains in the environment. Natural processes that are so carried out have significant benefits for man.

Meteorological Factors

Meteorology is concerned with the atmosphere and its phenomena, particularly with weather. Climatic conditions such as temperature patterns, precipitation rates, solar intensities, prevailing wind directions and speeds, and identification of areas with severe weather turbulence are important factors in regional growth and development characteristics, and are also important in local site plan considerations. While the Itasca planning area is a geographical area too small to base large-scale planning and land use decisions on climatic differences, such information can be used on an individual site design basis. The proper setting of a home or other structure in regard to the prevailing wind direction, orientation of the sun and other climatic factors can reduce energy consumption. Additionally, wind speed and direction, rainfall, and atmospheric conditions also affect air quality and the movement of air pollutants.

Wind direction and velocity are two of the most important climatic elements in planning because of their direct influence upon human comfort and dispersal of air pollutants. The most ideal ventilation system would be to rely upon local winds that draw relatively clean and cooler air from the countryside into urban centers. Fortunately, the prevailing winds from the west and southwest in Du Page County perform this function, greatly dispersing the air pollutants in the atmosphere. However, the ultimate solution for the protection of air resources is to arrest the emittance of pollutants into the atmosphere at their source.

In regard to Itasca, the most notable sources of air pollution are motor vehicle and aircraft emissions and construction activities. While source control of these air pollution sources is beyond the scope of this comprehensive planning program for Itasca, there are certain planning actions which can help to significantly reduce the amount and/or effect of such pollutants.

Geological Features

Geology is the science that deals with the history of the earth. The geologic history of Du Page County and the Itasca planning area is of great significance in helping to understand the natural environment of the area. This is so because it is an area's geologic history which is the major determinant of patterns of occurrence of mineral deposits, various soil types, vegetation, lakes and streams, underground reservoirs and recharge areas, and surface topography. These geologic conditions, in turn, have significant implications for urban development and land use, and must be taken into consideration in the comprehensive planning program.

Mineral Resources. Mineral resources in Du Page County are limited primarily to sand and gravel, with some dolomite limestone bedrock deposits. These resources are primarily used for construction purposes. Such mineral resource deposits must be identified in order to prevent development upon them until it has been determined whether or not they are suitable for mining. In the Itasca planning area, mineral resource deposits are not common. There are only limited sand and gravel deposits which are not large enough to mine. As a result, mineral resources present no constraints to development in Itasca.

Geologic Environments With Limited Bearing Capacity For Urban Development. A major factor which must be considered in determining the suitability of urban

development for a particular area is the capability of the ground to support buildings and other structures. This capability is termed bearing capacity. Areas that have good bearing capacity are suitable for most types of urban development, while areas with limited or poor bearing capacity should be reserved for recreation, open space, and agricultural uses. The Itasca planning area, like all of Du Page County, is fortunate in that the major geologic elements which limit structural bearing capacity such as sub-surface fault lines, volcanic rock, water-saturated fine textured sands, and land subject to mud slides are seldom found in this area. However, the planning area does contain peat and muck deposits which have limited bearing capacity. These constraints are indicated on Plate 4.

Peat and muck deposits form in wet areas, such as marshes and bogs where oxidation is retarded, leaving accumulated organic matter preserved in thick deposits. The decomposition which does occur releases highly combustible gases and forms an organic residue called humus. The deposits thus formed, peat and muck, are composed of eighty to ninety percent organic matter. The principle distinction between the two deposits is that peat contains a high level of fibrous organic matter, usually above fifty percent, whereas muck is composed of much more highly decomposed organic matter (usually less than fifty percent fibrous). In either case, these deposits are extremely compressible under surface loading and are prone to shrinkage and swelling as the water table fluctuates. In addition, the organic content and associated gases are highly combustible when dry. Structures associated with urban development such as roadways, utility lines, and building foundations which are built on peat and muck deposits are subject to severe settling, shifting, and fire and health hazards. For these reasons, such deposits are considered as severe constraints to urban development.

The remainder of the planning area, excluding peat and muck deposits, has few, if any, areas of limited bearing capacity. It is possible, however, that some limitations may occur in localized areas. It should therefore be required that any site's bearing capacity be tested thoroughly before development is permitted. In addition, before any attempts are made to mitigate bearing capacity limitations by grading, excavation or filling, the environmental impacts of such actions must be evaluated.

Geologic Environments With Potential For Groundwater Recharge. Groundwater is the water that is stored within and flows through the rock formations underneath the surface of the earth. The Itasca planning area, like all of Du Page County, currently obtains all of its domestic, municipal, and industrial water supplies from this groundwater reservoir. However, it is estimated that by 1990, some areas of the County will experience shortages of water as these groundwater reservoirs decline. As a result, it is necessary to protect this source of water by identifying and protecting from intensive ground cover those geologic regions which contribute to the recharge and replenishment of groundwater supplies.

In the groundwater hydrologic cycle, water is constantly entering and leaving groundwater aquifers. Wherever precipitation touches the earth, some of it soaks in. It seeps downward toward the earth's center until blocked at some depth by nonporous rock; simultaneously it spreads out horizontally such that vast volumes of the earth become saturated with water. These water saturated formations are known as aquifers. The process by which the surface water enters into the groundwater supply is known as recharge. Recharge occurs naturally in virtually all of the County, however, due to geologic features such as coarsely grained geologic material, depth to bedrock surface, location of sub-surface aquifers, aquifer thickness and saturation, and the type and thickness

of overburden, the rate at which recharge occurs differs substantially. The geologic environments associated with aquifer recharge in order of decreasing recharge potential are as follows:

1. Sand and Gravel (Outwash) C-1 - Heights recharge potential and most severe limitations to urban development;
2. Sand and Gravel (Ice Contact) C-2 - Moderate to good recharge potential indicating severe limitations to urban development; and
3. Silt and Clay Till Overlying Sand and Gravel or Bedrock F-1 - Moderate to limited recharge potential depending upon the depth of till overlying the sand or gravel. Each area should be locally examined for recharge potential, but generally these geologic environments place moderate limitations on urban development.

These three geologic environments are indicated on Plate 4.

There may be specific locations within these areas which do not presently contribute to the recharge of aquifers. However, because of the great importance of the groundwater supply, these areas should be protected to the greatest extent possible. Development should not significantly alter the recharge capability of the site by covering it with impervious surfaces. Instead, the proportion of land devoted to open space uses in a recharge area should be maximized.

Geologic Environments Least Likely To Protect Groundwater Resources. In addition to protecting the quantity of groundwater resources, it is also necessary to protect their quality by preventing contamination from surface pollutants. During the passage of surface water through the ground, it is purified naturally by the soil acting as a filter. The degree of purification, however, depends upon the rate of infiltration, the thickness of the filtering material, and local geologic characteristics. Therefore, different geologic environments permit different concentrations of pollutants to enter the aquifers. As a result, it is necessary to keep any development that has the potential to generate pollutants away from areas that would permit the infiltration of these contaminants into the groundwater supply. Specific geologic environments where this is necessary are as follows:

1. Surficial Aquifers Continuous to Bedrock and Bedrock Outcrops - Any pollutants on the surface of these environments will be washed directly into the groundwater reservoir, thereby presenting a very severe limitation to all types of urban development;
2. Sand and Gravel (Outwash and Ice Contact) C-1 and C-2 - Due to their rapid permeability rating and direct contact with aquifers, all environments with good potential for groundwater recharge also have the potential to transmit surface pollutants to the groundwater supply. The greater the recharge potential, the greater the pollution potential. As a result, these environments present severe limitations to most types of urbanization;
3. Silt and Clay Tills - With only moderate to slight recharge potential, these environments have only moderate limitations for some types of urban development.

These constraints on urbanization found in the Itasca planning area are indicated on Plate 4.

THE VILLAGE OF ITASCA, ILLINOIS

ENVIRONMENTAL CONSTRAINTS

LIMITATIONS FOR DEVELOPMENT

-  FLOOD PRONE AREAS
-  PRIME RECHARGE POTENTIAL
-  MODERATE RECHARGE POTENTIAL
-  AREAS OF SIGNIFICANT TREE COVER
-  MARSH OR WETLANDS
-  AIRPORT NOISE CORRIDOR - 40 N.E.F.*
-  AIRPORT NOISE CORRIDOR - 30 N.E.F.*
-  SEVERE SLOPES[†] 12% AND GREATER
-  MODERATE SLOPES[†] 6% TO 12%
-  PEAT AND MUCK DEPOSITS
-  FOREST PRESERVES
-  PROPOSED WATERSHED MANAGEMENT AREAS

VISUAL AND AESTHETIC FEATURES

-  SCENIC VISTAS
-  ITASCA PLANNING AREA SECTORS

*NOISE EXPOSURE FORECASTS ARE A MEASURE OF THE TOTAL NOISE ENVIRONMENT RESULTING FROM AIRCRAFT DURING TAKEOFF AND LANDING.
[†]SLOPES DERIVED ON THIS MAP ARE NOT TO BE USED FOR THE PURPOSES AS DERIVED FROM 1985 & 1984 U.S.G.S. TOPOGRAPHICAL MAPS.

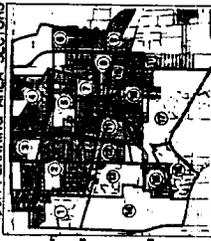
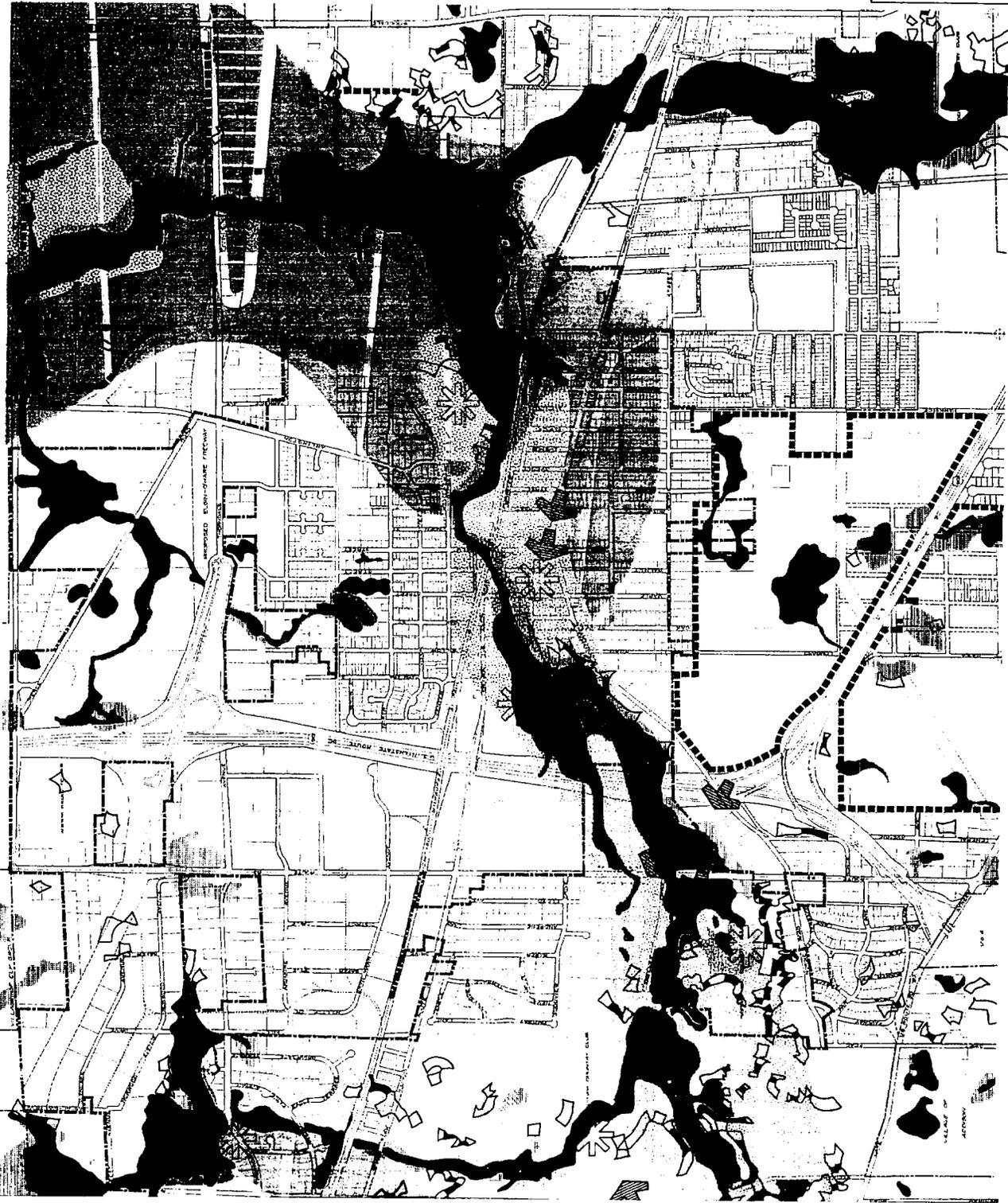


PLATE 4

SYMBOL	DESCRIPTION
	SCENIC VISTAS
	ITASCA PLANNING AREA SECTORS
	FLOOD PRONE AREAS
	PRIME RECHARGE POTENTIAL
	MODERATE RECHARGE POTENTIAL
	AREAS OF SIGNIFICANT TREE COVER
	MARSH OR WETLANDS
	AIRPORT NOISE CORRIDOR - 40 N.E.F.*
	AIRPORT NOISE CORRIDOR - 30 N.E.F.*
	SEVERE SLOPES [†] 12% AND GREATER
	MODERATE SLOPES [†] 6% TO 12%
	PEAT AND MUCK DEPOSITS
	FOREST PRESERVES
	PROPOSED WATERSHED MANAGEMENT AREAS

PREPARED BY THE DUPAGE COUNTY REGIONAL PLANNING COMMISSION



Physiographical Features

Physiography is the study of the natural phenomena which occurred in the past and is still occurring presently such as uplift, weathering, and erosion. These events, along with the ice sheets which advanced and receded over Northeastern Illinois, have contributed to the topography which exists in the Itasca planning area.

Topography. Du Page County is characterized by low, broad, rolling to slightly undulating moraines containing numerous marshes and poorly drained areas. The surficial land formations are primarily the result of the advancing and retreating of the glaciers which crossed the area some 12,000 years ago. After their final retreat, deposits of unconsolidated glacial materials remained to depths of just over 200 feet in some locations, but generally between fifty and 150 feet thick. The glacial moraines are the most prominent topographic land feature within the County, usually having a north-south axis. A layer of wind-deposited, fine loamy material was laid down on the surface, and was involved in the formation of various soil types occurring in the area.

The lowest land elevation in the County is 585 feet above sea level, near the Des Plaines River. The surface rises gradually toward the northwest, and reaches a maximum elevation of approximately 840 feet in the northwest corner of the County. The Itasca planning area is relatively flat having its low point at an elevation of 673 feet and its high point at approximately 750 feet. The low points are located at the Salt Creek Basin and then rise gradually upward toward the west, reaching the high point in several areas west of Route 53.

Slope As A Constraint on Urban Development. In addition to contributing to the visual character and variety of the landscape, the physiography of an area has great influence on natural drainage patterns, storm water runoff velocity, and soil erosion conditions. The major aspect of concern in this regard is the slope of the land which is the ratio of the change in vertical elevation over horizontal distance. Slope describes the steepness of the landscape and has many implications for various land uses. Generally, steep slopes are areas of rapid runoff during rainstorms. Soils on steep surfaces are subject to erosion by wind and water to a greater degree than soils on flat land. Therefore, during heavy storms, severe erosion may occur in areas with steep slopes. The situation is aggravated by the fact that vegetation in some particular cases may have difficulty establishing or maintaining itself in steep areas. Where it exists, it can serve as an anchoring mechanism for the soil; where slopes are barren, soil will erode away more easily.

In order to avoid hazards and damage to man and the natural environment, it is necessary to evaluate the suitability of land of various slopes for certain types of land uses. Several agencies have developed criteria which can be used to determine the compatibility of different land uses with different degrees of slope. The Soil Conservation Service of the U.S. Department of Agriculture advises that, while the maximum slope appropriate for a particular type of development is dependent on the specific properties of each site, slopes greater than twelve percent generally present severe limitations to most development. Building highways or high-intensity development such as commercial or industrial uses on slopes over twelve percent can have serious consequences for flood management and erosion, as well as imposing large economic costs on the developer.

The Illinois State Geologic Survey states in its Environmental Geology Series Report # 22, Geologic Factors in Community Development in Naperville, Illinois, that land exceeding a six percent slope begins to exhibit several unstable conditions such as increased soil erosion and land slippage when intensively developed.

As a result of such problems, it is necessary to limit development on those sites in the Itasca planning area which have slopes greater than six percent. Slopes of twelve percent or greater pose severe limitations to urbanization; and, for reasons of erosion and flood control, aesthetic quality, and public safety; physical alteration and intense urbanization of these areas should be discouraged. Forestry, certain forms of recreation and very low density housing under carefully controlled conditions would be more appropriate uses. Sites within the planning area which have slopes less than twelve percent but greater than or equal to six percent pose moderate limitations to urban development. Development of these areas may impose additional costs on the developer or threaten the environment to some degree, depending upon the proposed land use and on-site conditions. Before any alteration of natural sites with slopes of at least six percent occurs, site design and construction techniques should be carefully examined.

Regardless of the slope category, any site being considered for development should be maintained as close to its natural contours as possible. Any alteration of the natural grade by excessive cutting or filling can contribute to the instability of the site and impose negative environmental impacts. Filling, which is designed to raise spot elevations, is accomplished by adding additional earth materials to the site. Such action increases distance between soil surface and plant rooting zones, limits sub-surface aeration, reduces nutrient and moisture infiltration, alters natural drainage, and destroys the humus layer and existing vegetation on the site. Cutting is designed to reduce spot elevations by physically removing earth materials from the site. This activity removes the humus layer of the soil thus reducing available nutrients, disturbs and often removes the plant rooting zone, retards or destroys vegetative cover and thus increases potential for soil erosion, and reduces or removes plant roots which results in die-back of vegetative canopy. If filling and cutting are necessary in site development, appropriate steps to abate the negative impacts should be taken.

Hydrological Characteristics

Hydrology is the science dealing with the properties, distribution and circulation of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere. The investigation into the aspects of hydrology related to urbanization has three major concerns; natural surficial drainage patterns, particularly during flooding; the groundwater cycle with specific interest in water supply; and water quality.

Surficial Drainage and Flooding Like most natural features, drainage systems evolve through time, constantly seeking greater efficiency. As a result, the natural drainage systems which exist today represent the highest degree of stability attainable thus far. However, under conditions of heavy rainstorms or spring thaws, or a combination of the two, stream channels are oftentimes insufficient to carry all of the runoff that is generated. Of necessity, some water overflows the banks of the channel and spreads across the adjacent land,

known as flood plain. The natural function of the flood plain is to store and transport water downstream that cannot be contained within the stream channel. If the natural environment is allowed to handle floodwaters the way it has evolved to, it will take care of them very well. It is only when man ignores or interferes with the natural process that flooding becomes a threat to life and property.

