



DuPage County / CMAP Route 83 Corridor Land Use Plan Preliminary Recommendations Summary

January 16, 2020

Preliminary recommendations for the DuPage County Route 83 Land Use Plan are detailed in a memorandum (dated November 21, 2019) from the consultant team to the project Steering Committee. The Steering Committee reviewed and commented on those recommendations at a meeting on December 13, 2019. Several refinements were suggested by the Committee. Before finalizing the recommendations, each corridor community and public from the area are being asked to also review and comment on the draft recommendations. The full memorandum is available on the project website under Documents (www.planroute83.org). This summary highlights the topics and ideas found in the memorandum.

GUIDING CONSIDERATIONS FOR THE PLAN:

- *Plan is to be an update to the DuPage County Land Use Plan*
- *Much of the Route 83 corridor study area is fully developed*
- *Most unincorporated areas in the Study Areas are small and fragmented*
- *Route 83 has several different roadway characteristics*
- *Salt Creek creates floodplain areas*
- *Route 83 runs mainly adjacent to the corridor communities (rather than through them)*

FUTURE LAND USES (summarized by subarea):

- Residential areas in *Sub-Planning Areas 1 and 2* already have been annexed and are currently redeveloping as industrial uses, more of the same is expected in these specific areas.
- Commercial redevelopment (including residential to commercial transitions) in *Sub-Planning Area 7* recognizes that coordinated redevelopment would provide an opportunity to create a better development layout, address stormwater management needs, and provide property owners a redevelopment opportunity, if desired.
- Should the site at Route 83 and Deerpath Road (east of Route 83 and currently a church) in *Sub-Planning Area 4* redevelop, residential uses [relatively intensive townhomes] are recommended given proximately to the transportation system and surrounding amenities.
- *Sub-Planning Area 8* primarily includes residential neighborhoods which are a part of a larger mixed-use area in Villa Park. The Villa Park Comprehensive Plan designates the unincorporated area west of Villa Avenue and south of North Avenue as Corridor Mixed Use; which would be reflected in the Rt. 83 Land Use Plan.
- *Sub-Planning Areas 3 and 5* are not anticipated to see land use transitions, these will continue to reflect current land uses, most significantly open space, residential and institutional uses.

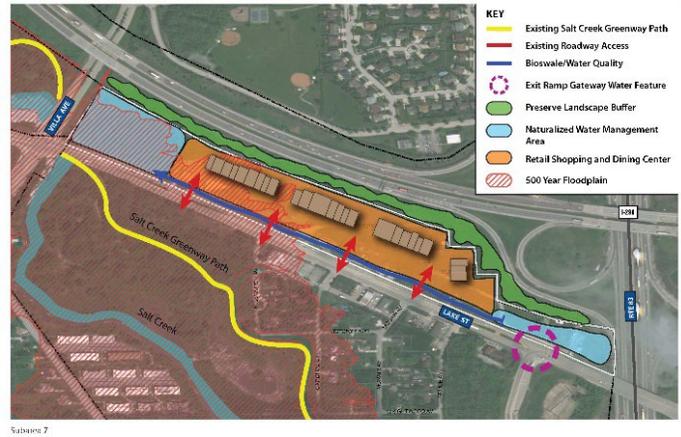
DEVELOPMENT OPPORTUNITIES — MARKET REALITIES: Opportunities for development and redevelopment are limited within the study area, given that it is primarily built out and some sites have constraints such as floodplains or limited access. Where development opportunities exist, current real estate markets are strongest for industrial and logistics uses. Infill housing is an option on desirable sites close to amenities. Office and retail markets are limited.

The draft Route 83 Land Use Plan notes areas (or sites) that present opportunities for new development, in some cases creating changes in land use. As seen in subareas 1 and 2, residential areas close to existing industrial parks and with close access to Route 83 already are in transition to industrial / logistics uses. The plan also highlights the option to add *missing middle housing* (in this case infill duplex or

townhome development) to establish more housing and a greater variety of housing types in the area. This housing type allows that appropriately sited, denser housing creates more access to housing for residents and employees in the area. Also, addition of new residential or other development provides an economic opportunity for property owners that would not otherwise exist. Lastly, the plan notes that any redevelopment occurs at the direction of and timing set by current home and property owners.

Two sites serve as examples of redevelopment opportunities within the study area:

- Redevelopment as townhomes for the property east of Deerpath Road, allowing residents to access local schools and amenities, and providing direct access to Route 83.
- Commercial redevelopment along the north side of Lake Street, west of Route 83 to Villa Avenue. Coordinated redevelopment of the full area would allow for an enhanced commercial use, a gateway development to the Village of Addison, and improved design of stormwater management infrastructure.



Subarea 7



Top: Commercial Redevelopment along Lake Street
Bottom Left: Redevelopment as townhomes

Subarea 1

LANDSCAPING AND URBAN DESIGN: Traffic along Route 83 is not anticipated to reduce, but the experience of using the roadway could be improved with low-maintenance plantings and more directional signage to highlight the communities and amenities. Recommendations include added landscaping and urban design elements, such as median plantings (as now found in the northern part of the corridor), native plantings and bioswales (added to ROWs and along roadways), and new wayfinding and gateway signage (both for communities and the corridor itself).



Left: wayfinding signage; Right: median landscaping

TRANSPORTATION: Recommendations include a variety of improvements for autos/trucks and pedestrians and cyclists to improve safety and connectivity. Pedestrian/cycling improvements include adding and connecting sidewalks, creating connections to bike paths (such as a flyover bridge from Elmhurst to the Salt Creek Greenway Trail), improved crossings and public transit stops (addition of pedestrian islands) and improved infrastructure. Auto/truck improvements aim to increase safety while not inhibiting the efficiency of travel, including turning limitations and the expansion of frontage roads. Other recommendations, such as allowing buses on shoulders and a potential road diet along Villa Avenue, are long-term improvements that would require collaboration between corridor communities, DuPage County, and IDOT.

IMPLEMENTATION: Preliminary recommendations for implementing the plan focus on bringing about the concepts described above, and several ongoing actions and approaches for key corridor issues. The draft recommendations include: continued active cooperation between agencies regarding property maintenance and code enforcement, structured ongoing communication through continued Steering Committee discussions, revisiting and refining boundary agreements, revision of local plans and codes for consistency with Route 83 Plan findings, long term pursuit of annexation for more efficient public services and code enforcement, and ongoing application by the County and corridor communities of CMAP ON TO 2050 plan concepts (Inclusive Growth, Resilience, and Prioritized Investments).