Unfortunately, throughout the Itasca planning area, the streams, marshes, bogs, and flood plains have been interfered with in numerous areas, contributing to the severe flooding which has occurred during recent years. In addition, the continued urbanization in the planning area has also contributed increased stormwater runoff into the creeks and streams, increasing the volume of water the drainage systems must carry and the size of the flood prone area. Recently passed storm water retention and runoff and flood plain control ordinances of the Village of Itasca will serve to somewhat improve this situation. Yet, even such measures as these will not stop flooding because complete control of floods is beyond man's ability. What is needed is complete control over the use of wetlands and flood prone areas, allowing only uses that will not contribute to nor be harmed by flooding. In addition, filling, grading, or other physical alterations of the flood plain should be prohibited, unless significant alteration has occurred in the past, in which case such action may be taken to return the flood plain to its more natural contour while at the same time maintaining or improving its original water retention capabilities. The Itasca flood plain ordinance (#432-73) does achieve this end in large measure. However, until such time that the nonconforming uses are removed from the flood plain, flooding will likely remain as a problem in Itasca.

In this regard, it is necessary to identify the drainage systems of the planning area including specific stream patterns, marshes, bogs, and flood plain areas, and preserve them to the greatest extent possible. As indicated and identified in Plate 4, the entire Itasca planning area is drained by Salt Creek and its tributaries, Spring Brook and Meacham Creek. Also identified as constraints to development are the marshes, bogs, and other wet areas in the planning area. Such areas, as well as flood prone areas, should be restricted, to as great a degree as possible, from urban development and maintained in open space uses where feasible.

Groundwater Cycle In an effort to develop a strategy of proper groundwater management that will provide an adequate water supply for Du Page County, the Illinois State Water Survey conducted an analysis and evaluation of the County's groundwater resources. In this study¹¹, the availability of groundwater to meet the future demands within the County was determined. Several conclusions resulting from this study can be made concerning water supply and water demand in Itasca. The shallow aquifers will not be able to supply an appreciably greater amount of water than at present. In some areas of the County, including Addison and Bloomingdale Townships, these aquifers do have a potential for further development. However, declining yields and lowering water levels will become more prevalent as efforts are made to pump more water from these formations. Enhancement of natural recharge by artificial means is the best method of extending the utility of the shallow aquifers beyond their potential yield, but this would require the transporting of water surpluses from within the County. Additionally, the use of surface water resources within and outside of the County and/or water supplies from other areas outside of Du Page County may also be necessary.

¹¹ The Future of Groundwater Resources in Du Page County, Robert T. Sasman, Illinois State Water Survey, April 1974.

Water Quality. The water quality of Salt Creek has deteriorated steadily over the years. The causes of poor water quality are many and varied, but basic are a result of man's interference in nature's cycle. Included among these causes are:

1. Sewage Treatment Plant Effluent - Presently, most discharges to the Salt Creek System do not meet the standards for recreation and aquatic life; many do not even meet the required standards for effluent discharge.
2. Septic Systems - Of the County's 21,500 septic systems, a significant number are periodically inoperable, contributing basically untreated effluent to the drainage system. (Date of Survey - 1976)
3. Stormwater Runoff - Untreated stormwater runoff carries with it street wash, organic residue, animal bodies and wastes, oil, chemicals, and other offensive matter, most of which is transported directly to the drainage systems.
4. Combined Sewer Overflows - During periods of peak flows, combined sewers bypass the treatment facilities and discharge directly into the drainage systems.

The most critical item of pollution in the Salt Creek Basin is ammonia. The permissible amount of ammonia which is not toxic to fish is 1.5 parts per million. Sewage treatment plants on the Salt Creek are now equipped to meet that standard, but other sources of water pollution are not. Since sewage effluent makes up the major portion of the flow, and at times all of the flow in the Salt Creek, it is necessary to make treatment plant effluent of sufficiently good quality to supply enough oxygen to clean up other sources of pollution as well. Sewage treatment of this type is normally very expensive, but new means of treating sewage effluent may reduce the costs of such treatment and provide the opportunity to clean up the drainage systems in the Itasca planning area.

Watershed Management Studies. A recently completed study by Bauer Engineering, Inc. for the Forest Preserve District of Du Page County on the Salt Creek Drainage Basin has proposed a number of forest preserve acquisitions in order to implement multiple watershed management policies.¹² The proposed acquisitions have been adopted by the Forest Preserve District Commission and serve as the land acquisition plan for the Salt Creek area. These acquisitions are designed to achieve multiple benefits in terms of flood control, water quality, water supply and groundwater recharge, open space, recreation, wildlife preservation, and environmental education. Generally, these areas are sites of severe environmental constraints which are best kept from other forms of urban development. Those acquisitions relevant to the Itasca planning area will be shown on the General Development Plan.

¹² Living With a River in Suburbia, prepared by Bauer Engineering, Incorporated for the Forest Preserve District of Du Page County, April 1974.

Vegetation and Wildlife Features

During the past one hundred and fifty years in Du Page County, man has been changing the landscape. He has plowed the prairies, drained the marshes, cut down the forests, and constructed homes, highways, and factories. The few prairies, marshes, and forests remaining are certainly in jeopardy of also being destroyed. Unfortunately, the scientific, educational, and aesthetic values of natural land and the vegetative and wildlife habitats it provides have only in recent years become apparent. Scientists are becoming increasingly aware of the tremendous loss that will be suffered with the destruction of these natural areas.

Areas of natural vegetation and wildlife habitats are important and should be preserved from development for several reasons. They can serve as "check" areas in studies relating to air, water, and soil pollution. Study of natural communities can lead to a greater understanding of the growing problems of human society, the urban environment, and population control. Natural areas are important to research in many areas of land management, and in addition, stand as living museums which link us with the past. Natural plants and animals are of use to man. The plants and animals that man uses are only a tiny fraction of those that exist, and although the potential of others is unknown, it is undoubtedly enormous. In addition, there is a moral obligation to generations yet unborn to maintain the array of natural life which exists.

In its effort to identify such natural areas or particularly unique ecosystems that should be preserved, the Du Page County Regional Planning Commission has two surveys underway, both in their final stages. The first is oriented mainly toward vegetation, while the second is oriented toward wildlife and vegetation habitats. Significant wildlife and vegetation areas are indicated on Plate 4.

Areas of Significant Tree Cover. Vegetation has many values which it provides man. It is important to watershed and drainage management, wildlife habitat management, outdoor recreation and aesthetic quality, erosion control, and air pollution and climate control. At one time, Du Page County was abundantly covered with forest areas. However, development over the years has removed a large number of these areas, depriving the population of the benefits which the forest areas provide.

In an effort to identify and preserve the remaining areas of significant tree cover and unique forests, the Du Page County Regional Planning Commission authorized a survey of such areas. This analysis was based primarily upon aerial photographs of the County in conjunction with field surveys. Forest types identified and evaluated were burr oak, white oak, red oak, sugar maple, thickets (second-growth non-oak trees such as green ash, box elder, black locust, and black cherry), and floodplain forests (usually cottonwood and willow). These types have been evaluated as to quality and given one of three rankings:

1. excellent - well established and undisturbed forests;
2. good - high quality vegetation, but with minor disturbance or with small openings; and
3. moderate - acceptable forest, but with some disturbance.

As a result of the scarcity of remaining forest land, all of these areas should be preserved in their natural state. However, where this is not possible, the forest areas with the highest rankings should receive the first priority for

preservation. Other areas should use proper site design to preserve as much of the existing natural vegetation as is feasible.

Vegetation and Wildlife Habitats. Unique vegetation and wildlife habitats provide man with many of the same benefits mentioned previously in this section. These areas differ from areas of significant tree cover in that there may be no forest cover at all, but a marsh, prairie or other area which has unique species of vegetation or wildlife which should be preserved. Such potential sites in the County are being identified and evaluated by an environmental study team comprised of professionals from relevant academic disciplines. Detailed reports on the species of vegetation and wildlife observed and their significance for preservation are being prepared. While this study is not yet completed there has been an initial study of the Campbell Slough area in Itasca which identified over fifteen different varieties of plant life. Although the animal species on the site have not yet been evaluated, the site does appear to be one worth preserving for its aesthetic, biological, and educational values.

Aircraft Noise Corridors

Aircraft noise corridors are one of the more recent constraints imposed on urban development. Unlike most of the other constraints inventoried, aircraft noise is an entirely man-made constraint on development resulting from recent technological advances. While aircraft noise has somewhat less severe effects than most of the natural constraints, it has particular importance for Itasca because of the planning area's close proximity to O'Hare International Airport.

A study completed in 1971 regarding the aircraft noise problem at O'Hare International Airport diagramed aircraft noise corridors based on noise exposure forecasts.¹³ Noise exposure forecasts (NEF) are calculated on the basis of the total noise environment resulting from the multiple operations of aircraft during take-off and landing, considering such factors as the amount of noise emitted, the average number of flyovers, and the flight path and altitude of the aircraft flyovers. From this information, corridors of noise exposure are defined, one at thirty NEF and one at forty NEF. Three such corridors extend into the Itasca planning area and are indicated on Plate 4.

As indicated on Plate 4, a large portion of the planning area is exposed to aircraft noise levels which are above acceptable standards. While much of the impacted area is already highly developed, the presence of aircraft noise corridors in the planning area suggests certain land use policies which should be followed in future land use recommendations for such areas. Land uses near airports should, if possible, have one or more of the following characteristics:

1. involve few people in their activities;
2. suitable for protection from noise by soundproofing;
3. inherently noisy such that aircraft noise has little additional impact;
4. an allied activity of the airport operation;
5. an activity which is not disrupted by noise; and
6. natural or open space uses which are seldom used by man.

¹³ Metropolitan Aircraft Noise Abatement Policy Study, O'Hare International Airport, Northeastern Illinois Planning Commission, 1971.

Obviously, residential, institutional, and sensitive commercial and industrial uses would be most affected by aircraft noise and should be discouraged in aircraft noise corridors.

Pedological Characteristics

Pedology is the science that deals with soils. A thorough understanding of the soils of an area is vitally important for the proper and most efficient use of the land. The suitability of any site for any land use is dependent upon the properties of the existing soil cover. The characteristics of the soil cover of a site have a major influence upon its drainage patterns, erosion potential, ability to bear permanent structures, and suitability for agricultural crops, as well as trees and shrubs.

In order to obtain more accurate and detailed data on soils, the Du Page County Regional Planning Commission has contracted with the Soil Conservation Service (SCS) of the U. S. Department of Agriculture to conduct a soil survey of the County. Particular types of soils (in addition to groups of soils called series), gravel pits, wet areas, marshes, and artificially created fills were mapped.

In conjunction with the mapping process, the SCS has provided interpretations of soil suitability for several different uses of land. The interpretations made include suitability for urbanization, suitability for septic systems, suitability for agricultural use, suitability for tree and shrub planting, and wetness hazards. The interpretations relevant to the Itasca planning areas, suitability for urbanization and wetness hazards, will be discussed in detail below with respect to the constraints various soil types place on urban development.

Suitability for Urbanization. Soil interpretations for urbanization apply to residential, commercial, industrial, and some road and utility uses, and are for structures of three stories or less with normal foundation loads. The ratings are based on observations of soil to depths of five or six feet. Factors considered in the evaluation of soils for urbanization include: wetness, flood hazard, slope, depth to bedrock, depth of water table, shrink-swell potential, shear strength, compressibility, and susceptibility to erosion and frost heave. The evaluation places each specific soil type in one of four categories, describing their limitations to urban development.

1. Slight - Areas with this soil suitability classification are relatively free of limitations. Limitations that exist are minor and easily overcome.
2. Moderate - Limitations on this soil classification must be thoroughly understood. They can be overcome or modified with correct planning and careful site design.
3. Severe - Limitations on soils in this category are serious enough to make use of the land questionable. They are difficult and usually costly to overcome or modify. Special planning and design is necessary, as are on-site investigations.
4. Very Severe - Limitations on soils in this classification are very difficult and expensive to overcome, and generally preclude the site's use for the purpose intended. On-site investigations are definitely required. Some soils with a very severe designation can

be modified by special soil manipulation for certain kinds of construction projects. Special engineering skills and practices would usually be required, and the costs involved may render the project infeasible.

In all cases, these soil interpretations do not eliminate the need for detailed investigations at each site. The interpretations can be used as a guide to planning more detailed investigations. No consideration was given in these interpretations to the size and shape of soil areas, nor to the pattern they form with other soils in the landscape. Due to the small scale of maps used in making a detailed soil survey, areas of other kinds of soils (up to two acres) may be included within some other delineation on the map. In addition, the interpretations apply only to soils in their natural state, and not to areas that have been altered through grading or compacting.

Soil Wetness Hazards. Unlike the soil interpretations for urban development and the other soil suitability ratings provided by SCS, soil wetness hazards do not provide interpretations for a specific use. Wetness hazard interpretations were developed to indicate areas of existing soil wetness or areas where wetness problems may develop with changes in land use.

Soil wetness hazards are not ordinarily determined by the degree of wetness apparent at the time of mapping. Instead, soil wetness is classified by colors in the soil profile that indicate degrees of soil wetness. These colors can be observed even in dry seasons, and indicate whether the soil has had a history of periodic waterlogging or other means of poor drainage. In this manner, currently wet soils as well as soils which have the potential to become wet when their natural drainage system is altered can be determined.

Like soil suitability interpretations for urban development, estimated soil wetness hazards are classified in four categories as follows:

1. Slight - These soils are well and moderately well drained with little or no evidence of waterlogging. They generally exhibit moderate to rapid surface water runoff.
2. Moderate - These soils are somewhat poorly drained, and show evidence of periodic waterlogging. They have moderate to slow surface water runoff.
3. Severe - These are poorly drained soils which show evidence of frequent waterlogging. They remain wet for a large part of the time, and water is commonly at or near the surface for a considerable part of the year, unless supplemental drainage systems have been installed. These soils exhibit slow surface water runoff and are commonly ponded after heavy rains.
4. Very Severe - These soils are very poorly drained and show evidence of frequent or continuous waterlogging. They remain wet most of the time, have very slow surface water runoff, and are commonly ponded. Some of these areas are actually marshes and have standing water in them. Included in the very severe category are areas that flood. Although they are not necessarily ponded or continuously waterlogged, the hazard of water damage is very severe.

These interpretations, as with all soil suitability interpretations, do not eliminate the need for on-site investigation of the soil properties. To properly apply the interpretations, users will need to consider the intensity of a proposed land use and the extent to which established drainage systems will be altered. Where established drainage systems can be maintained, even though development occurs, the estimated soil wetness hazards may be less significant than indicated. In addition, the season of use is an important factor since soil wetness is generally most limiting during late winter and early spring.

Plate 5 indicates the soil suitability for urban development in the Itasca planning area. This plate is a synthesis of soil suitability for urbanization and wetness hazard interpretations, indicating the combined degree of limitations placed on a site in regard to these two soil properties. As mentioned previously, the SCS also has soil interpretations for such uses of the land as streets, recreational uses, woodland and wildlife areas, and agriculture. Soils found to be unsuitable for urban development should be evaluated for their potential use as open space or agricultural areas. In this manner, urban development can be directed to areas that have the soil capability to support it; and areas unsuitable for general urban development can then be devoted to other needed open space and agricultural uses which do not violate the limitations which the soil types place on it.

Appendix A of this comprehensive plan indicates the various soil types found in each urban suitability category and lists the limitations they place on other uses of the land. This data should be consulted by developers and reviewed by the Village engineer and planners when any of these uses are proposed for a certain area.

Visual and Aesthetic Features

The visual and aesthetic character of a community is an aspect as significant as its geologic structure, vegetative cover, and other natural features. In fact, the visual and aesthetic character of an area is intimately related to these natural features, for the visual quality is a direct expression of the natural systems and interrelationships of a place and the extent to which these systems have been respected. However, visual and aesthetic character does not end with natural features alone. Such an analysis of aesthetic character must include man-made physical elements such as buildings, art forms, and other structures which add to the natural diversity of the landscape.

It is clear, therefore, that an objective discussion and analysis of the visual amenity of any area must be based upon the natural and physical features of the landscape. This is important because such features provide relatively subjective terms in regard to what specific factors contribute to the visual quality of an area. The value of this lies in the fact that the subject of visual/aesthetic quality is generally discussed in terms of peoples' perceptions; and no two people perceive a site, view, or landscape in exactly the same manner. The intrinsic nature of what is called visual, aesthetic, or scenic quality is subjective to the extent that what may appear beautiful or interesting to one person may appear dull or ordinary to someone else. The use of the natural and physical features of an area to define its visual quality provides a rational and systematic basis for the evaluation of the amenity of the area(s) under consideration.

Natural Visual and Aesthetic Features. Natural visual and aesthetic features are usually identified in one of two manners. The first approach is to identify features which by themselves are of excellent visual quality, such as Lake Michigan or a large mature forest. However, Du Page County in general and the Itasca planning area in particular have few features which by themselves exhibit such high aesthetic quality. As a result, a second approach to natural visual quality must be utilized in this area. In this approach, a diversity of natural features in a particular area is used to identify that site as aesthetically/visually significant. Features considered fall into three categories:

1. Water-Related Features
 - a. streams and stream valleys
 - b. ponds and lakes
 - c. marshes and swamps
2. Topographic Features
 - a. steep slopes (12%)
 - b. ridges
 - c. hilltops
 - d. bedrock outcrops
 - e. flat/open areas
3. Vegetative Features
 - a. woodland
 - b. pastureland
 - c. cropland
 - d. orchard
 - e. open areas with scattered tree clusters
 - f. high quality man-made landscaping
 - g. vegetative variety

The greater the number of these features that any one area has, the greater the diversity and the higher the visual quality. Sites within the Itasca planning area identified as visually/aesthetically significant are as follows:

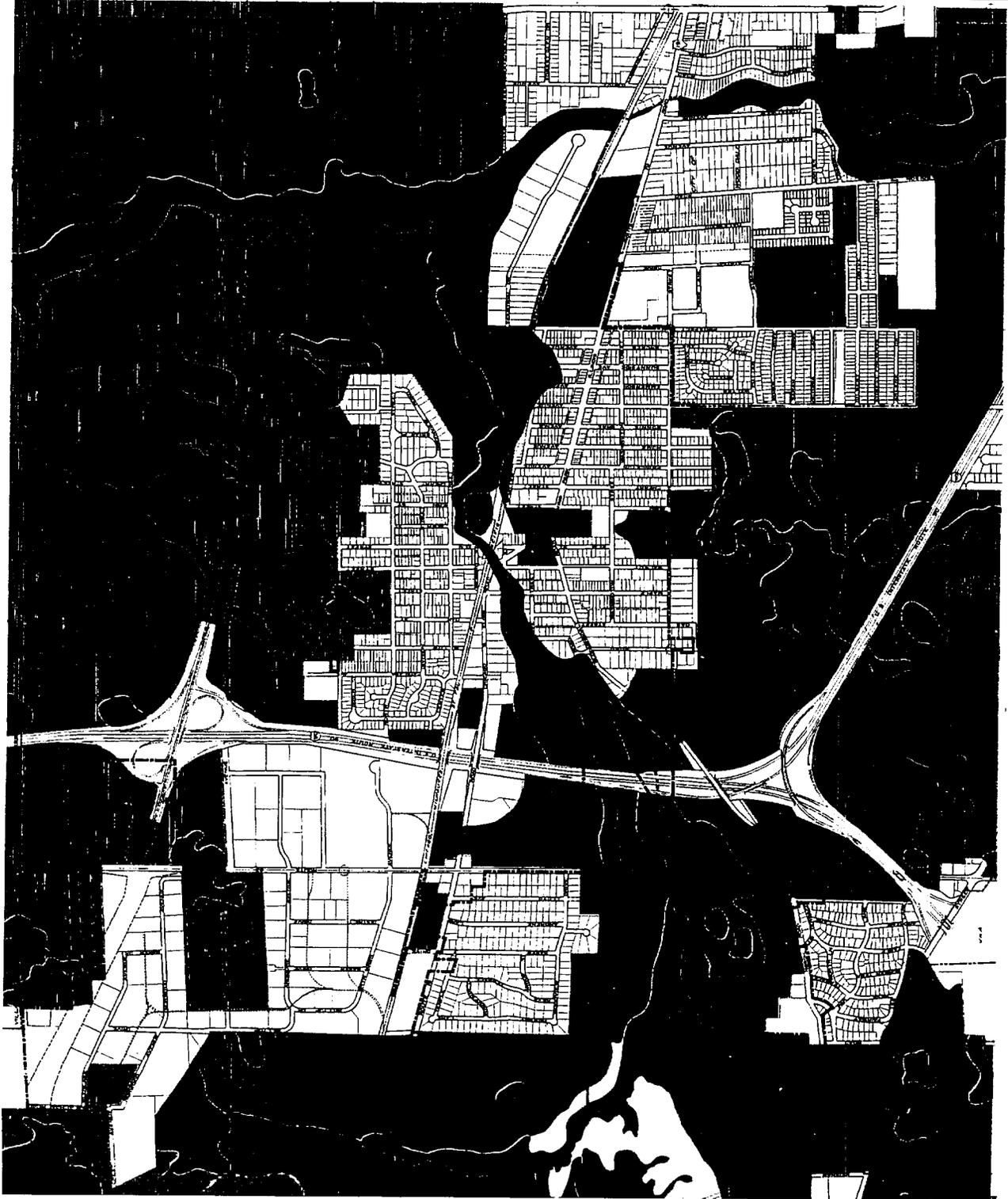
1. Medinah Country Club - site contains stream, ponds, lake, marsh area, significant slopes, ridges, hilltops, woodland, and high quality landscaping;
2. Nordic Hills Country Club - site contains stream, significant slopes, ridges, hilltops, woodland, and high quality landscaping;
3. Meacham Creek Area - area contains stream and stream valley, significant woodland area, and some topographic relief;
4. Greenbelt Area - site contains stream and stream valley, significant amount and variety of woodland and other vegetation, steep slopes, ridges, and marshy area;
5. Campbell's Slough - site contains marshes and swamp, ponds, significant vegetation variety, and flat/open areas;
6. Itasca Country Club - site contains stream and stream valley, sig-

THE VILLAGE OF ITASCA, ILLINOIS

SOIL SUITABILITY FOR URBANIZATION

LIMITATIONS FOR DEVELOPMENT

- VERY SEVERE*
- SEVERE
- MODERATE
- SLIGHT
- UNCLASSIFIED**
- WATER OR MARSH AREAS



POORLY DRAINED SOILS MAY ALSO APPEAR

UNRAINED AND/OR PREVIOUSLY ALTERED SOILS. SOURCE: U.S. DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE.

ITASCA PLANNING AREA SECTORS

PLATE 5

Prepared by the Du Page County Regional Planning Commission

nificant wooded areas, high quality landscaping, ridges, pond, and flat/open areas;

7. Salt Creek Area - area contains stream and stream valley, steep slopes, marshy areas, ridges, significant woodland and vegetation.

These areas are identified on Plate 4. The significance of these areas lies not only in their preservation, but also in the preservation of views into these areas. Significant views are also indicated on Plate 4.

Man-Made Visual and Aesthetic Features. Man-made visual and aesthetic features are generally identified by architecturally appealing or unusual structures which compliment the natural features of the landscape. The low profile nature of urban development in the Itasca planning area limit the number of man-made visual and aesthetic features which can be identified due to the mature tree growth which exists throughout the area. However, there are at least two physical man-made features in the planning area which are of high quality visually and aesthetically.

1. Old St. Lukes Church - The visual appeal of this white, wooden structure with its tall spire rising above tree level is of high quality, especially as one approaches Itasca from the east. People often identify Itasca with this picturesque church.
2. Medinah Country Club Clubhouse - The visual appeal of the Byzantine architecture of this clubhouse built early in the 1900's is of high quality. It is a unique architectural style for the area, and from close-up or a distance is quite attractive. A particularly scenic view can be obtained looking east into Medinah Country Club from the high points along Medinah Road.

These features and views of physical significance are identified on Plate 4. As is true of the significant natural features, neither the site nor the scenic views of the site should be interfered with.

Natural and Environmental Resources Synthesis

Using the inventory information provided in the preceding section of this chapter, it is now necessary to present this information in a form from which the constraints and opportunities its use provides can be determined. Constraints will be developed in this section through the use of urban suitability classes which weigh the individual environmental and natural resource features and synthesizes them in a manner that reflects the total environment protection and enhancement point of view. That is, by incorporating means through which environmentally sensitive areas in the planning area can be protected and still used in an efficient manner.

Urban Suitability Classes

The natural and environmental resources constraints inventoried in the first section of this chapter only reflect the relationships of individual environ-

mental variables to general urban development. While this provides valuable information regarding the physical characteristics of each environmental variable, it fails to reflect the interrelationships of the variables or the degrees of vulnerability of one environmental variable relative to each of the others. To identify the relationships between environmental elements and collectively determine which areas in the Itasca planning area are vulnerable to urban development (therefore most critical for conservation), it is necessary to develop urban suitability classes which identify those areas with the greatest overall environmental sensitivity to urban development. This was done through a three step process which involved: (1) assigning weights to each environmental variable through an environmental weighting matrix; (2) using these weighted values to establish regions with varying degrees of tolerance for urban uses; and (3) classifying these areas into urban suitability classes.

Environmental Weighting Matrix. The objective of creating an environmental matrix is to provide a means of assessing the relative compatibility of alternative land use types with various environmental factors. This is accomplished by examining the possible relationships of urban development to physical characteristics of the land. Twenty environmental and natural resource variables were analyzed in the matrix by an environmental study group; members of the Du Page County Regional Planning Commission staff, and Itasca Village officials who assigned weighted values to the various relationships of each of the variables with respect to general urban development. Each participant in this work group was requested to assign such values in light of the evaluation criteria which follows:

1. Threshold level for each environmental variable; i.e. the point at which an impact on the variable changes from one of non-significance to one of significance;
2. Degree of relative uniqueness or rarity of each environmental variable;
3. Priority for minimizing impact on one environmental variable in relation to other environmental variables; i.e. the degree to which impact on a specific environmental variable might effect the social and economic well-being within the planning area;
4. Priority for minimizing impact of a given combination of environmental variables in relation to individual or alternate combinations of environmental variables;
5. The frequency or magnitude to which general urban development generates or necessitates activities such as grading, filling, clearing of vegetation, drainage alterations, paving with impervious materials, heavy loading, etc;
6. The frequency of magnitude to which general urban development directly or indirectly emits air pollutants, water pollutants, surface pollutants, noise, odors, vibrations, light, etc.

A relative weighting scale of zero (0) to ten (10) was established for evaluating conflict levels. A score of zero (0) represents the lowest conflict

level and score of ten (10) represents the highest level of conflict. Low weighting scores suggest the environmental variable is relatively common, tolerant to most land uses, and relatively low in priority for social-economic well being within the planning area. A low weighting also suggests that the environmental variable is low in frequency of physical alterations of this site. High weighting scores suggest the environmental variable is unique or relatively rare, sensitive to most land uses, and high in priority for social-economic well being within the planning area. A high weighting also suggests that the environmental variable is high in frequency of physical alterations of the site.

Using this weighting range and the evaluation criteria, each participant completed the matrix table. All of the results were tallied and an average value assigned to each environmental factor.¹⁴ The values derived are indicated in Table 14 in order of decreasing value.

Urban Suitability Classifications. With values established for the relative importance and magnitude of impact which urban development might impose upon certain environmental variables, it is necessary to define specific regions with varying degrees of tolerance to urban land uses. Toward this end, each environmental variable was mapped and the associated values totaled for each section of the planning area. These aggregate totals for each section were then separated into six urban suitability classes which are defined as follows:

1. Class I - Prime Urban Lands - Areas classified in this manner have an aggregate matrix weighting score of between 0 and 1.5. These lands have physical characteristics favoring the most intensive types of general urban development in the Itasca planning area. Class I lands contain no physical constraints identified on the vulnerability maps or, at the most, contain either minor soil limitations which can be easily and environmentally abated or man-made aesthetic features which should be preserved. In this class, all types of urban development are acceptable.
2. Class II - Qualified Prime Urban Lands - Areas classified in this category have an aggregate matrix weighting score of between 1.51 and 3.0. The lands are similar to Class I in that there are no physical constraints associated with these lands other than general soil limitations, six to twelve percent slopes, and aesthetic features; and intensive urban development can be supported in an environmentally sensitive manner. It should be noted, however, that the soil limitations associated with Class II lands are more severe in character than those found in Class I. For this reason, the prime urban status of Class II is prefaced with the qualification that construction practices must be closely monitored to insure that special consideration is given to abating the limitations imposed by the soils. Additionally, site design must consider the topographic and aesthetic features associated with the area. Generally, only those land uses which cannot take such fac-

¹⁴ The environmental constraint value was derived by adding the values assigned to each land use category for each individual constraint and finding the average value for that environmental variable.

TABLE 14
ENVIRONMENTAL CONSTRAINT VALUES
FOR THE ITASCA PLANNING AREA

ENVIRONMENTAL FEATURE	CONSTRAINT VALUE
Flood Plain, Wet Areas, & Surface Water*	10.0
Peat and Muck	10.0
Watershed Management Areas**	9.5
Site with Tree Cover of Exceptional Quality	9.0
Site with Marsh Vegetation of Exceptional Quality	7.5
Soils with Very Severe Limitations	7.0
Outwash Sand and Gravel	6.0
Site with Tree Cover of Good Quality	5.0
Ice Contact Sand and Gravel	4.5
Site with Tree Cover of Moderate Quality	4.0
Slopes Greater Than 12%	3.5
Aircraft Noise Corridors	2.5
Clay Till Less Than 30 Feet over Sand and Gravel or Bedrock	1.5
Soils with Severe Limitations	1.5
Slopes of 6% to 12%	1.0
Natural Aesthetic Features	1.0
Soils with Moderate Limitations	.5
Man-Made Aesthetic Features	.5

* Flood plain, wet areas, and surface waters were combined into one category due to their similar characteristics and constraints on development.

** Watershed management areas represent proposed Forest Preserve District of Du Page County land acquisitions which are designed to achieve multiple benefits in regard to flood control, water quality, water supply, open space, and recreational opportunities.

SOURCE: Du Page County Regional Planning Commission, December 1975

tors into account with proper site design practices should be prohibited from these areas.

3. Class III - Secondary Urban Lands - Areas categorized as such have an aggregate score of between 3.01 and 6.0. These lands generally have composite environmental constraints with moderate to severe limitations for general urban development. In most instances, the limitations associated with Class III lands can be incorporated into proper site design practices. However, priority consideration for highly intensive urban uses should be given to Class I and Class II regions, with less intensive uses associated with Secondary Urban Lands. This is recommended since most commercial, industrial and high density residential uses will not be able to incorporate the environmental features associated with Class III areas into their site designs, and hence should be prohibited from these Class III areas unless the environmental constraints can be sensitively resolved. Therefore, less intensive urban uses are recommended for the Class III areas.
4. Class IV - Restrictive Urban Lands - Areas in this category have an aggregate conflict matrix weighting score of between 6.01 to 9.99. These regions generally have composite environmental constraints with severe limitations for general urban development. Development of Class IV lands require the application of strict regulations concerning density, construction practices, and types of land use developments permissible. This land class should prohibit high intensity urban development, and normally only allow low density, low intensity developments. The individual environmental constraints found in each Class IV area should be used to determine where medium intensity development is acceptable.
5. Class V - Conservation Lands - Land in this category has an aggregate conflict matrix weighting score of 10.0 or greater. These lands have composite environmental constraints with severe to very severe limitations for general urban development. The impact imposed by urban development on Class V regions may severely affect the social and economic well being and/or health of the residents of the area. For these reasons, such land should be preserved for open space, agriculture, or other very low intensity uses.
6. Class VI - Existing Urbanized Lands - Land in this category is already highly developed, and as a result, soils and/or other natural resource information may not be available for it. Although already developed with some type of land use, Class VI land may have moderate to very severe limitations. If redeveloped, the environmental constraints on a site must be evaluated in regard to the proposed land use.

By using urban suitability classes developed through this procedure, the environmental features found in the Itasca planning area are synthesized in such a manner that a major constraint to urban development can be used as an element in making appropriate land use recommendations for the General Development Plan portion of this comprehensive plan. Such data can be used to not only determine which areas are most suitable for various levels of intensity

of urban development from an environmental point of view, but also which areas are most appropriate to acquire for open space, recreation, and conservation areas. Plate 6 graphically depicts the location of the urban suitability classes in the Itasca planning area.

The Utilization of Environmental and Natural Resource Data in Comprehensive Planning

Simply inventorying environmental data and the constraints it places upon urban development does not make full use of its potential value as a planning and management tool. Even the urban suitability classes developed in the preceding section, while taking the environmental data one step further, do not fully exploit the potential use of such data. Each environmental and natural resource feature, whether evaluated individually or in combination with one or several other features, presents certain opportunities and constraints for the Itasca planning area in terms of environmental management, land use planning, and site design. This section will briefly explore the implications the use of this data has on land use and site planning.

Land Use Planning Implications. Environmental and natural resource features found in the Itasca planning area provide certain constraints and opportunities on ultimate land uses and land use patterns in the planning area. This section will briefly discuss some of these land use planning implications as they relate to Itasca.

1. Urban Suitability Classes - The urban suitability classes developed in this chapter provide a means of evaluating the compatibility of different types of urban development with the environmental natural resource features found in any area. The six urban suitability classes defined, while not dictating specific land uses, do indicate the degree of intensity of urban development which is tolerable, and to some extent, do define the types of land uses which are acceptable. This information, when used in conjunction with other relevant planning principles such as land use compatibility and locational criteria, begins to define the most appropriate patterns for future land use development. For example, a certain portion of the planning area containing Class II (Qualified Prime Urban Lands) and Class III (Secondary Urban Lands) may be determined to be most suitable for residential development and the associated school and park sites from a compatibility and locational criteria point of view. While the residential development most likely would be acceptable on both Class II and Class III lands, the characteristics of the school site might dictate that it be located only on a Class II area where the environmental vulnerability is less severe. Using the same example, the urban suitability classes can be used in a reverse fashion to determine areas best suited for open space. In this case, the most environmentally sensitive area(s) should be selected for the park and open space site(s) to serve the residential neighborhood. In a similar manner, this process can be used for assigning land uses throughout the entire planning area. When used in conjunction with soils data and other environmental indicators, the level of land use refinement can become quite precise as to the most acceptable uses in certain portions of the planning area.

THE VILLAGE OF ITASCA, ILLINOIS

URBAN SUITABILITY CLASSES

- CLASS I: PRIME URBAN LANDS
- CLASS II: QUALIFIED, PRIME URBAN LANDS
- CLASS III: SECONDARY URBAN LANDS
- CLASS IV: RESTRICTIVE URBAN LANDS
- CLASS V: CONSERVATION LANDS
- EXISTING URBANIZED LANDS

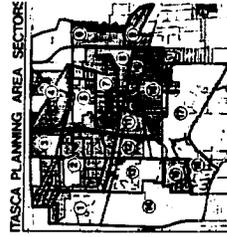


PLATE 6

Prepared by the Du Page County Regional Planning Commission
 1964

2. Open Space Acquisition - Through the use of urban suitability classes, soils data, and the location of other environmental features, open space land acquisition can be planned to acquire and protect the most environmentally sensitive areas from urban development. The type of open space activity that the land should be used for can then be determined from the specific environmental features which are found on the site. Class V (Conservation Lands) should most likely be preserved in their natural state and used for passive recreation or conservation areas. Similarly, wildlife habitats, marshes, and areas of significant tree cover should be used in the same manner. Other areas, depending on their composite degree of constraints, can be used for more intensive, active recreation uses. Wetlands, marshes, flood plains, and other constrained areas can be used as linkages between various open space and community facility activities as well as between different types of land uses. Flood plains, due to their continuous nature, are ideal for paths and trails. Then these linkage opportunities are combined with recreational and other open space areas in conjunction with a locational and need analysis, a total park, open space, and recreation system can be developed for the planning area through the use of this environmental data.
3. Development Patterns Resulting from Groundwater Recharge Areas - The nature of groundwater recharge areas dictates that they be responded to somewhat differently than most environmental constraints. Recharge areas are not such an absolute constraint that development should be severely restricted on them as it should be on flood plains. Yet, recharge areas are not a minor constraint that simply can be designed around in a site plan. Instead, a recharge area is an environmental constraint which allows a certain degree of flexibility within the constraints it imposes. The type of development which occurs within a recharge area is not nearly as important as the density or intensity of development which occurs. The key factors which development within a groundwater recharge area must meet are a low percentage of site coverage with impervious material and a low generation of pollutants which can infiltrate into the groundwater aquifer. Given these constraints, development within a recharge area can vary from a very low density single-family area to multiple-family residential or commercial uses which are clustered on a small portion of the site. Since site coverage can range from high density on a small portion of the site to minimal coverage on the entire site, it is a question of which approach best meets the land use considerations of a given area. Where a setback or buffering effect is appropriate, then a clustering approach should be used. Conversely, if a uniformity of development or a continuation of an established development pattern is desired, then a low density, spread-out approach should be used. In either case, the need to continually replenish the groundwater supply dictates that traditional urban development patterns must be altered in these recharge areas.
4. Soil Suitability for Urban Development - The soils data compiled by the U. S. Department of Agriculture, Soil Conservation Service and the interpretations of this data can make significant contributions to land use planning. The constraints that each soil type places on urban development indicate where patterns of intensive urban development, or no development should occur. The more detailed characteristics of each soil can then be evaluated to determine if certain uses are suit-

able within that soil type. Sites for sanitary landfills, sewage treatment lagoons, detention/retention areas, streets and highways, and other urban uses can be selected in this manner. When used in conjunction with the other environmental data, soils data can refine land use plans to greater detail. In this regard, the soil data and interpretations are a valuable site design tool as well.

5. Noise Pollution Effects On Land Use Patterns - Transportation noise is probably the type of noise pollution which has the greatest effect on land use patterns. Aircraft noise is probably the most intensive of these transportation noises, but highway and railroad noise also provide significant implications for land use planning. While noise problems are generally cost effectively controlled at the source, technological infeasibility and cost problems have often caused source controls to not be used. As a result, the receivers of noise are forced to soundproof and buffer their buildings from such noise. However, land use planning which considers such problems in advance can reduce the impact of noise in advance. Uses which are very sensitive to noise such as hospitals, schools, libraries, and residential units should be kept away from major highways and railroads and outside of aircraft noise corridors. Where such uses must locate along highways and railroads, they should be well setback from the right-of-way, clustered and buffered where possible. Whenever possible, more intensive uses which are not very sensitive to noise pollution such as industrial plants, commercial establishments, and office buildings should be encouraged to utilize those sites near these transportation routes and in aircraft noise corridors. While there are some methods of reducing the impact of noise such as vegetative screening, berms, and the use of sound absorptive material, such methods do not treat the problem as effectively or efficiently as good land use planning.
6. Land Use Planning and Air Pollution - The problem of air pollution presents significant implications for land use and transportation planning. Alternative development patterns, the location of pollution sources within an area, the location of open space and buffer areas around pollution sources, and the control of land use around pollution sources are all means by which the problem and control of air pollution can influence land use planning. Alternative control techniques also have a significant effect in this regard in that the dispersion, concentration, or complete prohibition of point or non-point sources of air pollution in a particular area will influence development patterns and specific land use recommendations.

In a similar manner, the problem and control of automobile air pollution suggests certain transportation implications for comprehensive planning. Obviously, encouraging a greater reliance on mass transit or non-polluting modes of transportation would significantly reduce automobile emissions. Beyond this, however, there are other implications including highway configurations which can be adequately designed to handle the traffic volumes, the location of non-pollution sensitive land uses along major transportation routes, and improved transportation design and operation techniques including improving traffic flow, reducing pollution concentrations, and reducing the amount of auto traffic. Available methods for improving these factors include reverse lane operations during peak hours, parking restrictions, signal progression, one-way street operations, and special bus lanes.

Site Planning Implications. Basically, the site design stage of planning is one further level of detail beyond general land use planning. In this regard, many of the environmental variables which are relevant to land use planning are also relevant to site planning, but to a more specific level of detail. This section will briefly discuss the manner in which this information can be used for effective site design.

1. Meteorological Data - Meteorological data, while oftentimes not used in land use planning in this region, is heavily relied upon for site design. The climatic conditions of an area such as temperature, precipitation, and wind direction should be reflected in building placement and design to insure adequate drainage, structural strength, proper orientation to the sun and prevailing winds, and adequate heating and cooling systems. Additionally, site and building design should consider such factors as building materials, vegetation, and building orientation in regard to climatic conditions in an attempt to conserve the amount of energy required for heating and cooling.
2. Topographical Data - Most portions of the Itasca planning area are relatively flat and level. However, some sites exhibit slopes of six percent or greater, and these areas have important implications for site design. The slope of an area has substantial impacts on site drainage patterns, stormwater runoff velocity, erosion-sedimentation potential, and site and building orientation and design. Steep slopes are often unstable and difficult to landscape. Since they do contribute to the visual character and variety of the landscape, the use of steeply sloping areas left in their natural state for buffers, open space areas, or aesthetic and conservation areas is often recommended.
3. Hydrological Data - Surface waters, drainage ways, flood plains, and wetland areas should be important to site plan design if these features are located on or near the site. Natural drainage patterns should be preserved for on-site drainage purposes and any surface water and flood plains obviously should not be disrupted, and used instead for landscaping and open space purposes. When these features are treated in a sensitive manner, they can provide significant visual relief opportunities to the site and an open character which might otherwise not be attained.
4. Vegetation Data - Significant tree or other vegetative cover on any site should be preserved to the greatest extent possible. The preservation of any vegetation reduces the potential for erosion and sedimentation problems, helps to maintain a visually attractive setting, and reduces the costs of landscaping for the developer. The replacement of existing vegetation usually takes many years before it reaches the same level of maturity. As a result, the aesthetic and environmental benefits which the community and the site receive from such vegetation are delayed.
5. Soils Data - Soils data imposes impacts on land use and site planning. Once the general interpretations are analyzed to determine the suitability of the soil for various levels of urbanization, the more specific soil characteristics can be used to determine not only which land uses are most appropriate on the site, but also which portion(s) of the site is most appropriate for different aspects of the development. For example, on a given site, one particular soil type may be better suited for

a foundation and structure due to its excellent bearing capacity. Another soil type on the site may not be appropriate for a structure, but could support the roadway and parking areas. A third soil type might have the characteristics necessary for the required water retention facility, while a fourth type might be unsuitable for any development and should be left in an open state. The use of soils data and interpretations in this manner can dictate environmentally sensitive site design plans.

6. Air and Noise Pollution Data - Air and noise pollution data can also have significant affects on site design. Site features designed to reduce the impact of noise on the receiver may necessitate the use of buffer zones, vegetative screening areas, berms, and setbacks from the noise source. All of these features can significantly alter building orientation and site layout. Other soundproofing techniques may require the use of alternative construction materials and practices. The existence of air pollution problems may also necessitate vegetative screening, setbacks from pollution sources, open space buffers, and different building orientations, with the same resultant effects on site layout as noise pollution control measures.

Summary

Land is not a homogenous commodity. Each parcel is characterized by unique combinations of physical and natural elements, such as air, water, geology, topography, soil, flora, and fauna. When the design and construction of cities and towns disregard the physical limitations and capabilities of the land to adequately accommodate specific land use types, the results are often environmentally, socially, and economically damaging. To aid in eliminating such effects in the Itasca planning area, this chapter has inventoried the environmental and natural resource features which impose constraints to urban development. However, an environmental and natural resources inventory must go beyond a simple listing of environmental variables and the constraints they place on urban development. If the full potential of such data is to be realized, the information must be synthesized into a workable form which indicates the composite environmental vulnerability of any site in the planning area. Using this composite information (urban suitability classes), land use planning decisions can be made in an environmentally sensitive framework. Beyond this, the individual environmental variables can be used to more specifically detail appropriate land uses on a site and site design features and characteristics which are necessary. In this manner, urban development can take place where the land is best suited to accommodate it, and the natural processes can continue to provide the functions that are necessary to man and his environment.

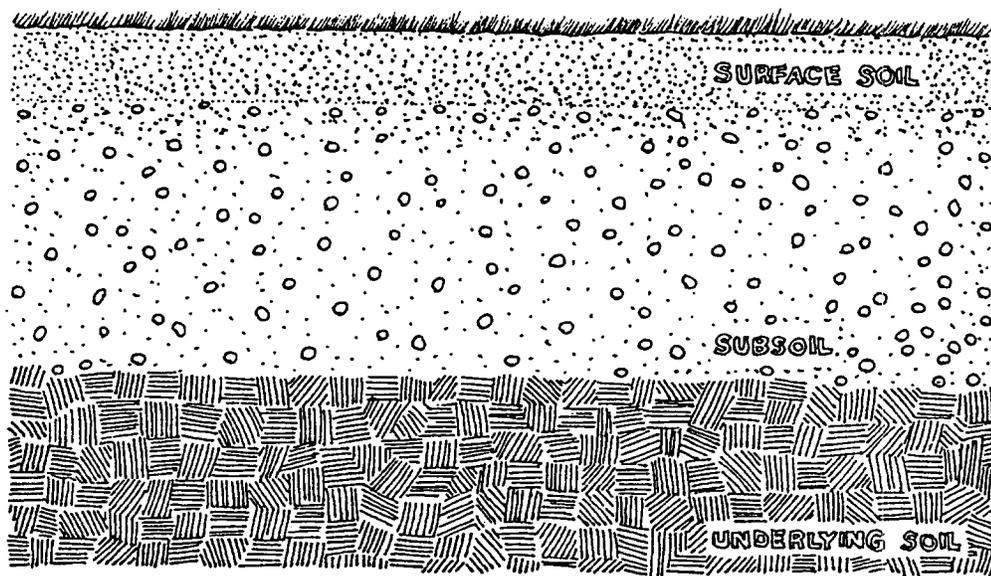
APPENDIX A

SOIL INTERPRETATIONS FOR SOIL TYPES FOUND IN THE ITASCA PLANNING AREA

The soil interpretations discussed in Chapter 4, Natural and Environmental Resources Inventory, presented generalized urban suitability data. However, the U. S. Department of Agriculture Soil Conservation Service, has provided more detailed information regarding the various layers of a particular soil type as well as its suitability for various types of urban and non-urban uses. In this manner, the soils information can be used at a more detailed level for land use and site planning.

Each soil type has three distinct parts to its profile: surface layer; subsoil; and underlying material. The composition and thickness of each part of the profile may vary from one soil type to another, and as a result, each soil type and its component parts may display distinctive characteristics for particular types of land uses.

FIGURE 15
GENERAL SOIL PROFILE



Listed on the following pages are the five soil suitability classes discussed in Chapter 4. Under each class are listed the soil types found in that class in the Itasca planning area, the general properties exhibited by that soil type, and the suitability of various land uses with that soil type.

Soils With Slight Limitations

Barrington (443) - Well to moderately well drained soils which have high organic matter content in the surface layer, moderate permeability in the subsoil, and a slow to medium surface water runoff. Properties exhibited by this soil type for various types of uses are as follows:

Soils With Moderate Limitations

Symerton (294) - Well drained soil with moderate permeability and high moisture holding capacity. Erosion and siltation are likely during construction and lawn establishment. Properties of this soil type for various uses are as follows:

SEPTIC TANK ABSORPTION FIELDS	Moderate: permeability on slow end of moderate.
SHALLOW EXCAVATIONS	Moderate: moderate shrink-swell.
GENERAL URBAN DEVELOPMENT	Moderate: erosion and siltation likely during construction and lawn establishment. Exposed underlying material is plastic and sticky when wet and very hard when dry; excavations tend to hold water. Foundations, slabs, walks, and streets subject to cracking and heaving due to shrink-swell and frost action.
LOCAL ROADS AND STREETS	Moderate; susceptibility to frost heave and shrink-swell.
DEPTH TO HIGH WATER TABLE	More than 3 feet.
WOODLAND	No natural Woodlands. Suitable species to plant: white pine, white spruce, sugar-maple, hackberry, white ash, white and red oak.
CROPLAND	Well suited to commonly grown crops with high level of management.
RECREATIONAL USES	Moderate limitations for playgrounds. Other recreational uses have only slight limitation.

Zurich (696) - Moderately and well drained soils which have a low organic matter content in surface layer, moderate permeability in the subsoil, and a slow to rapid surface water run-off. Erosion and siltation are likely during construction and lawn establishment. Limitations on various uses exhibited by this soil type are as follows:

TOPSOIL	Surface: Good - less than 2 percent organic matter: less than 8 inches thick on eroded slopes. Subsoil: Fair - sticky when wet; hard when dry; less than 1 percent organic matter.
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TOPSOIL	Surface: Good-usually more than 12 inches of silt loam with high organic matter content. Subsoil: Fair-silty clay loam, sticky when wet and hard when dry; low organic matter content.
ROAD FILL FOR HIGHWAY SUBGRADE	Subsoil: Poor-moderate shrink-swell potential in subsoil; plastic index more than 15. Underlying material: Fair to good-fair compaction characteristics; low shrink-swell.
HIGHWAY AND STREET LOCATION	Moderate: Subsoil has moderate shrink-swell potential and fair to good stability; underlying material highly erosive.
FOUNDATIONS FOR LOW BUILDINGS	Moderate: Subsoil has medium to high compressibility, moderate shrink-swell and fair stability to good stability; underlying material has low shrink-swell and fair stability.
POND RESERVOIR AREAS	Severe: Danger of excessive seepage through underlying material.
EMBANKMENTS	Slight in subsoil; Fair to good stability and compaction; good resistance to piping. Moderate in underlying material: Fair stability and compaction; poor resistance to piping.
DRAINAGE	Slight: Natural drainage is adequate.
TERRACES AND DIVERSIONS	Slight: Exposed silty clay loam subsoil is low in organic matter, dries out quickly, and is somewhat difficult to vegetate.
CROPLAND	Well suited to commonly grown crops; sloping area requires erosion control practices.
WOODLAND	No natural woodlands. Suitable species to plant: black walnut, white oak, ash, white pine, red pine.
WILDLIFE	Well suited for openland and woodland wildlife. Unsuitable for wetland wildlife.
RECREATIONAL USE	Slight limitations for most recreational uses.
GENERAL URBAN DEVELOPMENT	Slight: Slight grading for streets and lots. Erosion hazard on sloping areas.
SEPTIC TANK FILTER FIELDS	Slight: 0 to 4 percent slopes; moderate permeability in subsoil; percolation rate estimated to be faster than 45 minutes per inch; porous underlying material may allow effluent to travel long distances.
SEWAGE LAGOONS	Severe: Hazard of excess seepage through underlying porous layers.

ROAD FILL FOR HIGHWAY SUB-GRADE	Subsoil: Poor - moderate shrink-swell potential; plastic index 15 or more. Underlying material: Fair to good; low shrink-swell; plastic index less than 15.
HIGHWAY AND STREET LOCATION	Moderate: Slopes less than 12 percent; somewhat plastic subsoil has fair to good stability; underlying material has fair to poor stability.
FOUNDATIONS FOR LOW BUILDINGS	Moderate: Subsoil - has medium compressibility; moderate shrink-swell; fair shear strength. Underlying material; slight to medium compressibility; low shrink-swell; fair to good shear strength.
POND RESERVOIR AREAS	Severe: Danger of excessive seepage through underlying stratified materials; some areas too porous to hold water.
EMBANKMENTS	Slight in subsoil - fair to good stability and compaction; good workability and resistance to piping. Moderate to underlying material - poor to good stability, compaction, workability and resistance to piping.
DRAINAGE	Slight: Natural drainage is adequate.
CROPLAND	Well suited to commonly grown crops; all slopes require erosion control practices; soil loss is critical on slopes exceeding 7 percent.
WOODLAND	Species to favor in existing stands: White oak, red oak, black walnut, yellow poplar -- Suitable species to plant: black walnut, white oak, ash, white pine, yellow poplar.
WILDLIFE	Well suited to openland and woodland wildlife. Unsited to wetland wildlife.
RECREATIONAL USE	Slight to moderate limitations for most recreational uses, depending upon the percent slope on the site.
GENERAL URBAN DEVELOPMENT	Moderate: 0 - 7 percent slopes; slight grading for streets and lots. 7 to 12 percent slopes; slopes limit use; moderate grading for streets and lots; erosion and siltation likely during construction and lawn establishment.
SEPTIC TANK FILTER FIELDS	Slight: On 0 - 7 percent slopes and Moderate: on 7 - 12 percent slopes; slopes limit use. Coarse underlying material in some places may allow unfiltered effluent to travel long distances.
SEWAGE LAGOONS	Severe: Underlying material is porous. Seepage hazard of effluent.

Soils With Severe Limitations

Blount (23) - Poorly drained soils which have a low organic matter content in the surface layer, slow permeability, and slow-medium surface water runoff. The subsoils are very clayey with periodic water saturation and are plastic and sticky when wet and very hard when dry. Lawns are difficult to establish and soil has a high shrink-swell potential. Other properties for various uses are as follows:

TOPSOIL	Surface: Fair - less than 12 inches of silt loam low in organic matter. Subsoil: Poor - clayey; sticky when wet and hard when dry; seasonal high water table.
ROAD FILL FOR HIGHWAY SUBGRADE	Poor in subsoil and underlying material - moderate to high shrink-swell in subsoil; difficult to work or compact when wet. Plastic index usually more than 20 in the subsoil and ranges from 15 to 20 in the underlying material.
HIGHWAY AND STREET LOCATION	Moderate: Somewhat poorly drained; seasonal high water table; susceptible to frost heave; subsoil has moderate to high shrink-swell; fair stability.
FOUNDATIONS FOR LOW BUILDINGS	Moderate: Somewhat poorly drained; seasonal high water table; medium compressibility; moderate to high shrink-swell in the subsoil; susceptible to frost heave.
POND RESER- VOIR AREAS	Slight; Generally favorable; slow seepage; mainly has potential for dugout ponds.
DRAINAGE	Moderate: Somewhat poorly drained; seasonal high water table; slow permeability in the subsoil; nearly level to gently sloping.
CROPLAND	Well suited to commonly grown crops where adequately drained. Used mainly for growing corn and soybeans.
WOODLAND	Species to favor in existing stands: white oak, red oak, black oak, bur oak, ash - Suitable species to plant: ash, white pine, red pine, Norway spruce.
WILDLIFE	Generally well suited to openland and woodland wildlife. Also suited for a number of wetland wildlife species.
RECREATIONAL USE	Moderate limitations for all types of recreational uses.
GENERAL URBAN DEVELOPMENT	Severe: Periodic water saturation; excavations hold water and dry out slowly; wet basements probable; foundations, slabs, walks, and streets subject to cracking because of frost heave and shrink-swell of subsoil.
SEPTIC TANK FILTER FIELDS	Severe: Slow permeability in the subsoil; periodically saturated with water at depths of 1 to 3 feet in the spring. Estimated percolation rate slower than 60 minutes per inch.

SEWAGE LAGOONS Moderate; Seasonal water table at depths of 1 to 3 feet; slopes that exceed 2 percent affect design and construction. Slow permeability in subsoil and moderately slow permeability in underlying material.

Milford (69) - Poorly drained soils which have a high organic matter content in the surface layer, moderately slow permeability, and slow to ponded surface water runoff. Water saturation is frequent or continuous, and shrink-swell potential is high. Other properties exhibited by the soil are as follows:

TOPSOIL	Fair - if remaining soil at construction site is to be covered by buildings, roads, etc. Poor - if remaining soil is to be reclaimed - poorly drained; seasonal high water table.
ROAD FILL FOR HIGHWAY SUBGRADE	Poor in subsoil: Fair to poor compaction; high shrink-swell potential; plastic index more than 20. Fair in underlying material: Fair workability and compaction, moderate to low shrink-swell potential; frequently saturated with water; plastic index usually less than 15.
HIGHWAY AND STREET LOCATION	Severe: Poorly drained; seasonal high water table; subject to frost heave: high shrink-swell potential in the subsoil.
FOUNDATIONS FOR LOW BUILDINGS	Severe: Poorly drained; seasonal high water table; high shrink-swell potential in the subsoil; subject to frost heave.
POND RESERVOIR AREAS	Slight: Has natural high water table and potential for dugout ponds.
DRAINAGE	Severe: Poorly drained; moderately slow permeability; seasonal high water table.
CROPLAND	Well suited to continuous row crops when adequately drained and properly managed. Used mainly for growing corn and soybeans.
WOODLAND	Woodlands do not occur naturally on these soils. -- Suitable species to plant: pin oak, green ash, eastern larch.
WILDLIFE	Well suited in drained areas for openland and woodland wildlife. Well suited in undrained areas for wetland wildlife.
RECREATIONAL USES	Severe limitations on all types of recreational uses.
GENERAL URBAN DEVELOPMENT	Severe: Frequent or continuous water saturation; slow or very slow runoff of surface water: may pond in some areas; excavations fill with water in the spring; slow to dry; wet basements probable; foundations, slabs, walks, and streets subject to cracking and heaving due to frost and shrinking and swelling of soil.

SEPTIC TANK FILTER FIELDS Severe: Seasonal high water table; moderately low permeability; percolation rate slower than 60 minutes per inch.

SEWAGE LAGOONS Severe: Seasonal water table near the surface; high organic matter content in upper 18 inches; not suitable for embankment or floor of lagoon.

Elliot (146)- Poorly drained soils which have a high organic matter content in the surface soil, moderately slow permeability, and slow to medium surface water runoff. Clayey subsoils and periodic water saturation are common. Plastic and sticky when wet, very hard when dry. High shrink-swell potential.

TOPSOIL Surface: Good; high organic matter content; thin, if eroded. Subsoil: Poor; clayey; seasonal high water table.

ROAD FILL HIGHWAY SUBGRADE Poor in subsoil and underlying material - moderate shrink-swell; difficult to work and compact when wet. Plastic index usually more than 20.

HIGHWAY AND STREET LOCATION Moderate: Occasional high water table; subject to frost heave; fair stability.

FOUNDATIONS FOR LOW BUILDINGS Moderate: Moderate to high shrink-swell potential; fair shear strength; medium to high compressibility; occasional high water table.

POND RESERVOIR AREAS Slight: Generally favorable; occasional high water table.

DRAINAGE Moderate: Somewhat poorly drained; occasional high water table; moderately slow permeability.

CROPLAND Well suited to continuous row cropping. Used mainly for growing corn and soybeans.

WOODLAND Woodlands usually do not occur naturally on these soils. Suitable species to plant: white ash, white pine, Norway spruce, red pine.

WILDLIFE Well suited for openland and woodland wildlife. Generally poorly suited for wetland wildlife.

RECREATIONAL USE Moderate limitations due to drainage problems for most recreational uses.

GENERAL URBAN DEVELOPMENT Severe: Clayey subsoil material that is plastic and sticky when wet and very hard when dry; periodic water saturation; excavations fill with water in the spring and dry out slowly; wet basements probable; foundations, slabs, walks, and streets subject to cracking and heaving due to frost heave; lawns and shrubs difficult to establish.

SEPTIC TANK FILTER FIELDS Severe: Moderately slow permeability; occasional high water table; percolation rate estimated to be slower than 60 minutes per inch.

SEWAGE LAGOONS Moderate: A seasonal water table is temporarily at depths less than 40 inches in the spring. Surface layer is poor for embankment material and floor of lagoon.

Drummer (152)- Poorly drained soils with high organic matter content in surface soil, moderate permeability, and slow or ponded surface water runoff. Frequent or continuous water saturation and high shrink-swell potential. These soils exhibit the following characteristics for other uses:

TOPSOIL Fair - if remaining soil at construction site is to be covered by buildings, roads, etc. Poor - if remaining soil is to be reclaimed - poorly drained; seasonal high water table.

ROAD FILL FOR HIGHWAY SUBGRADE Poor in subsoil: Moderate shrink-swell; saturated with water in spring; plastic index 15 to 25. Fair to good in underlying material: Low shrink-swell; plastic index usually less than 15.

HIGHWAY AND STREET LOCATION Severe: Poorly drained; normally high water table; high organic matter content in upper 14 inches; high frost heave potential; moderate shrink-swell potential in upper 4 feet.

FOUNDATIONS FOR LOW BUILDINGS Severe: Poorly drained; seasonal high water table; moderate shrink-swell potential in the subsoil; subject to frost heave.

POND RESERVOIR AREAS Slight to Moderate: Moderately permeable; has natural high water table and potential for dugout ponds in places; seepage likely to occur if underlying material is exposed in areas that have been tile drained.

DRAINAGE Severe: Poorly drained; moderately permeable; normally high water table; tile function well if outlets are available.

CROPLAND Well suited to continuous row cropping when adequately drained. Used mainly for growing corn and soybeans.

WOODLAND Woodlands do not occur naturally on these soils. Suitable species to plant: black spruce, green ash, eastern larch, pin oak.

WILDLIFE Well suited in drained areas for openland and woodland wildlife. Undrained areas well suited for wetland wildlife.

RECREATIONAL USE Severe limitations on most recreational uses due to poor drainage and slow drying of soil.

GENERAL URBAN
DEVELOPMENT

Severe: Frequent or continuous water saturation; slow or very slow runoff of surface water; may pond in some areas; excavations fill with water in the spring; slow to dry; wet basements probable; foundations, slabs, walks, and streets subject to cracking and heaving due to frost and shrinking and swelling of soil.

SEPTIC TANK
FILTER FIELDS

Severe: Poorly drained; seasonal water table near the surface; ponding in low areas.

SEWAGE
LAGOONS

Severe: Seasonal water table near the surface; high organic matter content in upper 14 inches; not suitable for embankment or floor of lagoon; porous strata below 4 feet in places.

Martinton (189) - Poorly drained soils which have a high organic matter content in the surface layer, moderately slow permeability, and slow to medium surface water runoff. These soils exhibit the following characteristics for other uses:

TOPSOIL

Surface: Good - thick, high organic matter content. Subsoil: Poor-clayey; sticky when wet and hard when dry; seasonal high water table.

ROAD FILL FOR
HIGHWAY SUB-
GRADE

Poor in subsoil and underlying material-moderate shrink-swell in the subsoil; difficult to work or compact when wet; plastic index usually more than 20 in the subsoil and more than 15 in the underlying material.

ROAD FILL FOR
HIGHWAY AND
STREET LOCA-
TION

Moderate: Somewhat poorly drained; seasonal high water table; subject to frost heave; fair stability; moderate shrink-swell potential in the subsoil.

FOUNDATIONS
FOR LOW
BUILDINGS

Moderate: Somewhat poorly drained; seasonal high water table; subject to frost heave; moderate shrink-swell potential in the subsoil; medium compressibility.

POND RESER-
VOIR AREAS

Slight: Generally favorable; has seasonal high water table and potential for dugout ponds; slow to moderate seepage in underlying material.

DRAINAGE

Moderate: Somewhat poorly drained; seasonal high water table; moderately slow permeability in the subsoil.

CROPLAND

Well suited to commonly grown crops where adequately drained. Used mainly for growing corn and soybeans.

WOODLAND

No natural woodlands. Suitable species to plant: ash, white pine, Norway spruce, red pine, red maple.

WILDLIFE

Well suited in drained areas with openland, hardwood, and upland. Suited for wet land but species limited.

RECREATIONAL
USE

Moderate limitations due to poor drainage and is slow to dry.

GENERAL URBAN DEVELOPMENT	Severe: Periodic water saturation: excavations hold water a dry out slowly: wet basements probable: foundations, slabs, walks, and streets subject to cracking because of frost heave and shrink-swell of subsoil.
SEPTIC TANK FILTER FIELDS	Severe: Moderately slow permeability in the subsoil; periodically saturated with water at depths of 1 to 3 feet during the spring. Estimated percolation rate slower than 60 minutes per inch.
SEWAGE LAGOONS	Moderate: Seasonal water table at depths of 1 to 3 feet; moderately slow permeability in the subsoil; slow to moderate permeability in the underlying material.

Morely (194) - Moderately well drained soils with a low organic material content in surface layer. Moderate slow permeability in subsoil and high available water capacity. Surface water runoff medium to very rapid. These soils exhibit the following characteristics for other uses:

TOPSOIL	Surface: Good-less than 2 percent organic matter: less than 8 inches thick on eroded slopes. Subsoil: Poor-very sticky when wet and very hard when dry: less than 1 percent organic matter.
ROAD FILL FOR HIGHWAY SUBGRADE	Poor in subsoil and underlying material-moderate shrink-swell potential; plastic index usually more than 20 in the subsoil and ranges from 15 to 20 in the underlying material.
HIGHWAY AND STREET LOCATION	Moderate: on 1 to 12 percent slopes; plastic subsoil has fair stability: underlying material has fair to good stability. Severe: On 12 to 30 percent slopes: requires more cutting and filling; severe erosion hazard.
FOUNDATIONS FOR LOW BUILDINGS	Moderate: Moderate shrink-swell potential, fair to poor shear strength, medium to high compressibility.
POND RESERVOIR AREAS	Slight on slopes of less than 12 percent. Moderate on slopes exceeding 12 percent - slopes restrict storage potential.
DRAINAGE	Slight: Natural drainage is adequate.
CROPLAND	Well suited to commonly grown crops: all slopes require erosion control practices: soil loss is critical on slopes exceeding 7 percent.
WOODLAND	Species to favor in existing stands: white oak, red oak, black oak, ash, black walnut, yellow poplar. Suitable species to plant: black walnut, white oak, ash, white pine, yellow poplar.
WILDLIFE	Generally suited for openland and woodland, unsuited for wetland.

RECREATIONAL USES	Moderate limitations on shallow slopes and severe limitations on steep slopes.
GENERAL URBAN DEVELOPMENT	Severe on 2 to 12 percent slopes; clayey subsoil material is plastic and sticky when wet and very hard when dry; slight to moderate grading for streets and lots: excavations tend to hold water; erosion and siltation during construction and lawn establishment: lawns difficult to establish and maintain. Severe on slopes exceeding 12 percent.
SEPTIC TANK FILTER FIELDS	Severe: Moderately slow permeability: percolation rate estimated to be slower than 60 minutes per inch.
SEWAGE LAGOONS	Moderate: 2 to 7 percent slopes; slope affects design and construction. Severe: 7 to 30 percent slopes: slopes severely limit use.

Varna (223) - Moderate to well drained soils which are high in organic matter in surface layer and have moderate to slow permeability in the subsoil. The soil is high in available water capacity and surface water runoff is medium to rapid. These soils exhibit the following characteristics:

TOPSOIL	Surface: Good - 2 to 3 percent organic matter content if not eroded; less than 8 inches thick on eroded slopes. Subsoil: Poor - very sticky when wet and very hard when dry: less than 3 percent organic matter.
ROAD FILL FOR HIGHWAY SUBGRADE	Poor: Moderate shrink-swell potential in the subsoil; plastic index usually more than 20 in the subsoil and ranges from 15 to 20 in the underlying material.
HIGHWAY AND STREET LOCATION	Moderate: 2 to 12 percent slopes; plastic subsoil has fair stability; underlying material has fair to good stability.
FOUNDATIONS FOR LOW BUILDINGS	Moderate: Moderate shrink-swell potential, fair shear strength, medium compressibility: 2 to 12 percent slopes.
POND RESERVOIR AREAS	Slight: Features are generally favorable.
EMBANKMENTS	Moderate in subsoil - fair stability, compaction and workability; good resistance to piping. Slight in underlying material - fair to good stability and compaction; good workability and resistance to piping.
DRAINAGE	Slight: Natural drainage is adequate.
CROPLAND	Well suited to commonly grown crops; all slopes require erosion control practices; soil loss is critical on slopes exceeding 7 percent.
WOODLAND	No natural croplands. Suitable species to plant; black walnut, white ash, white pine, red pine, Norway spruce.

WILDLIFE	Well suited for openland and woodlands but unsuited for wetlands.
RECREATIONAL USE	Slight to moderate limitations depending on the slope.
GENERAL URBAN DEVELOPMENT	Severe: Clayey subsoil material is plastic and sticky when wet and very hard when dry; erosion and siltation during construction and lawn establishment; excavations tend to hold water; lawns and shrubs difficult to establish and maintain; slight to moderate grading for streets.
SEPTIC TANK FILTER FIELDS	Severe: Moderately slow permeability; percolation rate estimated to be slower than 60 minutes per inch.
SEWAGE LAGOONS	Moderate on 2 to 7 percent slopes; slopes affect design and construction. Severe on 7 to 12 percent slopes; severely limiting use.

Ashkum (232)- Poorly drained soils with high organic matter content in surface layer, with moderate to slow permeability in the subsoil, and a high available water capacity. Surface water runoff is slow to ponded. These soils exhibit the following characteristics for other uses:

TOPSOIL	Fair if remaining soil at construction site is to be covered buildings, roads, etc. Poor if remaining soil is to be relevelled - poorly drained; seasonal high water table.
ROAD FILL FOR HIGHWAY SUBGRADE	Poor: Saturated with water in the spring; moderate to high shrink-swell potential; plastic index usually more than 20.
HIGHWAY AND STREET LOCATION	Severe: Poorly drained; seasonal high water table; susceptible to frost heave; plastic material; moderate to high shrink-swell.
FOUNDATIONS FOR LOW BUILDINGS	Severe: Poorly drained; seasonal high water table; moderate to high shrink-swell; subject to frost heave.
POND RESERVOIR AREAS	Slight: Moderately slow permeability; has natural high water table and potential for dugout ponds.
DRAINAGE	Severe: Poorly drained; moderately slow permeability; normal to high water table; artificial drainage needed.
CROPLAND	Well suited to continuous row cropping when adequately drained. Used mainly for growing corn and soybeans.
WOODLAND	No natural woodlands. Suitable species to plant: black spruce, pin oak, green ash, eastern larch.
WILDLIFE	Well suited on drained soils for both openland and woodlands; poorly suited on undrained except in wet areas.
RECREATIONAL USES	Severe limitations due to poor drainage, high water table and slow drying.

GENERAL URBAN
DEVELOPMENT

Severe: Frequent or continuous water saturation; slow or very slow runoff of surface water; may pond in some areas; excavations fill with water in the spring; slow to dry; wet basements probable; foundations, slabs, walks, and streets subject to cracking and heaving due to frost.

SEPTIC TANK
FILTER FIELDS

Severe: Moderately slow permeability; subsoil saturated with water in the spring; percolation rate estimated to be slower than 60 minutes per inch.

SEWAGE LAGOONS

Severe: Surface layer poor for embankment material and floor of lagoon; seasonal water table near the surface.

Andres (293)- Poorly drained soils with a high organic matter content in the surface layer, moderate permeability, and slow to medium surface water runoff. Periodic water saturation and shrink-swell due to frost heave is common.

TOPSOIL

Surface: Good - thick; high organic matter content. Subsoil: fair - somewhat clayey; seasonal high water table.

ROAD FILL FOR
HIGHWAY SUBGRADE

Poor in subsoil and underlying material - moderate shrink-swell in subsoil; plastic index usually more than 20 in the subsoil and ranges from 15 to 20 in the underlying material.

HIGHWAY AND
STREET LOCATION

Moderate: Somewhat poorly drained; seasonal high water table; susceptible to frost heave; subsoil has moderate shrink-swell and fair to good stability.

FOUNDATIONS FOR
LOW BUILDINGS

Moderate: Somewhat poorly drained; seasonal high water table; medium compressibility; moderate shrink-swell in the subsoil; susceptible to frost heave.

POND RESERVOIR
AREAS

Slight; Generally favorable; slow seepage; mainly has potential for dugout ponds.

DRAINAGE

Moderate: Somewhat poorly drained; seasonal high water table; moderately permeable subsoil but underlying material has moderately slow permeability.

CROPLAND

Well suited to continuous row cropping. Used mainly for growing corn and soybeans.

WOODLAND

No natural woodlands. Suitable species to plant: white ash, white pine, Norway spruce, red pine.

WILDLIFE

Well suited to openland and woodland wildlife. Also suited to a number of wetland wildlife species.

RECREATIONAL
USES

Moderate limitations due to poorly drained soils and slowness of drying.

GENERAL URBAN
DEVELOPMENT

Severe: Periodic water saturation; excavations hold water and dry out slowly; wet basements probable; foundations, slabs, walks, and streets subject to cracking because of frost heave and shrink-swell of subsoil.

SEPTIC TANK FILTER FIELDS Severe: Moderate in some areas. Moderately slow permeability below subsoil. Soils periodically saturated with water at depths of 1 to 3 feet during the spring. Estimated percolation rate ranges from 45 minutes per inch to slower than 60 minutes per inch.

SEWAGE LAGOONS Moderate: Seasonal water table is temporarily at depths less than 3 feet in the spring. Moderately slow permeability below subsoil. Surface layer poor for embankment material and floor of lagoon.

Beecher (298)- Poorly drained soils which have moderate organic matter content in the surface layer, slow permeability in the subsoil, and slow to medium surface water runoff. Clayey subsoils and periodic water saturation are common. Plastic and sticky when wet and very hard when dry. Soils are slow drying and subject to frost heave and shrink-swell of subsoil.

TOPSOIL Surface: Good-thin if eroded. Subsoil: Poor-clayey; sticky when wet and hard when dry; seasonal high water table.

ROAD FILL FOR HIGHWAY SUBGRADE Poor in subsoil and underlying material-moderate to high shrink-swell in the subsoil; difficult to work or compact when wet; plastic index usually more than 20 in the subsoil and ranges from 15 to 20 in the underlying material.

HIGHWAY AND STREET LOCATION Moderate: Somewhat poorly drained; seasonal high water table; susceptible to frost heave; moderate to high shrink-swell in the subsoil; fair stability.

FOUNDATIONS FOR LOW BUILDINGS Moderate: Somewhat poorly drained; seasonal high water table; medium compressibility; moderate to high shrink-swell in the subsoil; susceptible to frost heave.

POND RESERVOIR AREAS Slight: Generally favorable; seasonal high water table; slow seepage.

DRAINAGE Moderate: Somewhat poorly drained; seasonal high water table; slow permeability in the subsoil.

CROPLAND Well suited to continuous row cropping. Used mainly for growing corn and soybeans.

WOODLAND Woodlands usually do not occur naturally on these soils. Suitable species to plant: white ash, white pine, Norway spruce, red pine.

WILDLIFE Well suited for openland and woodland wildlife. Generally poorly suited for wetland wildlife.

RECREATIONAL USES Moderate limitations for most recreational uses due to poor drainage and slow drying.

GENERAL URBAN DEVELOPMENT Severe: Seasonal high water table; slowly permeable; excavations fill with water in the spring and dry out slowly; wet basements probable; foundations, slabs, walks and streets subject to cracking because of frost heave and shrink-swell of soil.

SEPTIC TANK
FILTER FIELDS

Severe: Slowly permeable subsoil; periodically saturated with water at depths of 1 to 3 feet (usually in the spring); percolation rate estimated to be slower than 60 minutes per inch.

SEWAGE LAGOONS

Moderate: Seasonal water table at depths of 1 to 3 feet; slopes that exceed 2 percent affect design and construction; slow permeability in subsoil and moderately slow permeability in underlying material.

Mundelein (442)- Poorly drained soils which have a high organic matter content in the surface layer, moderate permeability, and slow to medium surface water runoff. Periodic water saturation and poor sidewall stability is common. Frost heave is likely. Other characteristics are as follows:

TOPSOIL

Surface: Good - 10 to 16 inches of silt loam; high organic matter content. Subsoil: Fair - silty clay loam; sticky when wet and hard when dry.

ROAD FILL FOR
HIGHWAY SUBGRADE

Subsoil: Poor - periodic water saturation; moderate shrink-swell; plastic index more than 15. Underlying material: Fair to good - low shrink-swell; fair compaction characteristics; plastic index less than 15.

HIGHWAY AND
STREET LOCATION

Moderate: Somewhat poorly drained; seasonal high water table; susceptible to frost heave; subsoil has fair to good stability and a moderate shrink-swell potential.

FOUNDATIONS FOR
LOW BUILDINGS

Moderate: Somewhat poorly drained; seasonal high water table; Susceptible to frost heave; subsoil has a moderate shrink-swell potential.

POND RESERVOIR
AREAS

Severe: Hazard of excessive seepage through underlying stratified materials; potential for dugout ponds only; nearly level topography.

DRAINAGE

Moderate: Somewhat poorly drained; seasonal high water table; moderate permeability.

CROPLAND

Well suited to commonly grown crops where adequately drained.

WOODLAND

No natural woodlands. Suitable species to plant: ash, white pine, red pine, Norway spruce.

WILDLIFE

Well suited to openland and woodland wildlife. Suited for a number of wetland wildlife species.

RECREATIONAL
USES

Moderate limitations due to poor drainage and slow drying.

GENERAL URBAN
DEVELOPMENT

Severe: Periodic water saturation excavations hold water and dry out slowly; wet basements probable; foundations, slabs, walks, and streets subject to cracking because of frost heave and shrink-swell of subsoil.

SEPTIC TANK FILTER FIELDS Severe: Moderate in some areas. Periodically saturated with water at depths of 1 to 3 feet usually in the spring; has moderate permeability; percolation rate estimated to range from 30 to 60 minutes per inch.

SEWAGE LAGOONS Severe: Seasonal water table at less than 40 inches; porous material at about 3 feet in places; hazard of excessive seepage; surface layer poor for embankment material and floor of lagoon.

Markham (531)- Moderately well drained soils which have a moderate organic content in surface layer, slow to medium permeability, and medium surface water runoff. Erosion and siltation are likely during construction and lawn establishment is difficult. Soil is plastic and sticky when wet, very hard when dry.

TOPSOIL Surface: Good - 2 to 4 percent organic matter content if not eroded; less than 8 inches thick on eroded slopes. Subsoil: Poor - very sticky when wet and very hard when dry; less than one percent organic matter.

ROAD FILL FOR HIGHWAY SUB-GRADE Poor in subsoil and underlying material - moderate shrink-swell potential; plastic index usually more than 20 in the subsoil and ranges from 15 to 20 in the underlying material.

HIGHWAY AND STREET LOCATION Moderate: 2 to 12 percent slopes; plastic subsoil has fair to good stability.

FOUNDATIONS FOR LOW BUILDINGS Moderate: Subsoil has moderate shrink-swell potential; fair to poor shear strength; medium to high compressibility. Underlying material has similar properties but low shrink-swell.

POND RESERVOIR AREAS Slight: Features are generally favorable.

EMBANKMENTS Moderate in subsoil - fair stability, compaction, and workability; good resistance to piping. Slight in underlying material - fair to good stability and compaction; good workability and resistance to piping.

DRAINAGE Slight: Natural drainage is adequate.

CROPLAND Well suited to commonly grown crops; all slopes require erosion control practices; soil loss is critical on slopes exceeding 7 percent.

WOODLAND Woodlands seldom occur naturally on these soils. Suitable species to plant: black walnut, white pine, red pine, Norway spruce.

WILDLIFE Well suited for openland and woodland wildlife. Unsuitable for wetland wildlife due to good drainage.

RECREATIONAL USES Slight to moderate limitations for most uses. Severe limitations when landscaping is necessary.

GENERAL URBAN
DEVELOPMENT

Severe: Clayey subsoil material is plastic and sticky when wet and very hard when dry; erosion and siltation during construction and lawn establishment; excavations tend to hold water; lawns and shrubs difficult to establish and maintain; slight to moderate grading for streets.

SEPTIC TANK
FILTER FIELDS

Severe: Moderately slow or slow permeability; percolation rate estimated to be slower than 60 minutes per inch.

SEWAGE LAGOONS

Moderate on 2 to 7 percent slopes; slope affects design and construction. Severe on 7 to 12 percent slopes; slopes severely limit use.

Wauconda (697)- Poorly drained soils with periodic water saturation and fair to poor sidewall stability. The soil has moderate organic matter content in the surface layer, moderate permeability, and slow to medium surface water runoff. Shrink-swell potential is common.

TOPSOIL

Surface: Good - 8 to 15 inches of silt loam; moderate organic matter content (about 3%). Subsoil: Fair - silty clay loam; sticky when wet and hard when dry.

ROAD FILL FOR
HIGHWAY SUBGRADE

Subsoil: Poor - periodic water saturation; moderate shrink-swell; plastic index more than 15. Underlying material: Fair to good - low shrink-swell; fair compaction characteristics; plastic index less than 15.

HIGHWAY AND
STREET LOCATION

Moderate: Somewhat poorly drained: seasonal high water table; susceptible to frost heave; subsoil has fair to good stability and a moderate shrink-swell potential.

FOUNDATIONS FOR
LOW BUILDINGS

Moderate: Somewhat poorly drained; seasonal high water table; susceptible to frost heave; subsoil has a moderate shrink-swell potential.

POND RESERVOIR
AREAS

Severe: Hazard of excessive seepage through underlying stratified materials; potential for dugout ponds only; nearly level topography.

DRAINAGE

Moderate: Somewhat poorly drained; seasonal high water table; moderate permeability.

CROPLAND

Well suited to commonly grown crops where adequately drained.

WOODLAND

Species to favor in existing stands: white oak, red oak, black oak, ash, black walnut. Suitable species to plant: ash, white pine, red pine, white oak, Norway spruce.

WILDLIFE

Well suited for openland and woodland wildlife. Also suited for some wetland wildlife.

RECREATIONAL
USES

Moderate limitations for most recreational uses due to poor drainage.

GENERAL URBAN DEVELOPMENT	Severe: Periodic water saturation, excavations hold water and dry out slowly; wet basements probable; foundations, slabs, walks and streets subject to cracking because of frost heave and swell of subsoil.
SEPTIC TANK FILTER FIELDS	Severe: Moderate in some areas. Periodically saturated with water at depths of 1 to 3 ft. usually in the spring; has moderate permeability; percolation rate estimated to range from 30 to 60 minutes per inch.
SEWAGE LAGOONS	Severe: Seasonal water table at less than 40 inches; porous material at about 3 ft. in places; hazard of excessive seepage.

Soils With Very Severe Limitations

Houghton (103) - Very poorly drained soils with moderately rapid permeability, high organic matter content, and very slow or ponded surface water runoff. Continuous or frequent water saturation is common. Soil is very unstable and highly compressible.

TOPSOIL	Poor: Organic material; water table at or near the surface.
ROAD FILL FOR HIGHWAY SUBGRADE	Not suitable - organic material.
HIGHWAY AND STREET LOCATION	Very severe: Not suitable - organic material; water table at or near the surface.
FOUNDATIONS FOR LOW BUILDINGS	Very severe: Not suitable - unstable organic material; water table at or near the surface.
POND RESERVOIR AREAS	Severe: Not suitable for embankment ponds; water table near surface in dugout areas.
DRAINAGE	Severe: Water table at or near surface; moderately rapid permeability; material subsides when water table is lowered.
CROPLAND	Used mainly for specialty crops such as potatoes, onions, etc.
WOODLAND	Woodlands do not occur naturally.
WILDLIFE	Unsuited for open land and wood land wildlife. Well suited to most species of wetland wildlife.
RECREATIONAL USES	Very severe limitations on most recreational uses due to high organic matter content instability.
GENERAL URBAN DEVELOPMENT	Very severe: Continuous water saturation; water table at or near the surface; organic material very unstable; highly compressible and subsides when drained; site investigations required to determine thickness of organic material.
SEPTIC TANK FILTER FIELDS	Very severe: Continuous water saturation; unstable organic material; poor supporting strength for septic tank and disposal system tile.
SEWAGE LAGOONS	Very severe: Moderately rapid permeability; organic material.

Sawmill (107) - Poorly drained soils with very high organic matter content, moderate to moderately slow permeability, and slow surface water runoff. Subject to flooding and frequent water saturation. Soil is slow to dry, subject to frost heave, and has fair to poor stability.

TOPSOIL	Fair if remaining soil at construction site is not to be reclaimed for growing plants. Poor if remaining soil is to be reclaimed - poorly drained; seasonal high water table.
ROAD FILL FOR HIGHWAY SUBGRADE	Poor: Saturated with water in the spring; moderate shrink-swell potential; plastic index is more than 20.
HIGHWAY AND STREET LOCATION	Severe: Subject to flooding; seasonal water table near surface; susceptible to frost heave; high organic matter content in upper 3 feet; poor stability when wet.
FOUNDATIONS FOR LOW BUILDINGS	Severe: Subject to flooding; high water table; medium to high compressibility; moderate shrink-swell; fair shear strength.
POND RESERVOIR AREAS	Moderate: Subject to flooding; high organic matter content; stratified material with rapid seepage below 5 feet in places; usually has high water table in the spring.
EMBANKMENTS	Moderate: Fair to poor stability and compaction in upper 3 feet - fair below; high compressibility; moderate shrink-swell; high organic matter content; water table may hinder excavation.
DRAINAGE	Severe: Seasonal water table near surface; moderate to moderately slow permeability; drainage needed; tile function satisfactorily if outlets are available; subject to flooding.
CROPLAND	Well suited for growing corn, soybeans and small grains where adequately drained and protected from flooding.
WOODLAND	Few existing woodlands. Species to favor: pin oak, cottonwood, cherrybark oak, ash, hackberry, sweetgum. Suitable species to plant: cottonwood, sweetgum, sycamore.
WILDLIFE	Well suited on drained areas for openland wildlife. Well suited generally for all woodland wildlife. Undrained areas well suited for wetland wildlife and suited for openland wildlife. Poorly suited for wetland wildlife on drained areas.
RECREATIONAL USES	Severe limitations due to poor drainage, flooding, and shrink-swell potential.
GENERAL URBAN DEVELOPMENT	Severe: Subject to flooding; frequent or continuous water saturation; excavations fill with water; slow to dry; foundations, slabs, walks, and streets subject to cracking and heaving because of frost heave and shrink-swell.
SEPTIC TANK FILTER FIELDS	Severe: Poorly drained; seasonal water table near surface; subject to flooding; estimated percolation rate slower than 45 minutes per inch.

SEWAGE LAGOONS Severe: Subject to flooding; seasonal high water table; porous material below 5 feet in places.

Peotone (330)- Very poorly drained soils with high organic matter content, moderately slow permeability, and very slow or ponded surface water runoff. Continuous water saturation and flooding is common. Fair to poor stability, shrink-swell potential, and slow drying are other common characteristics.

TOPSOIL Fair if remaining soil at construction site is to be covered by buildings, roads, etc. Poor if remaining soil is to be reclaimed - poorly drained; seasonal high water table.

ROAD FILL FOR HIGHWAY SUBGRADE Poor: Moderate shrink-swell; saturated with water in spring; plastic index 15 to 25.

HIGHWAY AND STREET LOCATION Severe: Normally high water table; susceptible to frost heave; plastic material; subject to ponding; moderate shrink-swell potential.

FOUNDATIONS FOR LOW BUILDING Severe: Very poorly drained; normally high water table; fair shear strength; medium compressibility; moderate shrink-swell.

POND RESERVOIR AREAS Slight: Moderately slowly permeable; normally high water table.

DRAINAGE Severe: Very poorly drained; moderately slow permeability; normally high water table; difficult to obtain outlets.

CROPLAND Well suited to continuous row cropping when adequately drained. Used mainly for growing corn and soybeans.

WOODLAND Woodlands do not occur naturally on these soils. Suitable species to plant: black spruce, pin oak, green ash, eastern larch.

WILDLIFE Well suited in drained areas for openland and woodland wildlife. Poorly suited for wetland wildlife in drained areas. Undrained areas are poorly suited for openland, suited for woodland, and well suited for wetland wildlife.

RECREATIONAL USES Severe limitations on all uses due to poor drainage, ponding, and flooding, and slow drying ability.

GENERAL URBAN DEVELOPMENT Severe: Frequent or continuous water saturation; very slow runoff of surface water; subject to ponding; excavations fill with water in the spring; wet basements probable; dries very slowly; foundations, slabs, walks, and streets subject to cracking and heaving due to frost heave and shrink-swell.

SEPTIC TANK FILTER FIELDS Moderate: High organic matter content in upper 2 feet; moderately slowly permeable.

SEWAGE LAGOONS Moderate: High organic matter content in upper 2 feet; moderately slowly permeable.

Marshland (718) - Wet marshy areas, generally too wet to identify the soil. Most marsh areas are covered with water for long periods of time and are underlain by muck or loamy to clayey mineral soils. The high organic content, severe instability, and poor drainage severely limits its use for almost all types of development.

Urbanized Lands

Markham-Ashkum Urban Land Complex (923) - Soils in this category are urbanized, but generally retain the original landscape. Markham soils are well to moderately well drained while Ashkum soils are poorly drained. Permeability is slow to moderately slow. Markham soils have moderate limitations for urban uses due to clayey subsoils. Erosion and siltation are likely during construction and lawns are difficult to establish. Excavations tend to hold water. Ashkum soils have severe limitations for most uses due to frequent to continuous water saturation. Surface water runoff is slow to ponded, excavations fill with water and the soil is generally slow to dry. Shrink-swell potential is high. Due to the highly urbanized nature of the Markham-Ashkum series, on-site investigations are necessary to more specifically detail soil types on a particular site.

Urban Land (533) - No rating given since more than seventy-five percent of area was covered by concrete and buildings.

Cut and Fill Land-Clayey (534) - No rating given since all of the original soil profiles were disturbed or mixed by grading, cutting and filling. Exposed clayey material is plastic and sticky when wet, very hard when dry. Severe hazard of erosion and siltation exists during construction.

Land Fill (536) - No rating given since area consists primarily of waste materials and rubble piles from demolished buildings, construction operations, abandoned pits, and sanitary landfills.

All soil types in the urbanized lands category require detailed on-site investigations to better determine soil characteristics.

Summary

The soil interpretations presented in this appendix are not meant to replace detailed on-site investigations. They are intended to serve as an alternative system from which potential problem areas can be determined and as an aid in interpreting soils analysis provided by potential developers. Detailed soils maps are available at the offices of the Du Page County Regional Planning Commission and the United States Department of Agriculture, Soil Conservation Service.

ARTERIAL HIGHWAY DEVELOPMENT POLICIES AND STANDARDS
for
DUPAGE COUNTY

Adopted by the DuPage County Board
on September 11, 1984

Prepared By
DuPage County Development Department - Planning Division
DuPage County Regional Planning Commission

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OVERVIEW

Historically, land development along major arterial highways in DuPage County (and elsewhere in the region), has occurred without the benefit of an overall plan or consistently applied policies and standards for coordinating access to the arterial. The result, as evidenced most dramatically by such streets as Roosevelt Road and Ogden Avenue, has been a proliferation of driveway access, lack of adequate left-turn storage, and demand for frequent signalization, which have led to increased accident rates, reduced street capacity and inefficient traffic signal spacing. Public investment in the highway system in such cases has not been maximized, and the cost to the motoring public of traffic accidents, excess fuel consumption, delay, and pollution has increased.

In an effort to provide a consistent and comprehensive policy and regulatory framework for the development of all arterial corridors in DuPage County, the County Board, in September of 1984, adopted Arterial Highway Development Policies and Standards for DuPage County. These Policies and Standards were reviewed with, and reflect the input of, the DuPage County Regional Planning Commission, the DuPage Mayors and Managers Conference, the Illinois Department of Transportation and the County Highway Department.

The adopted Arterial Highway Development Policies and Standards for the DuPage County address three critical aspects of the development of land adjacent to arterial highways; access control, land use, and urban design, as discussed below.

Access Control Policies and Standards

The design, operation and location of access on arterial highway facilities can have a significant impact on the quality of traffic flow as well as safety. Although individual, property specific development decisions regarding access and land use may not appear significant, the cumulative effect of many such decisions can lead to traffic safety and operational problems. Several studies, including those done by the DuPage County Regional Planning Commission, confirm the strong correlation between frequency of driveway access and accident experience.

The trip-generation characteristics of the land use, design and location of its driveway access, as well as arterial highway design and operating speed, all combine to determine the safety and efficiency of arterial highways. Therefore, simply reducing the number of driveway access points is not, or should it be, the only element of an access control program. Section 4.1 of the Policies and Standards (see Page A3) provides a set of general Policies to guide access control decisions. Section 5.0 (see Page A7) contains specific driveway design standards.

Land Use Policies

Arterial highway corridor development programs must explicitly recognize the interrelationship between land use and transportation. Planning and

review of arterial highway access must therefore be incorporated into the land development process, beginning with initial corridor land use planning and carrying through to the final stages of detailed site planning and design. The Land Use Policies contained in Section 4.2 (see Page A5) of the attached Policies and Standards (see Page A5) are designed to facilitate that coordination.

Because land along arterials is often limited to a narrow, lineal frontage, it can be difficult to create "centers" of functionally related land use and avoid the "stringing-out" of development in the common commercial strip. In addition, because arterial frontage lots commonly abut residential areas, arterial land development must be planned and designed carefully to achieve a compatible and complementary mix of land uses in the corridor. The Land Use Policies of Section 4.2 also address these general concerns.

Urban Design Policies

The typical location of these arterial routes near community boundaries, and away from the towncenter area, can lead to a tendency to ignore aesthetic and design considerations. This problem is exacerbated by two factors. One is the presence of existing small lots-of-record fronting the arterial which, because of size limitations, do not often afford good opportunity for landscaping or visual design considerations. The other is the competition for traffic exposure, through placement of numerous and often visually unappealing advertising signs, as well as building design and orientation itself. In addition, the use of highway right-of-way for utility purposes can result in unsightly telephone and electrical lines and poles. Finally, landscaping and similar aesthetic considerations are generally lacking in all but the major road improvement projects.

The irony of arterial corridor development however, is that in many cases the appearance of these arterial highways may convey the only impression passing motorists may have of the community or County. Urban Design Policies intended to reflect these concerns are contained in Section 4.3 of the Policies and Standards (see Page A6).

IMPLEMENTATION

The Highway Development Policies and Standards have been incorporated into the Standards and Procedures for Driveways Within DuPage County Highway Department Right-of-Way as adopted by the County Board on January 8, 1985. In addition, the Illinois Department of Transportation has indicated that they will support such Policies and Standards which are more restrictive than their own, when they are backed by policy or ordinance of the appropriate authority (municipality or County) having jurisdiction over land that abuts state-maintained highways. Finally, the Arterial Highway Development Policies and Standards for the DuPage County have been added as requirements and provisions of the DuPage County Zoning Ordinance.

The Policies and Standards will be enforced on unincorporated land and on DuPage County Highways through the application of the County Zoning (and Subdivision) Ordinance and the Highway Department's driveway permit procedures. Driveway permits, zoning certificates and other related land development requirements, including letters of credit or bonds to secure improvements must be in hand prior to the issuance of a building permit. Occupancy permits will not be issued until and unless the provisions for arterial access, and site landscaping, signing, parking, and traffic circulation as determined for each site have been constructed or installed (or a cash bond for the improvement has been received).

Review Process

A conceptualized Arterial Highway Development Review Process is shown in Figure 1. This process will be used by the County to implement the Policies and Standards which have been adopted. The cornerstone of this system is the establishment of an effective and reliable method of communication between the County Development Department, having responsibility for planning and regulating land use in unincorporated DuPage, and the County Highway Department and other agencies responsible for the operation of arterial highways.

Zoning and subdivision applications, as well as all building permit applications that have not gone through the zoning or subdivision process will be reviewed for consistency with the DuPage County Zoning Ordinance (which has incorporated the new Arterial Highway Development Policies and Standards). Changes in driveway access, parking, circulation and landscaping may be required at that time.

Corridor Land Use and Access Control Plans

The public review of driveway access should be done within the broadest possible framework of interagency involvement and geographic coverage. The former is desirable because it insures that all potential problems or opportunities can be identified; the latter is crucial because the physical location of driveway access and traffic generation for a particular property determine access location and land use characteristics for nearby sites.

A desirable method of building in this concern is through the development of arterial corridor land use and access control plans. Although driveway access requirements and location will depend on the specifics of the particular land use that is developed on an arterial frontage, a conceptual access plan, showing driveways and local street access, potential future signalization, etc., should be included in the corridor land use plan. These plans are extremely valuable in determining the potential for future shared access, whether it is driveways or local public streets.

ARTERIAL HIGHWAY DEVELOPMENT

REVIEW PROCESS

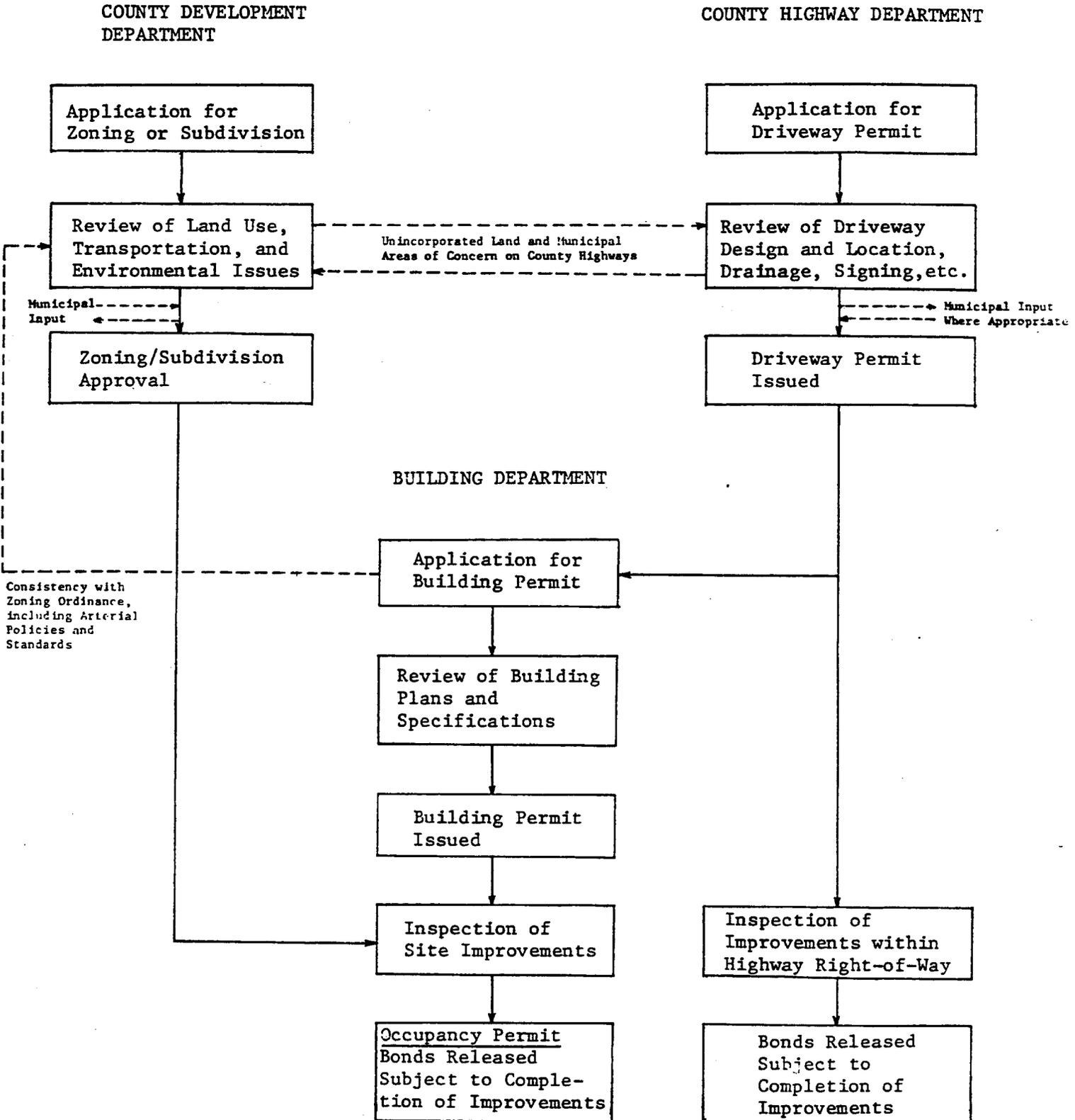


FIGURE 1

The corridor land use and access plans can be prepared for all arterial streets within a single municipal planning area¹, or for a group of adjacent communities within an arterial corridor². When coordinating with a programmed improvement of the roadway itself, these plans will be especially useful in implement improved access at the time of road construction or reconstruction.

CONCLUSION

Through adoption of the Arterial Highway Development Policies and Standards that follow, the County Board has taken the first step in insuring that the development of unincorporated arterial frontage and access to County Highways is done in such a way that highway capacity and safety are maximized, and that arterial corridor land use is well designed and functional. We encourage communities to adopt similar policies and standards, so that we can achieve overall consistency and coordination in the development of land use and access for all arterial corridors in DuPage County.

¹"Arterial Access Control Plan for Carol Stream," An element of the Comprehensive Land Use Plan prepared by the DuPage County Regional Planning Commission, 1980.

"Arterial Corridor Development Plan for Illinois Routes 59 and 56 in Warrenville," An element of the Comprehensive Land Use Plan prepared by the DuPage County Regional Planning Commission, 1984.

"Arterial Access Control Plan for Villa Park," An element of the Comprehensive Land Use Plan prepared by the DuPage County Regional Planning Commission, 1984.

²Lake Street-Land Use and Arterial Improvement Study (Bloomingdale, Hanover Park, Roselle) prepared by the DuPage County Regional Planning Commission, 1979.

Appendix

Arterial Highway Development Policies And Standards

ARTERIAL HIGHWAY DEVELOPMENT POLICIES AND STANDARDS
FOR DUPAGE COUNTY

Adopted by the County Board on
September 11, 1984

1.0 PURPOSE

Arterial highways perform the dual role of carrying large volumes of through traffic, as well as providing for access to abutting land uses. Because of their accessibility and traffic exposure, the arterial highway corridors have also become viable urban places, supplementing or even substituting for downtowns as places for people to live, work, shop, and do business.

Without proper control and regulation, however, arterial highway land development and access can reduce arterial capacity and safety, as evidenced by several "strip commercial" corridors in DuPage County. In these cases the highway does not continue to function as an efficient traffic mover. The end result is a decrease in highway safety and an increase in delay and congestion to the motoring public using the arterial. When this happens the arterial corridor also loses some of the accessibility that had made it a viable business center.

Conflicts between through vehicles and driveway vehicles entering, leaving, or crossing the highway can be minimized through the use of appropriate design standards and arterial access policies. Application of these Policies and Standards throughout DuPage County will foster consistent driver expectations and result in maximum operating efficiency, safety, and protection of public investment on arterial highways in DuPage County. In addition, implementation of these Policies and Standards will help sustain economic development within these arterial corridors.

To this end, and consistent with the rights of abutting property owners to access the arterial highway, the Arterial Access Policies and Standards for DuPage County contained on the following pages provide for the regulation and control of the number, location, and design of access driveways on arterial highways as designated on the Year 2000 Street and Highway Plan for DuPage County (as amended).

2.0 JURISDICTION AND ENFORCEMENT

DuPage County, through its Highway and Development Departments will have primary authority for the administration and application of the Arterial Access Standards and Policies in the following circumstances:

- 2.1-1 All property located within the unincorporated area of the County, and abutting or otherwise requiring direct access to an Arterial Highway (as determined by the Year 2000 Street and Highway Plan for DuPage County) shall be

subject to these Policies and Standards, with review of the number, location, and design of driveways made by the authorized representative(s) of the DuPage County Development Department. Enforcement of these Policies and Standards shall be as provided for in the DuPage County Zoning Ordinance (as amended). The Illinois Department of Transportation, County Highway Department, and Municipalities have ultimate authority for issuance of driveway permits for roads under their jurisdiction.

- 2.1-2 All property in DuPage County abutting or otherwise requiring direct access to a County Highway functionally classified as an Arterial Highway (as determined by the Year 2000 Street and Highway Plan for DuPage County, as amended) shall be subject to the requirements of these Policies and Standards. The review and approval of applications for driveway permits shall be made by the authorized representative of the DuPage County Highway Department.

3.0 GENERAL ADMINISTRATIVE PROVISIONS

- 3.1-1 For all uses of land established after the adoption date of these Policies and Standards, or any amendment hereto, driveways shall be located and designed as per these Policies and Standards. Where a driveway permit has been issued prior to the effective date of these Policies and Standards, provided construction is begun within ninety (90) days after the effective date thereof and diligently processed to completion, an existing driveway permit will be held valid and not subject to the provisions of these Policies and Standards.
- 3.2-1 Where there are practical difficulties; where public convenience would be better served; or where due cause is shown, modifications to the Policies and Standards may be granted by the appropriate authority, for lots of record existing on the date of application of the Policies and Standards.
- 3.3-1 Any application for a driveway permit, and all site plans shall include the following:
- a. Driveway design and geometrics including curb return radius, width of driveway at the property line, curbed or uncurbed, dimension of any channelizing islands or medians, length of driveway (measured parallel to driveway between edge of street and building line) and change in grade between driveway and street (measured where driveway meets the street).

- b. Sketch (not necessarily to scale) showing distance between proposed driveways and existing driveways on both sides of the street, within 200 feet each direction from subject property line, with distances to be measured parallel to the street. Sketch shall also show the name and type of land use currently served by these existing driveways.
- c. Identification of proposed driveway, signing/-marking/stripping for intersection control, inbound/-outbound movements, turn prohibitions (if any), etc.
- d. Based on a review of site topography, street alignment and other factors, the Director of County Development may require a survey to establish the site distance along the intersecting street measured from the driveway.

3.4-1 The Highway Agency responsible for issuance of driveway permits shall not issue such a permit unless the appropriate municipal or county authority has received written notice of that possible action, and has been given a reasonable time to comment, as determined by local procedures for zoning and subdivision review.

3.5-1 These Policies and Standards will be reviewed and amended as needed to insure consistency with State or nationally accepted standards and criteria of arterial highway access and land development.

4.0 ARTERIAL HIGHWAY CORRIDOR POLICIES

The control of driveway and local street access to arterial highways in DuPage County is critical to the safe and efficient operation of these facilities. Experience has shown that implementation of these arterial access control, land use, and urban design policies will minimize highway delay and accidents, while creating more attractive, functional, and economically viable urban places in arterial corridors throughout DuPage County. The following policies apply to all highways designated as Principal or Minor Arterials on the Year 2000 Street and Highway Plan for DuPage County (or subsequent amendments). These Policies shall be used by the Appropriate County Authority in the application of access control guidelines and criteria in areas not specifically addressed by the Arterial Access Control Standards in Section 5.0 (see Figures 2 and 3 for illustrations of these policies and concepts).

4.1 ACCESS CONTROL POLICIES

4.1-1 Encourage development of consolidated arterial access systems serving corridor land uses, which will provide safe and efficient access to the arterial. Plan for new signal location where isolated operation is possible (generally 1/2 mile or more apart), but where spacing shall be less, insure that adjacent signals can be coordinated to provide efficient arterial traffic flow.

- 4.1-2 Where traffic signals are required to serve a private development, and are anticipated to meet traffic warrants, the property owner shall contribute to the cost of installing and operating the traffic sign on a basis determined by the appropriate Highway Authority. When signal spacing or other considerations warrant or are anticipated to warrant traffic signal interconnection, as determined by the appropriate Highway authority, the cost of interconnection shall be included in a signal installation.
- 4.1-3 Minimize the number of driveways on arterial highways by allowing no more than one driveway (or a one-way pair) per property unless appropriate documentation is provided demonstrating the need for additional driveways.
- 4.1-4 Whenever possible, access should be provided via existing crossstreets, in lieu of additional arterial driveway access. If supplemental driveway access is required, it shall limit left-turn maneuvers through the use of curbed barrier medians on the arterial, or channelizing islands on the driveway.
- 4.1-5 Encourage the consolidation (sharing) of driveways for adjacent land uses, especially where the frontage length is less than 200 feet, in order to minimize the number of driveways in the corridor.
- 4.1-6 Encourage access (or access easements) between properties in order to minimize the number of driveways as well as allow vehicles to travel between adjacent properties via frontage or rear access roads instead of the arterial.
- 4.1-7 Driveways should be located and designed to minimize interference with the operation of left-turn lanes at arterial street intersections. Wherever feasible, barrier medians along the full length of left-turn storage should be included in major arterial highway improvements.
- 4.1-8 Encourage consideration of continuous two-way left-turn lanes and frontage roads in the planning and design of arterial reconstruction and widening projects in DuPage County.
- 4.1-9 Encourage property owners and highway agencies to make every effort to incorporate improvements in driveway access design, and eliminate unnecessary driveways, in major reconstruction or widening projects in DuPage County.

- 4.1-10 Promote the use of these Access Control Standards and Policies in DuPage County and encourage the State of Illinois to enforce such standards where they are more strict than their own.
- 4.1-11 Encourage highway agencies to review existing driveway access when land uses along an arterial change, and require corrective measures or new driveway permits based on that review.
- 4.1-12 Local and County land use planning and zoning agencies and highway agencies shall work closely together to insure complete consideration of the relationship between land use and transportation in development of the arterial corridor.

4.2 LAND USE POLICIES

- 4.2-1 Intergovernmental coordination and cooperation should be promoted through an arterial corridor development plan prepared for each arterial in DuPage County to guide the type, location, and intensities of arterial land uses in a coordinated and comprehensive manner.
- 4.2-2 The arterial land use plan (map) should include the creation of identifiable nodes of activity along the arterial and avoid the "stringing-out" of commercial (retail) activity in a strip along the highway.
- 4.2-3 Land use in the arterial corridor should be a mixture of development which benefit from highway visibility (exposure) and accessibility, and complement, not compete, with a municipality's Central Business District.
- 4.2-4 Evaluate individual development with respect to those surrounding it, addressing type of use, joint access, common circulation areas, pedestrian linkages, coordinated landscape treatment, location and type of signing, and building orientation and design.
- 4.2-5 Planned Developments and consolidation of parcels into a single development should be encouraged particularly in areas where numerous narrow or odd-shaped frontage lots exist and where development of appropriate arterial access control techniques would be difficult to achieve.
- 4.2-6 Discourage the subdivision of land fronting arterial highways unless individual property access is an integral and coordinated part of an overall access plan for the subdivided land.

- 4.2-7 Land use developed in the arterial corridor should complement, or at least minimize, impact to adjacent existing or planned uses. Residential uses should be separated with a suitable buffer or screen from non-residential uses.
- 4.2-8 Redevelopment of blighted or depressed areas of the arterial corridor should be encouraged, consistent with County and Municipal arterial corridor land use plans.
- 4.2-9 Arterial access needs and design should be based on the projected trip generation of the arterial land uses. Where sufficient driveway or street access capacity cannot be provided without compromising the safety and efficiency of arterial operation, then the density or type of the proposed use should be changed accordingly.
- 4.2-10 Pedestrian access to and from arterial land uses should be encouraged by planning community oriented development near local or collector street intersections, and/or including pedestrian/bicycle sidewalks or paths in site design.

4.3 URBAN DESIGN POLICIES

- 4.3-1 Preserve areas of natural open space as defined by the Open Space Opportunities Plan for DuPage County or local plans, along the highway to provide relief and diversity from built-up areas.
- 4.3-2 To the extent permitted by budgetary priorities, include landscaping improvements and retention of scenic vistas as part of major highway improvements (reconstruction or widening) through the use of berms, grassy or landscaped median, street trees, aesthetic street lights and utility poles (when underground placement is not feasible), and other landscaping or man-made materials.
- 4.3-3 Maximize opportunities for landscaping on private property by encouraging consolidation of small adjacent parcels and Planned Developments. A landscaping plan shall be prepared for the site, with requirements as specified in the DuPage County Zoning Ordinance.
- 4.3-4 Parking areas shall be "hidden" from the road where possible by locating them in rear or side yards, utilizing berms and/or parking lot construction below arterial street grade, trees or shrubs, or fences and walls. Landscaping should be used to break up the expanse of parking, and better define parking lot circulation.

- 4.3-5 Burial of overhead utility lines shall be considered when road construction occurs. In developing corridors, property developers should participate in the cost of utility line burial.
- 4.3-6 Use of building materials and architecture that blends with or complements the existing or desired character of an arterial corridor shall be encouraged in the review of development plans.
- 4.3-7 The number, location, and design of business and advertising signs for properties along arterial highways should incorporate public safety (sight distance), motorist reaction time, aesthetic appeal, and simplicity of design and shall comply with provisions of the DuPage County Proposed Zoning Ordinance.
- 4.3-8 Buildings adjacent to arterial highways with significant daytime and/or night-time population, (e.g., residential, office) should apply appropriate site design principles, and utilize construction materials and landscaping to minimize the effects of highway noise.

5.0 ARTERIAL ACCESS CONTROL STANDARDS

The standards contained on the following pages are intended to guide the number, location and design of arterial highway access in DuPage County. These standards will be modified, as needed, to conform with nationally accepted principles and practices of access control. Measurement of the following dimensions are as shown in Figure 1.

<u>Provision</u>	<u>Standards</u>
5.1 Driveway Permits	5.1-1 A driveway permit review shall be required when: <ul style="list-style-type: none"> a. A new development occurs b. Where the intensity of any building, structure, or premises shall be increased through addition of dwelling units, gross floor area, seating capacity, or other units of measurements related to trip generation. c. An existing use is changed to a new use. Based on this review, new driveway permit(s) may be required. All costs associated with a change in access, as per the new permits, shall be the responsibility of the property owner.

5.1-2 A temporary permit for additional driveways may be allowed by the appropriate Highway Authority subject to replacement of that temporary access at a future date with one of the following:

- a. an adjacent public street or access (frontage) road; or
- b. a shared-driveway, as shown on the approved development plans for the site.

The drive for which the temporary permit was issued, at the discretion of the appropriate Highway Authority, may remain as a limited-turn driveway.

5.2 Corner Clearance

5.2-1 Minimum separation of a driveway from an adjacent collector or arterial intersection (edge of pavement or face of curb of street to centerline of drive) shall be the maximum of:

- a. 200' (this distance may be reduced to 150' for a collector street)
- b. length of full left-turn storage on the arterial
- c. length of full left-turn storage and taper for a major driveway

5.2-2 Right-in/Right-out only drives may be located within the above distances provided that the corner radius for that drive shall not compound with that of the arterial street.

5.3 Property Line Clearance

5.3-1 Wherever feasible, driveways shall be located so that the required curb-return lies entirely within the subject property lines (extended) unless the driveway is being shared by adjacent property owners.

5.4 Maximum Number
of Driveways

5.4-1

One driveway

- a. Unless a traffic engineering study or other documentation indicates, to the satisfaction of local authorities, the need for additional driveways.
- b. Where additional driveways are necessary, first consideration shall be given to supplemental driveways which limit left-turns.
- c. Shared driveways or provision of access from adjacent public streets is encouraged.

5.5 Corner Radius

5.5-1

Two-Way Drives

- a. 25'

At the discretion of the appropriate municipal and County Authority, a minimum of 15' will be allowed for low volume driveways, or where a shoulder or right-turn lane provides for deceleration off of the through arterial lane.

- b. 30' - 50' for High Volume generators such as shopping centers, office or industrial parks, etc.

Basis for design shall include the truck design vehicle for that drive

5.5-2

One-Way Drives

- a. 15' minimum outside radius
- b. 5' minimum inside radius

5.6 Driveway Width
(Measured at right
angles to the
driveway curb or
edge of pavement
at the property
line)

5.6-1

Two-Way Drives

- a. 30' (2 lanes)

At the discretion of the appropriate Municipal and County Authority lesser widths may be allowed for low volume driveways.

- b. 36' (undivided 3 lanes)
- c. 48' maximum (divided-2, 24' drives excluding median)

5.7 Curbs and Gutter 5.7-1

All driveways shall be provided with concrete curb and gutter (minimum B6.12) for full length of curb return to at least the property line.

5.8 Limited-Turn Driveways 5.8-1

Driveways which are designed to prohibit left-turns in and out shall have a channelizing island and the following minimum dimensions:

- a. width of channelizing island (measured parallel to the arterial) 40'
- b. length 25'
- c. offset 5'
- d. curb return 50'
- e. driveway width 30'
- f. lane width at island 14'

5.8-2

Minimum signing shall include stop sign and no left-turn sign at the exit lane, and a no-left turn sign on the road right-of-way opposite the driveway, visible to oncoming arterial traffic.

5.8-3

Where driveways are to have left-turn prohibitions only at selected times of the day, the requirement for a channelizing island may be waived and replaced with signing only, at the discretion of the permit engineer with the appropriate highway authority.

5.8-4 At the discretion of the appropriate highway authority and where sufficient land is not available on site, the minimum dimensions for width, length, and curb return may be reduced to 20', 15', and 30' respectively.

5.9 Angle of Intersection

5.9-1 Two-Way Drives

a. 90° minimum

The appropriate local authority may allow a minimum angle of 70° if necessitated by site conditions.

5.9-2 a. 60° minimum

The appropriate local authority may reduce the minimum to 45° where sufficient deceleration length on the driveway is provided.

5.10 Driveway Separation

5.10-1 Two-Way Drives

a. 185' minimum. Separation is based on speed limit as determined in the table below.

Driveway Separation Table

<u>Speed Limit</u>	<u>Driveway Separation¹</u>
MPH	(feet)
35	185
40	200
45	230
50	275
55	335

¹ centerline to centerline of drives

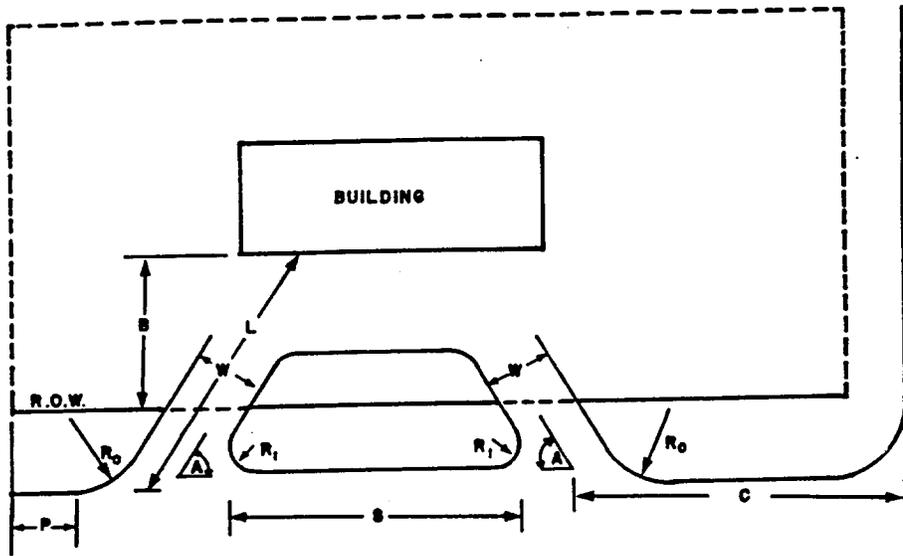
b. 300' minimum where, in the opinion of the appropriate local authority, weaving movement between drives is or will be significant.

- 5.10-2 The appropriate local authority shall increase the minimum separation for high volume generators such as shopping centers, office or industrial parks, etc., in order to prevent overlapping of left-turn lanes or other driveway interference.
- 5.10-3 Where driveways cannot meet minimum separation requirements, the appropriate Highway Authority will determine spacing based on the location, design, and traffic volume of adjacent driveways.
- 5.10-4 One-Way Drives
 - a. 80' minimum between a one-way driveway pair serving the same land use.

5.11 Traffic Signals

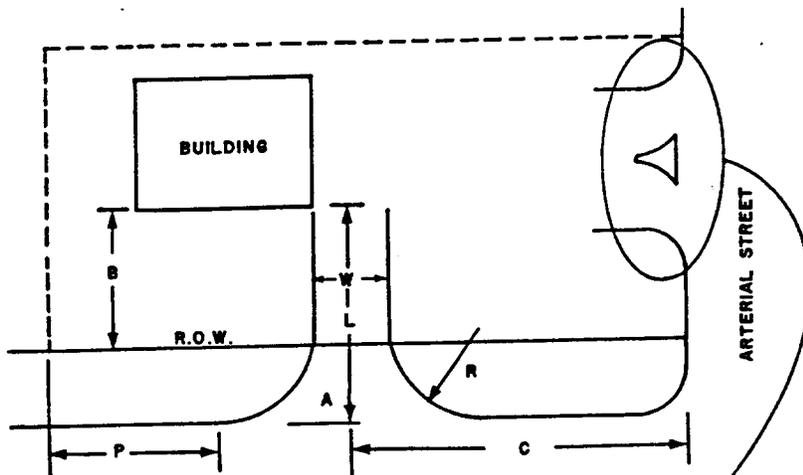
- 5.11-1 Minimum signal spacing will be determined by appropriate local authority. The desirable separation for maximum coordination of adjacent arterial signals is 1500'.
- 5.12-2 Where a driveway is to be signalized and is within 1/2 mile of an adjacent signal, and where the appropriate Highway Authority has determined that signal interconnection is needed; the property owner will participate in the cost of signal interconnection on a basis determined by the appropriate Highway Authority.
- 5.11-3 Where a driveway is to be signalized, the driveway shall be provided with a minimum two outbound lanes, with separate detection for each lane. A left-turn deceleration and storage lane shall be provided on the arterial street at the signalized driveway intersection.
- 5.11-4 The property owner shall be responsible for the cost of construction and operation of driveway signals on a basis determined by the appropriate Highway Authority.

5.12 Sight Distance, Acceleration and/or Deceleration Lanes, Left-Turn Lanes	5.12-1	As per requirements of the appropriate Highway Authority
5.13 Driveway Storage Length	5.13-1	50' minimum (measured from the edge of pavement on the arterial and parallel to the drive, to the building line)
	5.13-2	125' minimum for high-volume generators such as shopping centers, office or industrial parks, etc.
5.14 Driveway Median	5.14-1	Minimum of: 4' wide 25' long 5' offset from nearest edge of arterial through lane, right- -turn lane, or paved shoulder
	5.14-2	Use of medians on two-or-three lane driveways shall be permitted only after the appropriate Highway Author- ity determines that the median will not interfere with vehicle turning paths.



One-Way Pair

- A Driveway Angle
- B Building Setback
- C Corner Clearance
- I Median Island Width
- L Driveway Storage Length
- LW Lane Width
- O Offset
- P Property Line Clearance
- R Corner Radius
- Ro Outside Corner Radius
- Ri Inside Corner Radius
- S Separation Between One-Way Drives
- W Driveway Width



ARTERIAL STREET
Two-Way Driveway and
Right-In/Right-Out Only Driveway

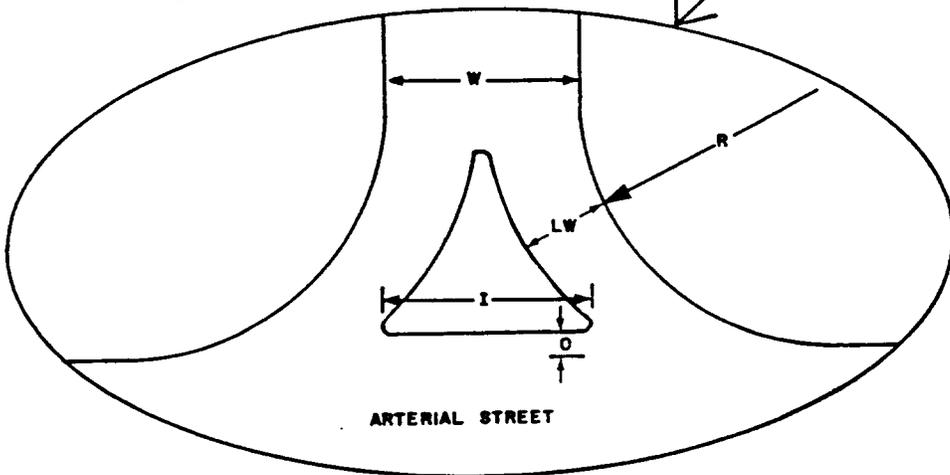


Figure 1. Measurement of
Access Control Standards

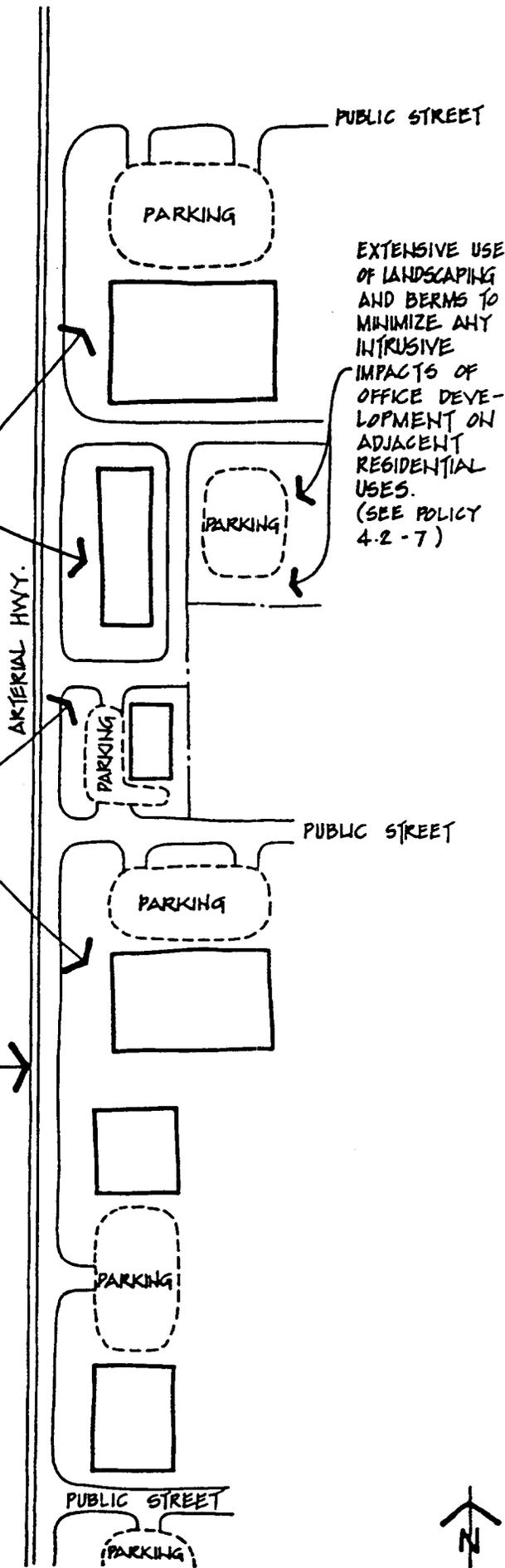
PLANNED OFFICE ALONG THE EAST-SIDE OF ARTERIAL. THIS TRANSITION LAND USE SEPARATES A SINGLE-FAMILY RESIDENTIAL AREA FROM AN INDUSTRIAL PARK AND ARTERIAL TRAFFIC. (SEE POLICY 4.2-4)

CONSOLIDATION OF SMALL FRONTAGE LOTS, USE OF EXISTING STREETS AND VARIATIONS IN BUILDING SETBACK AND ORIENTATION CAN BE USED TO MINIMIZE "STRIP" DEVELOPMENT APPEARANCE AND NUMBER OF DRIVEWAY ACCESS POINTS (SEE POLICIES 4.2-5 AND 4.2-7)

INCLUDE FLUGH MEDIAH FOR 2-WAY LEFT-TURNS IN ROAD WIDENING PLANS. (SEE POLICY 4.1-8)

EXTENSIVE USE OF LANDSCAPING AND BERMS TO MINIMIZE ANY INTRUSIVE IMPACTS OF OFFICE DEVELOPMENT ON ADJACENT RESIDENTIAL USES. (SEE POLICY 4.2-7)

Figure 2. Arterial Highway Development Planning Concepts



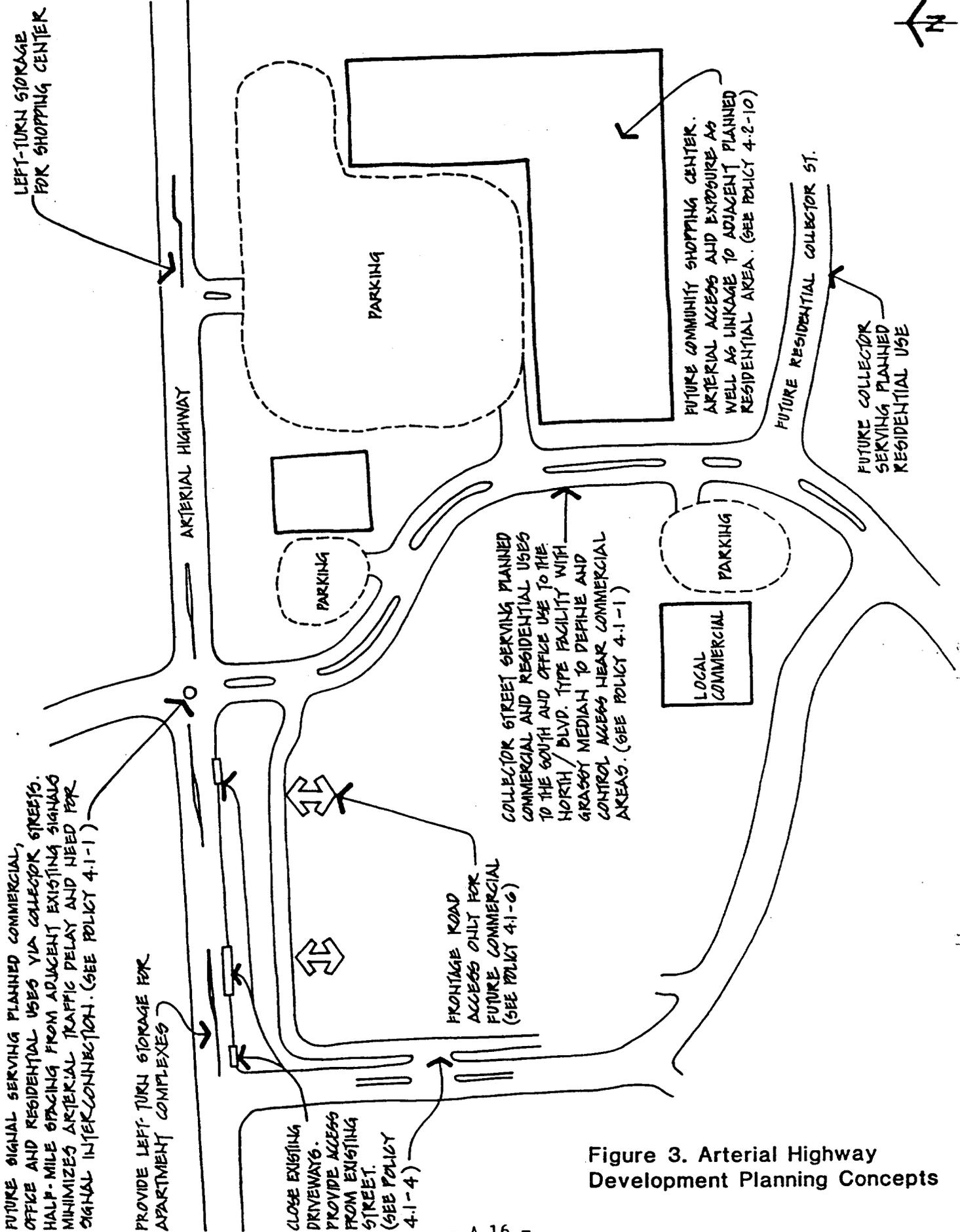


Figure 3. Arterial Highway Development Planning Concepts